

APPENDIX A

TRAFFIC STUDY SCOPE OF WORK

MEMORANDUM

To: George Alvarez, P.E., Project Manager
Paul Garcia, Acting Principal Planner
City of San Juan Capistrano

Date: August 28, 2023

From: Richard E. Barretto, P.E., Principal
Linscott, Law & Greenspan, Engineers

LLG Ref: 2.23.4667.1
2.20.4346.1

Cc: File

Angela Besa, P.E., Transportation Engineer III

Subject: ***El Camino Specific Plan Amendment, San Juan Capistrano –
Traffic Impact Analysis Scope of Work***

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the following Traffic Impact Analysis Report (TIA) Scope of Work (SOW) for the proposed El Camino Specific Plan Amendment (ECSPA) in the City of San Juan Capistrano for your review and approval.

Traffic Study Scope of Work

The Traffic Impact Analysis for the proposed El Camino Corridor Specific Plan Amendment (herein after referred to as “Project”) will satisfy the traffic impact requirements of the City of San Juan Capistrano, consistent with the *Amended Administrative Police No. 310* and the accompanying *City of San Juan Capistrano Vehicle Miles Traveled (VMT) Guidelines and Thresholds Memorandum* and applicable requirements and procedures outlined in the most current *Congestion Management Program (CMP) for Orange County*.

A. Project Location: The proposed Project site is generally located south of Old Mission Road (formerly Ortega Highway), east of El Camino Real, extending southerly to Forster Street within the City’s historic downtown; commercial properties border the site on the east and south. With the Project, the El Camino Specific Plan (ECSP), which now totals 1.68± acres, would be amended to encompass eight (8) parcels of land with a combined total of approximately 7.33± acres of land. - See attached *Vicinity Map – Figure 1-1* and *Existing Site Aerial – Figure 2-1*, both of which identifies the location of the ECSP site.

B. Project Description: The El Camino Specific Plan, adopted in August 2022, includes the recently approved mixed use developed located that the former Downtown Playhouse site. The ECSP site is a 1.68± acre single parcel of land that is generally located south of Old Mission Road, east of El Camino Real. The approved project consists of the development of a 27,457 square-foot (SF) mixed use development in place of the El Camino Real Downtown Playhouse and public parking lot. The Project’s retail/commercial space consists of 7,391 SF of retail,

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of which 2,607 SF is located on the ground floor of the parking structure, and 7,586 SF of restaurant space, plus 5,436 SF of medical office use and 7,044 SF of office space. Parking will be provided via a total of 216 parking spaces.

Approximately 3.15± acres of land on the southern portion of the proposed ECSPA would be redeveloped with a mixed-use residential and retail/commercial that is now occupied with a vacant office building and surface parking. The middle 2.5± acres of the Project include a 1.0±acre HTC park, and a 1.5±-acre site that is set aside for development of a performing arts center. Although no development will occur on the 1.0-acre Blas Aguilar Adobe Museum property, it is also proposed to be part of the expanded ECSPA. *See attached Proposed El Camino Specific Plan Boundary – Figure 2-2.*

The proposed Forster & El Camino mixed-use component of the Project consist of 95 multi-family apartment homes with 50 one-bedroom units, and 45 two-bedroom units, a 3,500 SF residential clubhouse/leasing office, and a one building that would house a 4,294 SF quality restaurant and a one-story, 3,100 SF health/fitness club. This Project component will provide a total of 171 parking spaces, comprised of 83 structured spaces in the garage, and 88 surface spaces on site.

The middle 2.5± acres of the Project include a 1.0±acre HTC park, and a 1.5±-acre site that is set aside for development of a 49,097 SF performing arts center with a capacity of 350 seats in the Main Auditorium and a capacity of 100 seats in the “Black Box” theater.

Access to the Forster & El Camino Mixed-Use Development and Performing Arts Center will be provided via the El Camino Real and Forster Street intersections as well as the possible future extension of Forster Lane to Del Obispo Street. The Project driveway at the El Camino Real and Forster Street intersection is expected to be stop-controlled and El Camino Real and Foster Street will continue to operate as is and serve “through” traffic. – *See attached Proposed Site Plan – Figure 2-3.* It is noted that this figure will be replaced to reflect the Project Applicant’s eliminate the previously proposed “traffic circle” design for El Camino Real at Forster Street. The revised site plan will be included in the traffic study.

- C. Project Trip Generation:** The trip generation potential of the proposed Project will be estimated using trip rates contained in the *11th Edition of Trip Generation*,

published by the Institute of Transportation Engineers (ITE), [Washington, D.C., 2021]. **Table 1** summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project, whereas **Table 2** presents the proposed Project's forecast weekday daily and peak hour traffic volumes.

As shown in the *Table 1*, and based on the Project description, ITE Land Use 220: Multifamily Housing (Low-Rise), ITE 492: Health/Fitness Club, and ITE 931: Fine Dining Restaurant trip rates will be used to forecast the trip generation potential of the proposed Project. However, for the proposed Performing Arts Center, the use and operational characteristics of this Project component are not similar to the available land use categories provided in *Trip Generation, 11th Edition*. Therefore, trips generated by this Project component were conservatively estimated based on the anticipated unique operational characteristics (i.e., attendance levels, anticipated visitor arrival and departure patterns during weekdays and weekends, events, educational, and other programming, employees, etc.). The trip generation associated with the Performing Arts Center reflects the Project condition that start times of simultaneous events in the theatre on weekday evenings (e.g., after 6:00 PM) hours in order to be conservative.

As shown in *Table 2*, the proposed Forster & El Camino Real Mixed-Use Community, after application of internal capture, mode split, and pass-by adjustment factors, is forecast to generate 628 daily trips (one half arriving and one half departing), with 41 trips (14 inbound, 27 outbound) produced in the AM peak hour and 68 trips (43 inbound, 25 outbound) produced in the PM peak hour on a "typical" weekday.

For the proposed Performing Arts Center, as presented in the lower portion of *Table 2*, this Project component is expected to generate 604 daily trips (one half arriving and one half departing), with 22 trips (18 inbound, 4 outbound) produced in the AM peak hour and 102 trips (79 inbound, 23 outbound) produced in the PM peak hour on a "typical" weekday.

Overall, as shown in the last row of *Table 2*, the proposed Project is forecast to generate 1,232 daily trips (one half arriving and one half departing), with 63 trips (32 inbound, 31 outbound) produced in the AM peak hour and 170 trips (122 inbound, 48 outbound) produced in the PM peak hour on a "typical" weekday.

D. Project Trip Distribution Patterns: Project traffic volumes both entering and exiting the site will be distributed and assigned to the adjacent street system based on the following considerations:

- ❑ location of site access points in relation to the surrounding street system,
- ❑ the site's proximity to major traffic carriers and regional access routes,
- ❑ physical characteristics of the circulation system such as lane channelization and presence of traffic signals that affect travel patterns,
- ❑ presence of traffic congestion in the surrounding vicinity, and
- ❑ ingress/egress availability at the project site.

Figure 5-1 presents the Project trip distribution for the commercial components of the Project for both without and with the Forster Lane Extension. **Figures 5-2** and **5-3** present the Project trip distribution for the residential and Performing Arts Center components, respectively, without the Forster Lane Extension. **Figures 5-4** and **5-5** present the Project trip distribution for the residential and Performing Arts Center components, respectively, with the Forster Lane Extension.

E. Traffic Study Locations: The study locations listed below are locations that could potentially be impacted by the proposed Project based on the City of San Juan Capistrano guidelines and direction from the City. The locations designated as “Hot Spot” intersections are shown as well. Ten (10) key study intersections listed below were selected based on Project location and trip assignment:

1. Camino Capistrano at Old Mission Road
2. El Camino Real at Old Mission Road
3. Del Obispo Street at Old Mission Road (*Traffic Operation Hot Spot*)
4. I-5 SB Ramps at Ortega Highway (*Traffic Operation Hot Spot*)
5. I-5 NB Ramps at Ortega Highway (*Traffic Operation Hot Spot*)
6. Camino Capistrano at Forster Street
7. Del Obispo Street at Forster Lane (*Traffic Operation Hot Spot*)
8. Alipaz Street at Del Obispo Street
9. Paseo Adelanto at Del Obispo Street
10. Camino Capistrano at Del Obispo Street (*Traffic Operation Hot Spot*)

The AM peak hour and PM peak hour LOS calculations for the signalized intersections will be calculated using both the *Intersection Capacity Utilization*

(ICU) methodology and the *Highway Capacity Manual 7 (HCM 7)*. **Attachment A** presents the analysis parameters to be used in this study.

In addition, seven (7) key study roadway segments listed below were selected based on Project location and trip assignment:

- A. Old Mission Road, between Camino Capistrano and Del Obispo Street
(*Traffic Operation Hot Spot*)
- B. Ortega Highway, between Del Obispo Street and I-5 SB Ramps (*Traffic Operation Hot Spot*)
- C. Ortega Highway, between I-5 SB Ramps and I-5 NB Ramps (*Traffic Operation Hot Spot*)
- D. Camino Capistrano, between Old Mission Road and Del Obispo Street
- E. Del Obispo Street, between Old Mission Road and Camino Capistrano
(*Traffic Operation Hot Spot*)
- F. Del Obispo Street, between Alipaz Street and Paseo Adelanto (*Traffic Operation Hot Spot*)
- G. Del Obispo Street, between Paseo Adelanto and Camino Capistrano
(*Traffic Operation Hot Spot*)

The daily LOS calculations for the roadway segments will be calculated using the V/C Ratio Method of Analysis.

- F. Traffic Counts:** Traffic counts were collected during the AM peak period and PM peak period at the ten (10) key study intersections whereas 24-hour daily traffic counts were collected at all seven (7) key study roadway segments. The traffic counts were collected in late April 2023 over a three (3) day period on a Tuesday, Wednesday and Thursday to establish baseline Year 2023 traffic conditions.
- G. Impact Criteria and Thresholds:** The City of San Juan Capistrano considers LOS D to be the minimum acceptable condition that should be maintained during the AM and PM peak hours for all non-“Hot Spot” intersections. “Hot Spot” intersections are to maintain an LOS E as the minimum acceptable condition during the AM and PM peak hours.

For ICU methodology, per the City’s guidelines, a Project’s impact is considered “significant” if the Project’s ICU increase is 0.010 or greater **and** the resulting Existing With Project traffic conditions LOS is “E” or “F”. For “Hot Spot”

intersections, a Project's impact is considered "significant" if the Project's ICU increase is 0.005 or greater **and** the resulting Existing With Project traffic conditions LOS is "F".

For HCM methodology, per the City's guidelines, a Project's impact is considered "significant" if the Project's delay increase is 2.0 second or greater **and** the resulting Existing With Project traffic conditions LOS is "E" or "F". For "Hot Spot" intersections, a Project's impact is considered "significant" if the Project's HCM increase is 1.0 second or greater **and** the resulting Existing With Project traffic conditions LOS is "F".

The City considers LOS D to be the minimum link level of service performance goal for major, primary, secondary, and limited secondary arterials and LOS C for local residential arterials. It has also established "E" as the minimum link level of service performance goal for "Hot Spot" locations within the city. Per the City's guidelines, a Project's impact on the existing street system (major, primary, secondary or limited secondary arterials) is considered "significant" if the Project's V/C ratio increase is 0.010 or greater **and** the resulting Existing With Project traffic conditions LOS is "E" or "F". A Project's impact on the existing street system (local residential arterials) is considered "significant" if the Project's V/C ratio increase is 0.010 or greater **and** the resulting Existing With Project traffic conditions LOS is "D", "E" or "F". For "Hot Spot" roadway segments, a Project's impact on the existing street system is considered "significant" if the Project's V/C ratio increase is 0.005 or greater **and** the resulting Existing With Project traffic conditions LOS is "F".

H. Near-Term Cumulative Background Traffic:

- Horizon Year: 2028
- Ambient Growth Rate: 0.5% per year

Cumulative Projects: Research has been conducted at the City of San Juan Capistrano regarding the status of other proposed developments (related Projects) in the area that may contribute cumulative impacts to the adjacent street system and study locations in the vicinity of the proposed Project.

Subject to review and confirmation by City staff, **Table 3** identifies fourteen (14) cumulative projects which will be included as part of Year 2028 Cumulative Traffic Conditions, while **Figure 6-1** identifies the location of the fourteen (14) cumulative projects. **Table 4** presents the development totals and resultant trip generation for the cumulative projects. As shown in **Table 4**, the

cumulative projects are expected to generate a combined total of 22,767 daily trips on a “typical” weekday, with 1,998 trips (1,107 inbound and 891 outbound) forecast during the AM peak hour and 1,710 trips (836 inbound and 874 outbound) during the PM peak hour.

I. General Plan Buildout (Post 2045) Traffic Forecast:

Long-Term traffic volume forecasts will be developed via the use of the most current OCTAM approved traffic model. The Future Year 2045 volumes will be derived based on existing peak hour count data and forecast link volumes obtained from the Orange County Transportation Analysis Model (OCTAM). OCTAM is the accepted regional model for forecasting travel demand for Orange County. Growth factors for each intersection approach and departure will be interpolated from OCTAM 5.0 link plots for 2016 and 2045. These growth factors are then applied to existing counts to forecast future turning movement volumes at each of the study intersections. Forecast roadway segment volumes will also be derived based on existing average daily traffic (ADT) volumes and forecast ADT link volumes obtained from OCTAM. Growth factors for each study roadway segment will be interpolated from OCTAM link plots for 2016 and 2045. The growth factors will then be applied to existing ADT counts to forecast future roadway segment ADT.

J. Analysis Scenarios:

1. Existing Traffic Conditions,
2. Existing With Project Traffic Conditions,
3. Scenario (2) With Recommended Improvements, if any,
4. Existing With Project With Cumulative Traffic Conditions,
5. Scenario (4) With Improvements, if any,
6. Existing With Project With Buildout Traffic Conditions, and
7. Scenario (6) With Improvements, if any.

K. Synchro Analysis: Using the *Synchro Traffic Signal Coordination Software*, an operational analysis will be conducted on one (1) roadway segment in the City to determine the potential impact of Project-related traffic, without and with the Foster Lane Extension.

3. Del Obispo Street at Old Mission Road (*Traffic Operation Hot Spot*)
7. Del Obispo Street at Forster Lane (*Traffic Operation Hot Spot*)
10. Del Obispo Street at Camino Capistrano (*Traffic Operation Hot Spot*)

L. VMT Screening Assessment

- Based on our preliminary review, the Project appears to screen-out of a full VMT analysis. Based on this, LLG will conduct a detailed VMT screening analysis based on the City's Guidelines and provide recommendations.

M. Other Issues:

- Conduct a compliance assessment for I-5 at Ortega Highway Interchange per the requirements and procedures outlined in the current *Orange County Congestion Management Program (CMP)*.
- Conduct queuing evaluation at the I-5 NB Off-Ramp and I-5 SB Off-ramp at Ortega Highway.
- Evaluate the existing striping at Camino Capistrano and Forster Street and make recommendations for turn pockets based on projected turning movements; evaluate the potential for turn restrictions to maintain satisfactory operating conditions at this study intersection.
- With the extension of Foster Lane to Del Obispo Street, recommend striping improvement for existing turn pockets based on projected turning movements, as well as the need for potential for turn restrictions to maintain satisfactory operating conditions at this study intersection.
- Determine the need for any striping modifications at the traffic study locations based on recommended improvements.
- Evaluate Site Access and Internal Circulation, inclusive of proposed design at Forster Street and El Camino with the Project access, and driveway conflicts of the proposed intersection geometrics. Identify required street width of Forster Lane, inclusive of need to remove existing on-street parking.
- Evaluate the Parking Requirements of the Project, including calculating City Parking Code requirements as detailed in *Section 9-3.512(e)(B)* and Shared Parking Analysis, inclusive of preparation of a Parking Management Plan (PMP).

* * * * *

George Alvarez
Paul Garcia
August 28, 2023
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We appreciate the opportunity to provide this Scope of Work. Should you have any questions, please call us at (949) 825-6175. Thank You.

Approved by:

City of San Juan Capistrano

Date

Attachments

TABLE 1
PROJECT TRIP GENERATION RATES¹

ITE Land Use Code/ Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Trip Generation Factors:</u>							
• 220: Multifamily Housing (Low-Rise) (TE/DU) ^{2,3}	4.72	29%	71%	0.38	60%	40%	0.61
• 492: Fitness/Health Club (TE/TSF)	32.18 ⁴	51%	49%	1.31	57%	43%	3.45
• 931: Fine Dining Restaurant (TE/TSF)	83.84	90%	10%	0.73	67%	33%	7.80

Notes:

- TE/TSF = Trip end per 1,000 SF

¹ Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).

² Low-Rise Multifamily Housing consists of buildings that are between 1 and 3 levels.

³ ITE Land Use 220: Multifamily Housing (Low-Rise) has further subcategories of “Close to Rail Transit” and “Not Close to Rail Transit”. The Weekday Daily, Weekday AM peak hour, and Weekday PM peak hour utilize “Close to Rail Transit” trip generation rates.

⁴ Source: A daily trip rates are not available for this land use per the *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021). Therefore, the daily ratio was estimated by applying the same relationship between Daily and PM ratio from the ITE Land Use Code 492: Health/Fitness Club from *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012).

TABLE 2
PROJECT TRIP GENERATION FORECAST

ITE Land Use Code/ Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<i>Forster & El Camino Mixed Use Project:</i>							
• Residential (95 DU)	448	10	26	36	35	23	58
Internal Capture ⁵	<u>-75</u>	<u>0</u>	<u>-1</u>	<u>-1</u>	<u>-3</u>	<u>-4</u>	<u>-7</u>
<i>Residential Subtotal</i>	<i>373</i>	<i>10</i>	<i>25</i>	<i>35</i>	<i>32</i>	<i>19</i>	<i>51</i>
• Health/Fitness (3,100 SF)	100	2	2	4	6	5	11
Internal Capture ⁸	<u>-58</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-4</u>	<u>-2</u>	<u>-6</u>
<i>Residential Subtotal</i>	<i>42</i>	<i>2</i>	<i>2</i>	<i>4</i>	<i>2</i>	<i>3</i>	<i>5</i>
• Fine Dining Restaurant (4,294 SF)	360	3	0	3	22	11	33
Internal Capture ⁸	<u>-97</u>	<u>-1</u>	<u>0</u>	<u>-1</u>	<u>-4</u>	<u>-5</u>	<u>-9</u>
<i>Fine Dining Restaurant Subtotal</i>	<i>263</i>	<i>2</i>	<i>0</i>	<i>2</i>	<i>18</i>	<i>6</i>	<i>24</i>
Mode Split Adjustment ⁶	<u>-26</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-2</u>	<u>0</u>	<u>-2</u>
<i>Fine Dining Restaurant Subtotal</i>	<i>237</i>	<i>2</i>	<i>0</i>	<i>2</i>	<i>16</i>	<i>6</i>	<i>22</i>
Pass-by Reduction ⁷	<u>-24</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-7</u>	<u>-3</u>	<u>-10</u>
<i>Fine Dining Restaurant Subtotal</i>	<i>213</i>	<i>2</i>	<i>0</i>	<i>2</i>	<i>9</i>	<i>3</i>	<i>12</i>
<i>Forster & El Camino Mixed Use Total</i>	<i>628</i>	<i>14</i>	<i>27</i>	<i>41</i>	<i>43</i>	<i>25</i>	<i>68</i>
<i>Performing Arts Center:</i>							
• Performing Arts Center (450 Seats) ⁸	604	18	4	22	79	23	102
El Camino Specific Plan Amendment Total	1,232	32	31	63	122	48	170

⁵ Consistent with the *Trip Generation Handbook*, published by ITE (2017), Project trip generation was adjusted to account for internal capture between the different components of the Project.

⁶ A mode shift adjustment factor of 10% was used to account for walk-in traffic from the adjacent downtown area. This factor was applied to the Weekday Daily, Weekday AM peak hour, Weekday PM peak hour, Saturday Daily, and Saturday Midday peak hour.

⁷ Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. For this analysis, the following pass-by reduction factors were used (Source: *Trip Generation Manual*, 11th Edition, ITE 2021):

- 822: Strip Retail Plaza (< 40k): Daily/AM peak hour – Assume 10%, PM peak hour – Assume 40% (reference 821: Shopping Plaza (40k – 150k),
- 931: Fine Dining Restaurant: PM peak hour – 44%, Daily/AM peak hour – Assume 10%
- 932: High Turnover (Sit-Down) Restaurant: PM peak hour – 43%, Daily/AM peak hour – Assume 10%

⁸ Performing Arts Center trips are based on expected capacity and operations of the theater.

TABLE 3
LOCATION AND DESCRIPTION OF RELATED PROJECTS – PRELIMINARY INFORMATION⁹

No.	Related Project	Location/Address	Description	Status
1.	J. Serra Catholic High School	North and south of J. Serra Road west of I-5.	2,000 student private high school	Partially occupied
2.	Distrito La Novia-San Juan Meadows	North and south sides of La Novia Avenue east of Valle Road	75,100 SF retail; 16,000 SF general office building; 85 Condominium DU; 45 Apartment DU; 94 Single Family DU; 500 horse equestrian center	Construction to commence
3.	The River Street Project	North of Del Obispo Street on Paseo Adelanto through to Los Rios	59,067 SF Commercial	Under construction
4.	The Farm Specific Plan	32382 Del Obispo Street	169 Single Family DU	Under construction
5.	Petra Avelina	Terminus of Calle Arroyo	89 Townhomes DU; 43 Single Family DU	Under construction
6.	Ganahl Lumber	North of Stonehill Drive, between San Juan Creek and the Railroad	6,000 SF Restaurant, 161,385 SF Lumber Store, and 400 Space Vehicle Storage	Under construction
7.	El Camino Specific Plan – Ortega Hwy at El Camino Mixed Use	26874 Old Mission Road / 31776 El Camino Real	27,457 SF of mixed use, with 7,391 SF of retail, 7,586 SF of restaurant space, 5,436 SF of medical office use and 7,044 SF of office space, and 216 parking spaces.	Entitled
8.	In-N-Out Burger	31791 Del Obispo Street	3,879 SF Fast Food Restaurant With Drive Through	Under construction
9.	City Hall	32400 Paseo Adelanto	50 Multifamily DU, 16,021 SF Municipal Office	Under construction
10.	Swallows Creek	30700 Rancho Viejo Road	136,308 SF Industrial	Under construction
11.	St. John Church	29742 Rosenbaum Road	21,358 SF Church	Under review
12.	Camino Capistrano Mixed Use	31841, 31843, 31861, and 31871 Camino Capistrano	44,380 SF mixed use, with 36 Room Hotel, 3,137 SF High Turnover Sit-Down Restaurant, 1,767 SF Distillery / Brewery Tap Room and 59 spaces	Under review
13.	Compass Energy Storage	29343 Camino Capistrano	Battery Energy Storage System on 15 acres with a unmanned substation with facilities operated remotely, year round, 24 hours a day	Under review
14.	Juliana Farms Lot 13 Subdivision	31495 Juliana Farms Road	6 Single Family DU	Under review

Notes:

- SF = Square Footage
- DU = Dwelling Unit

⁹ “Cumulative Projects” List, dated May 2023, provided by the *City of San Juan Capistrano*.

TABLE 4
RELATED PROJECTS TRIP GENERATION FORECAST¹⁰

No.	Related Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
1.	J. Serra Catholic High School	2,062	370	257	627	71	110	181
2.	Distrito La Novia - San Juan Meadows	6,786	166	155	321	249	245	494
3.	The River Street Project ¹¹	2,382	82	50	132	89	61	150
4.	The Farm Specific Plan	1,594	31	87	118	100	59	159
5.	Petra Avelina	809	16	47	63	46	29	75
6.	Ganahl Lumber ¹²	4,597	228	202	430	114	126	240
7.	El Camino Specific Plan – Ortega Hwy at El Camino Mixed Use	932	52	29	81	30	36	66
8.	In-N-Out Burger ¹³	1,418	0	0	0	68	74	142
9.	City Hall	699	46	28	74	23	30	53
10.	Swallows Creek	664	89	12	101	12	77	89
11.	St. John Church	162	4	3	7	4	6	10
12.	Camino Capistrano Mixed Use	605	22	18	40	26	19	45
13.	Compass Energy Storage ¹⁴	Nom	Nom	Nom	Nom	Nom	Nom	Nom
14.	Juliana Farms Lot 13 Subdivision	57	1	3	4	4	2	6
Related Projects Trip Generation Forecast		22,767	1,107	891	1,998	836	874	1,710

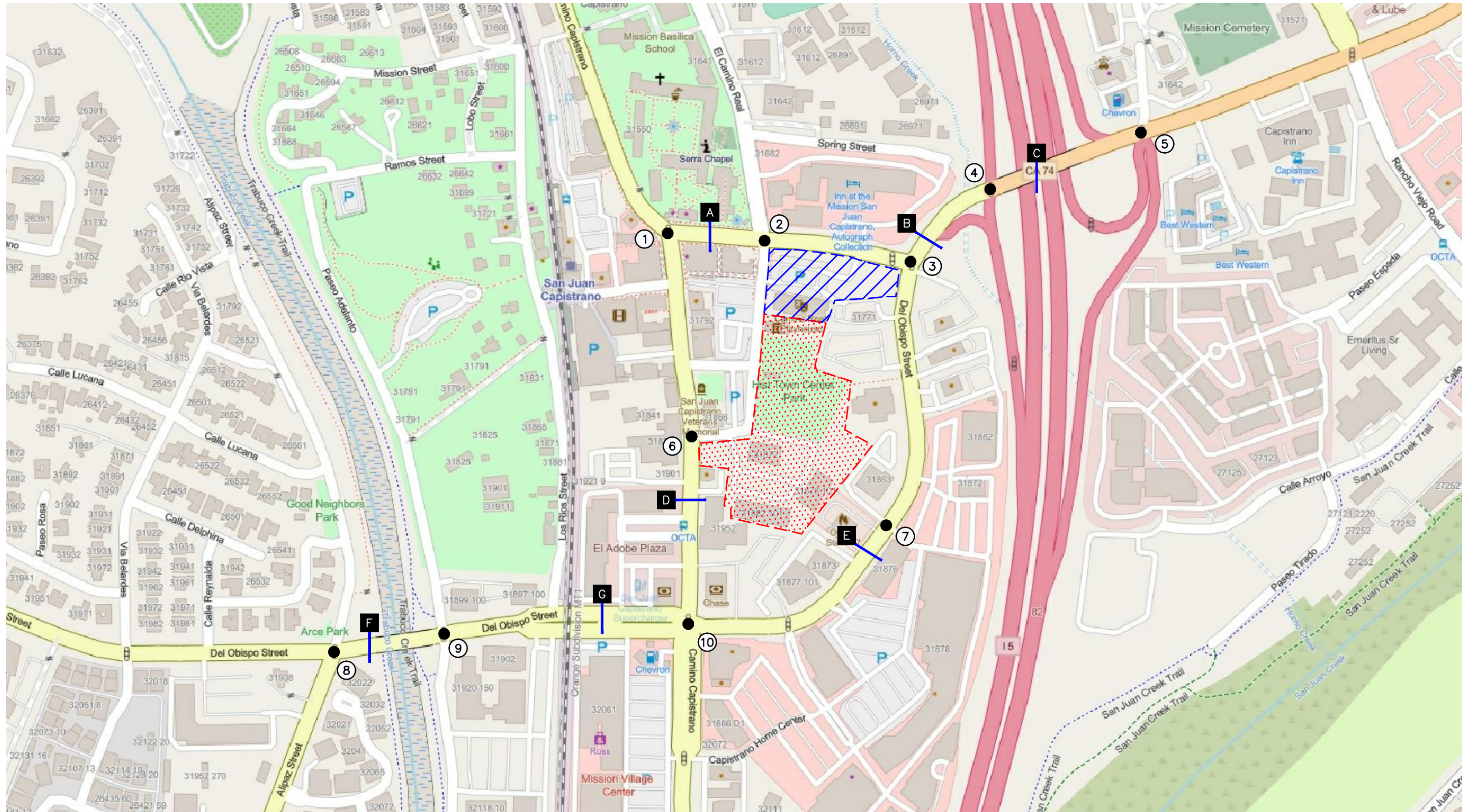
¹⁰ Based on *Trip Generation, 10th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2017)], unless otherwise noted.

¹¹ Source: *Trip Generation Analysis and Parking Study Addendum River Street Development Project*, prepared by LLG Engineers, dated September 19, 2019.

¹² Source: *Revised Traffic Impact Analysis for Ganahl Lumber Development Project*, prepared by LSA, dated April 2020.

¹³ Source: *Traffic Impact Analysis for In-N-Out Burger*, prepared by LLG Engineers, dated December 21, 2022.

¹⁴ The Compass Energy Storage project is an unmanned battery storage facility that is operated remotely year round, 24 hours a day. As such trips generated by this related are expected to be nominal on a daily basis.



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NO SCALE

SOURCE: GOOGLE

KEY

- ① = STUDY INTERSECTION
- # = STUDY ROADWAY SEGMENT
- ▨ = EXISTING EL CAMINO SPECIFIC PLAN
- ▨ = PROJECT SITE

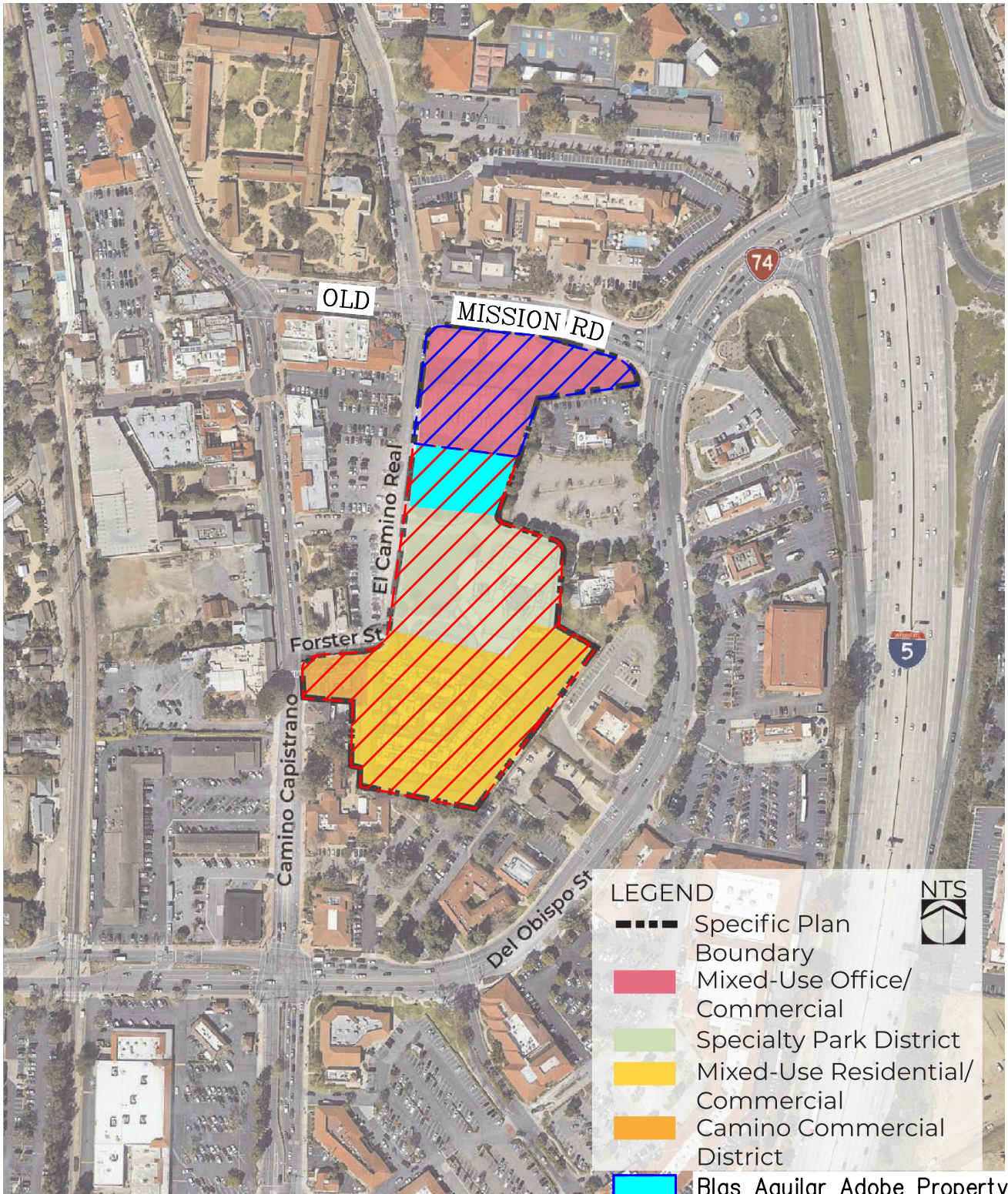
FIGURE 1-1

VICINITY MAP

EL CAMINO SPECIFIC PLAN AMENDMENT, SAN JUAN CAPISTRANO



n:\4600\2234667 - el camino specific plan amendment, san juan capistrano\dwg\4667 f2-1.dwg LDP 11:06:12 07-18-2023 aguilar



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NO SCALE

SOURCE: EL CAMINO SPECIFIC PLAN

KEY

= EXISTING EL CAMINO SPECIFIC PLAN
 = PROPOSED E.C.S.P. AMENDMENT

FIGURE 2-2

PROPOSED EL CAMINO SPECIFIC PLAN BOUNDARY
EL CAMINO SPECIFIC PLAN AMENDMENT, SAN JUAN CAPISTRANO



Site Plan to be replace with revised version that eliminates "traffic circle"

n:\4600\2234667 - el camino specific plan amendment, son juan capistrano\dwg\4667 f2-3.dwg LDP 13:45:32 06-08-2023 agular

n:\4600\2234667 - el camino specific plan amendment, san juan capistrano\dwg\4667 f5-1.dwg LDP 14:24:41 07-18-2023 aguilar

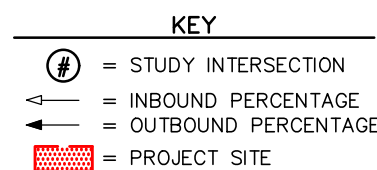
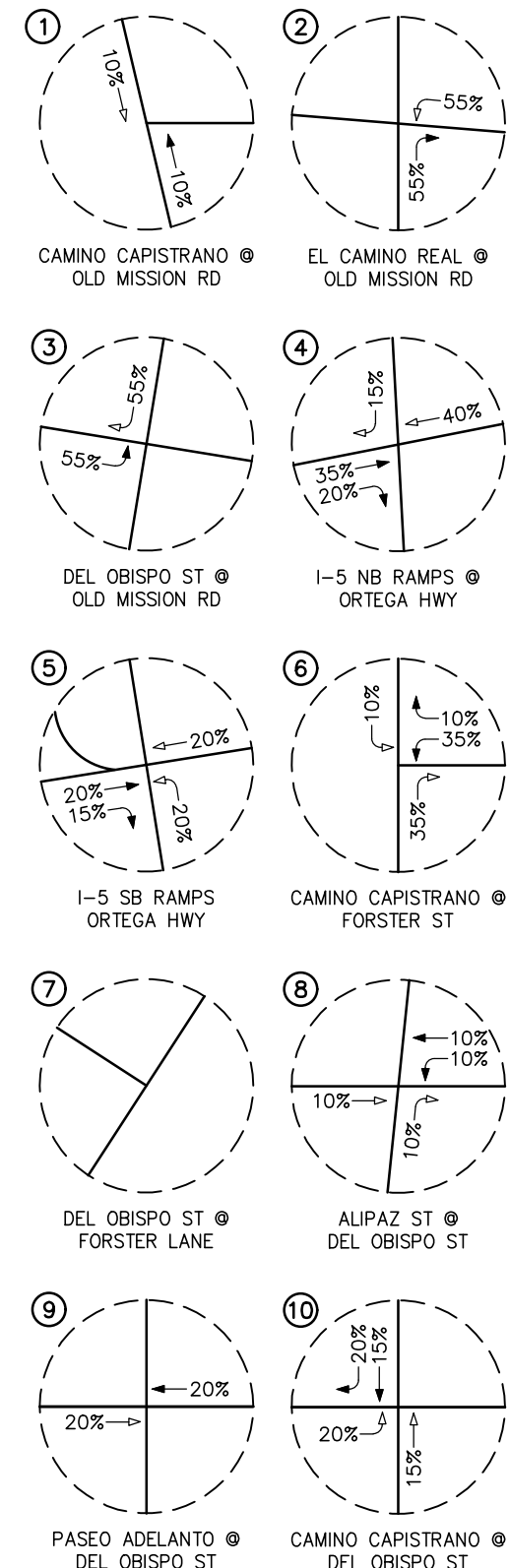
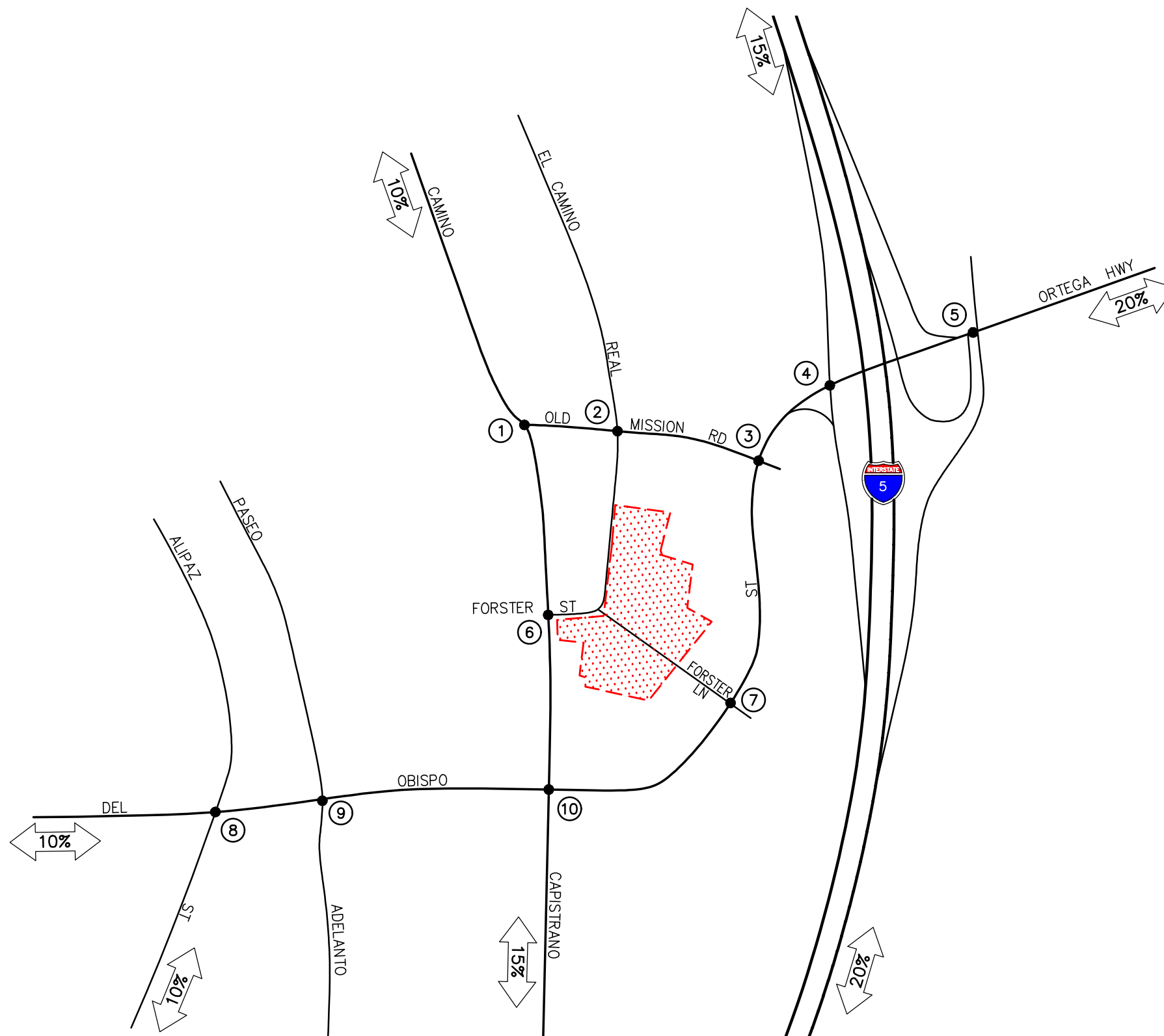
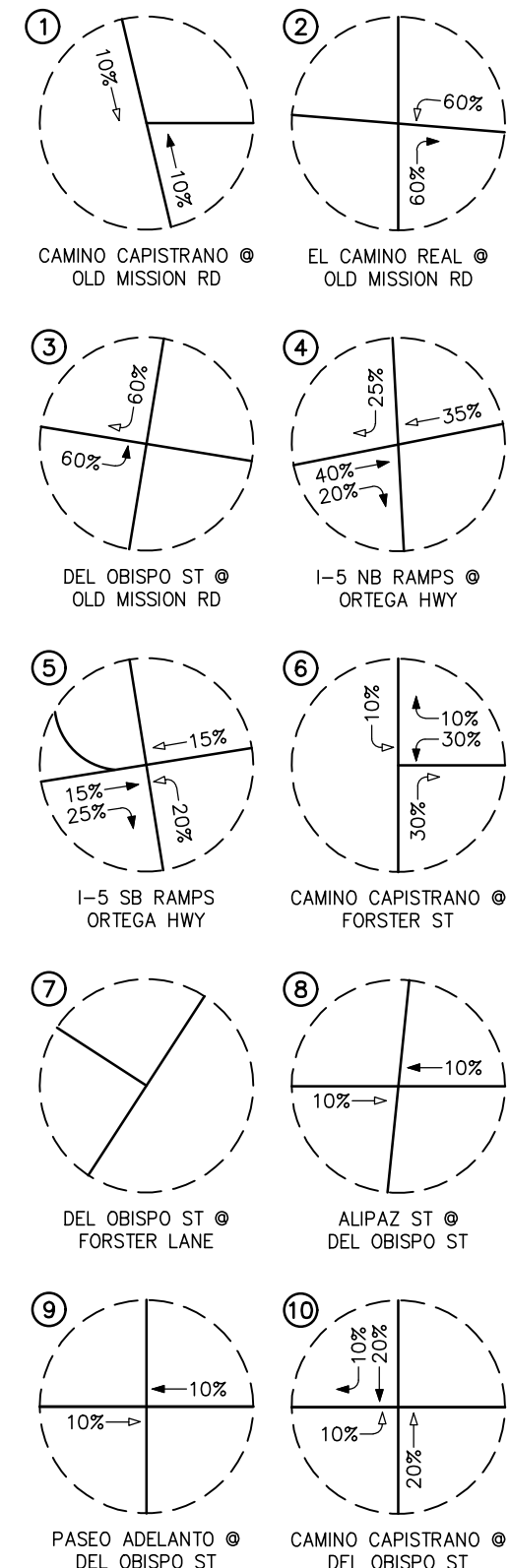
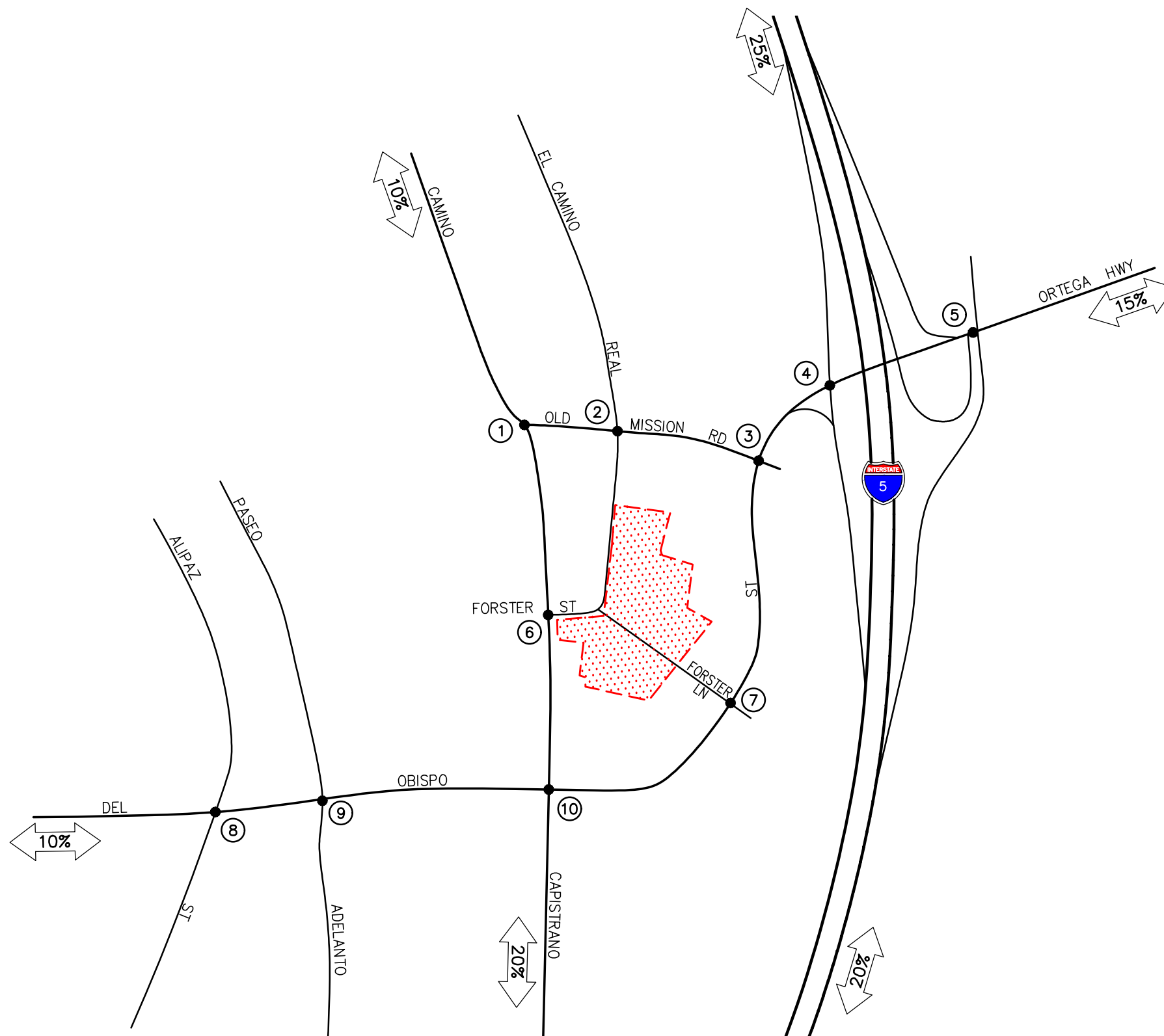


FIGURE 5-1

PROJECT TRIP DISTRIBUTION – COMMERCIAL
EL CAMINO SPECIFIC PLAN AMENDMENT, SAN JUAN CAPISTRANO



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KEY

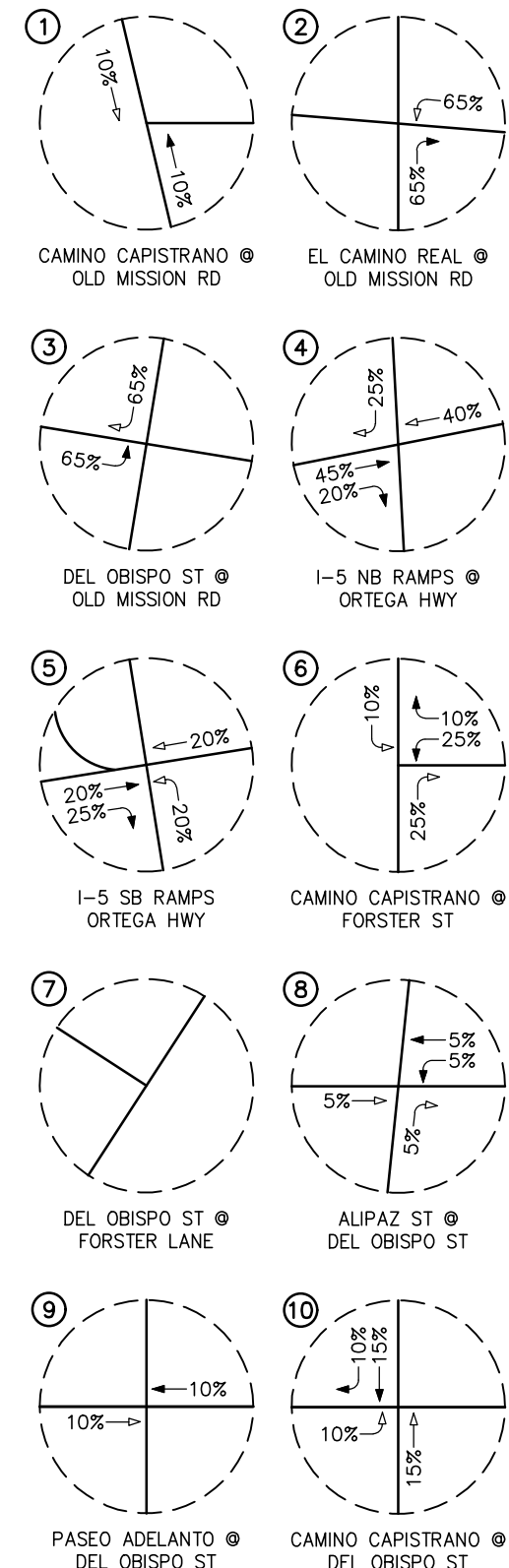
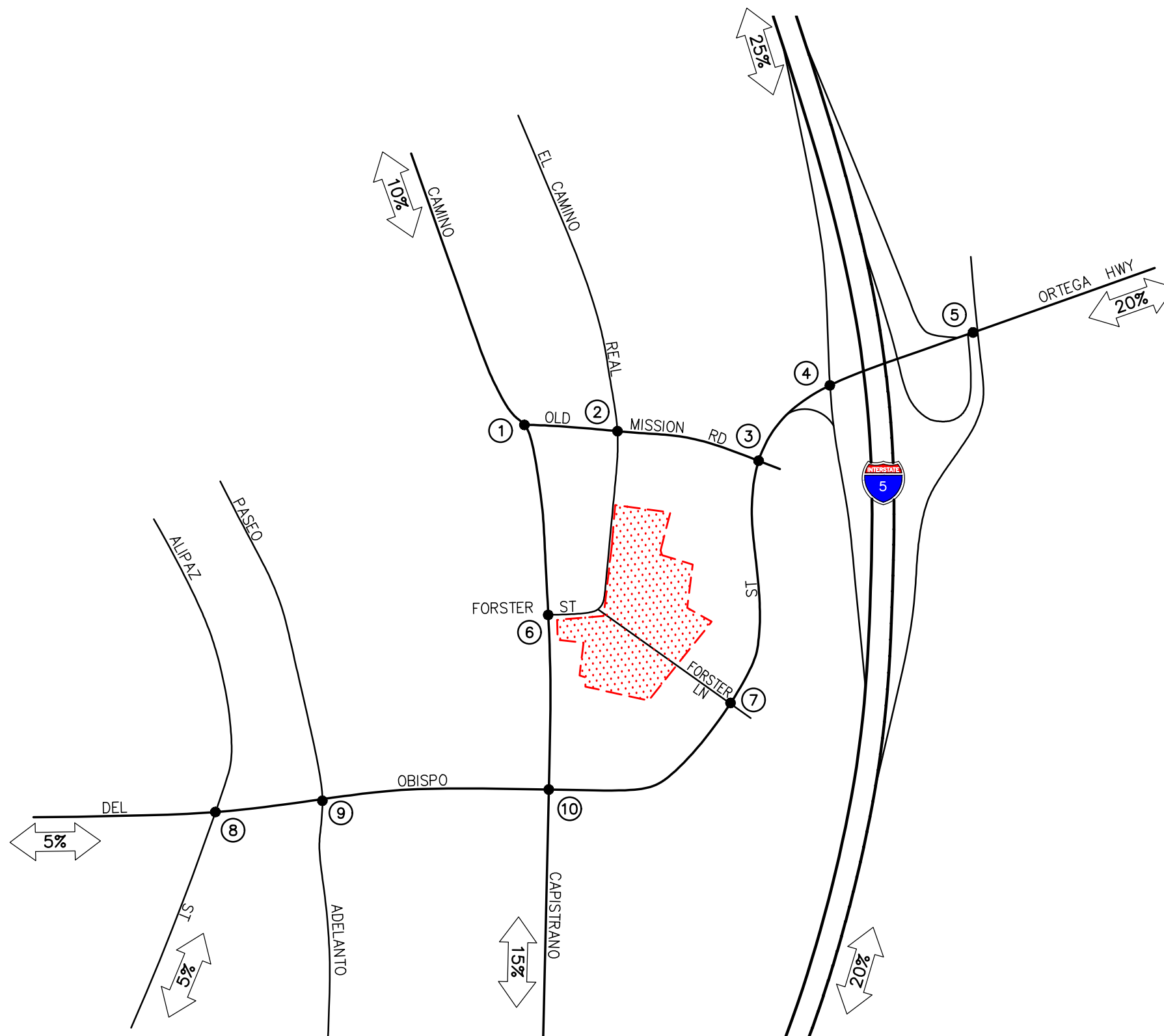
- ① = STUDY INTERSECTION
- ← = INBOUND PERCENTAGE
- = OUTBOUND PERCENTAGE
- ▨ = PROJECT SITE

FIGURE 5-2

PROJECT TRIP DISTRIBUTION - RESIDENTIAL
(WITHOUT FORSTER LANE)

EL CAMINO SPECIFIC PLAN AMENDMENT, SAN JUAN CAPISTRANO

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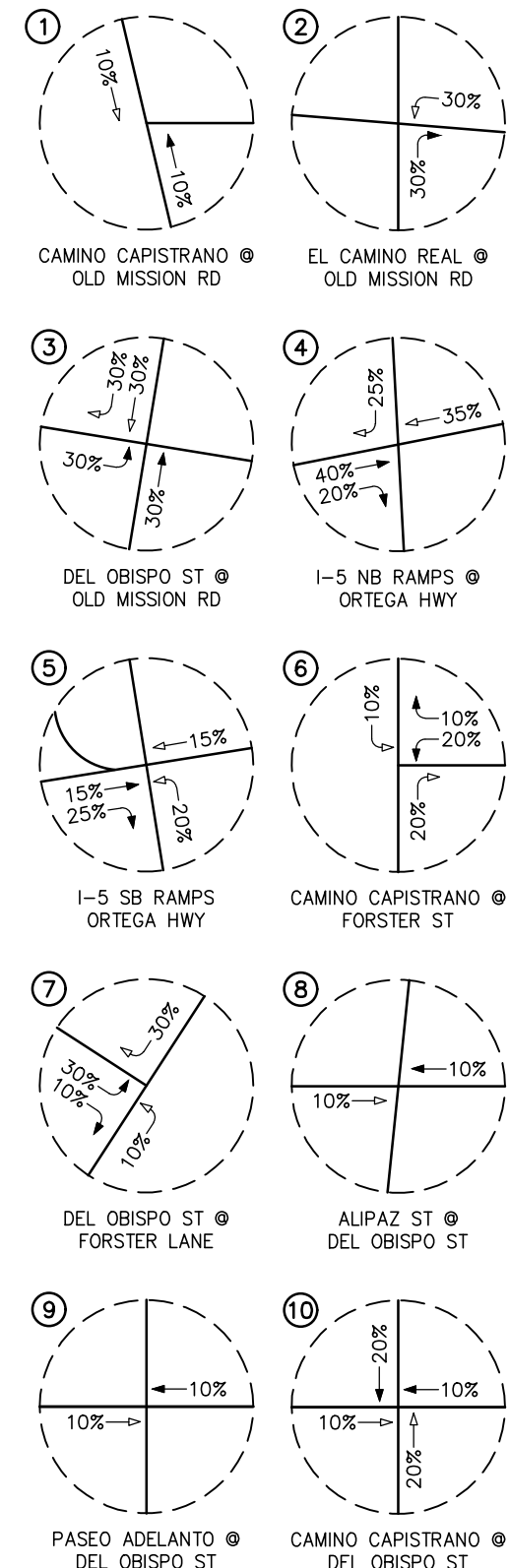
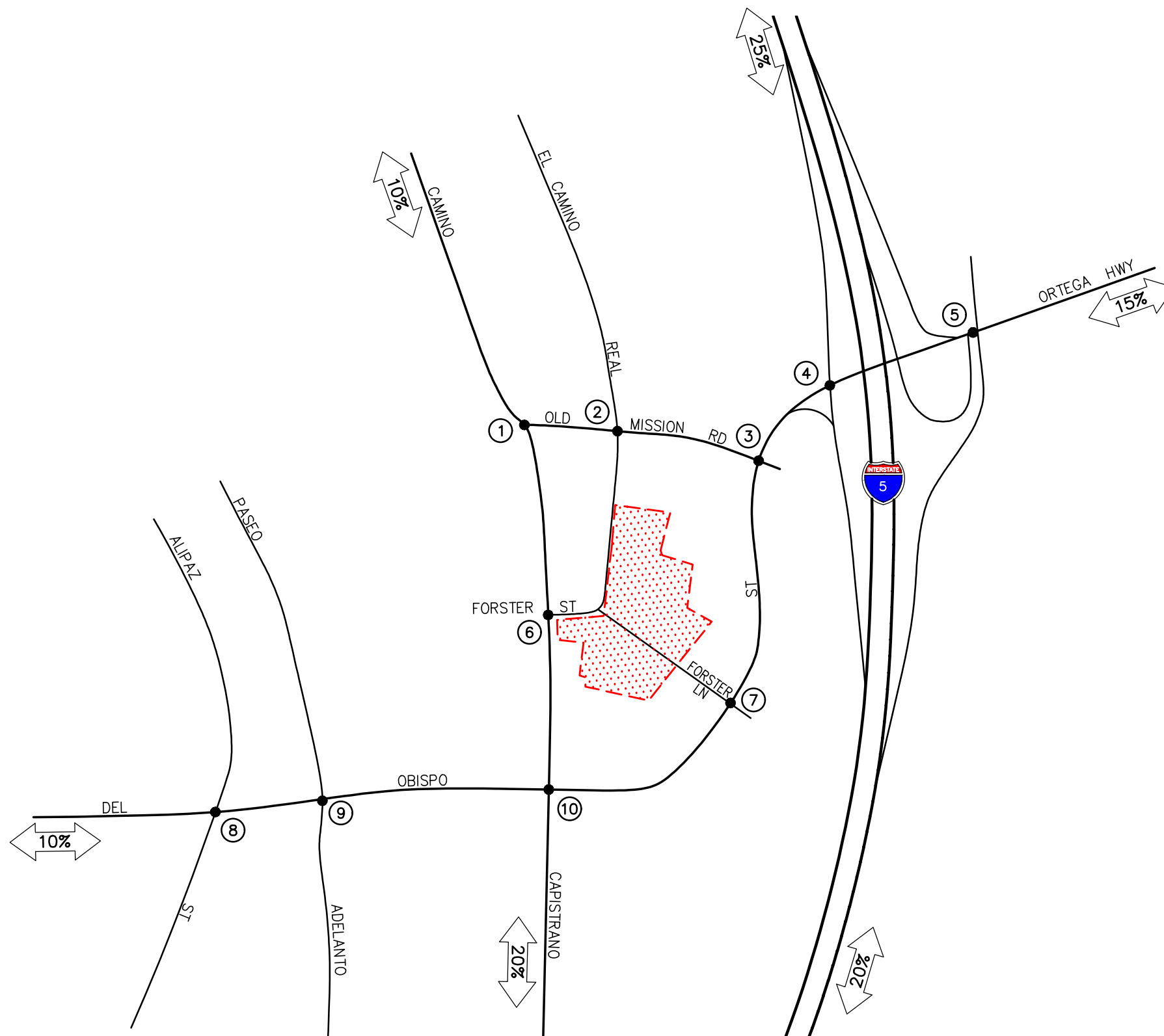
- KEY
- ① = STUDY INTERSECTION
 - ← = INBOUND PERCENTAGE
 - = OUTBOUND PERCENTAGE
 - [Hatched Box] = PROJECT SITE

FIGURE 5-3

**PROJECT TRIP DISTRIBUTION – PERFORMING ARTS CENTER
(WITHOUT FORSTER LANE)**

EL CAMINO SPECIFIC PLAN AMENDMENT, SAN JUAN CAPISTRANO

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- KEY
- ① = STUDY INTERSECTION
 - ← = INBOUND PERCENTAGE
 - = OUTBOUND PERCENTAGE
 - ▨ = PROJECT SITE

FIGURE 5-4

PROJECT TRIP DISTRIBUTION - RESIDENTIAL
(WITH FORSTER LANE)

EL CAMINO SPECIFIC PLAN AMENDMENT, SAN JUAN CAPISTRANO

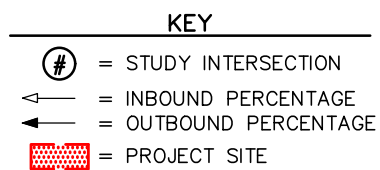
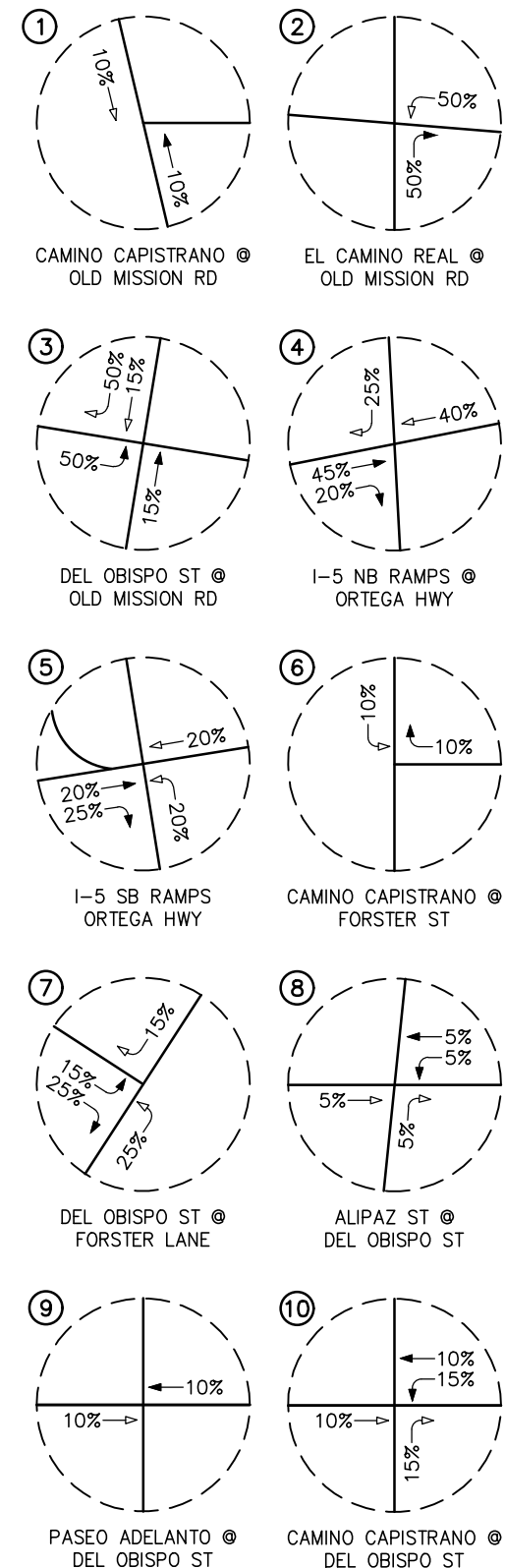
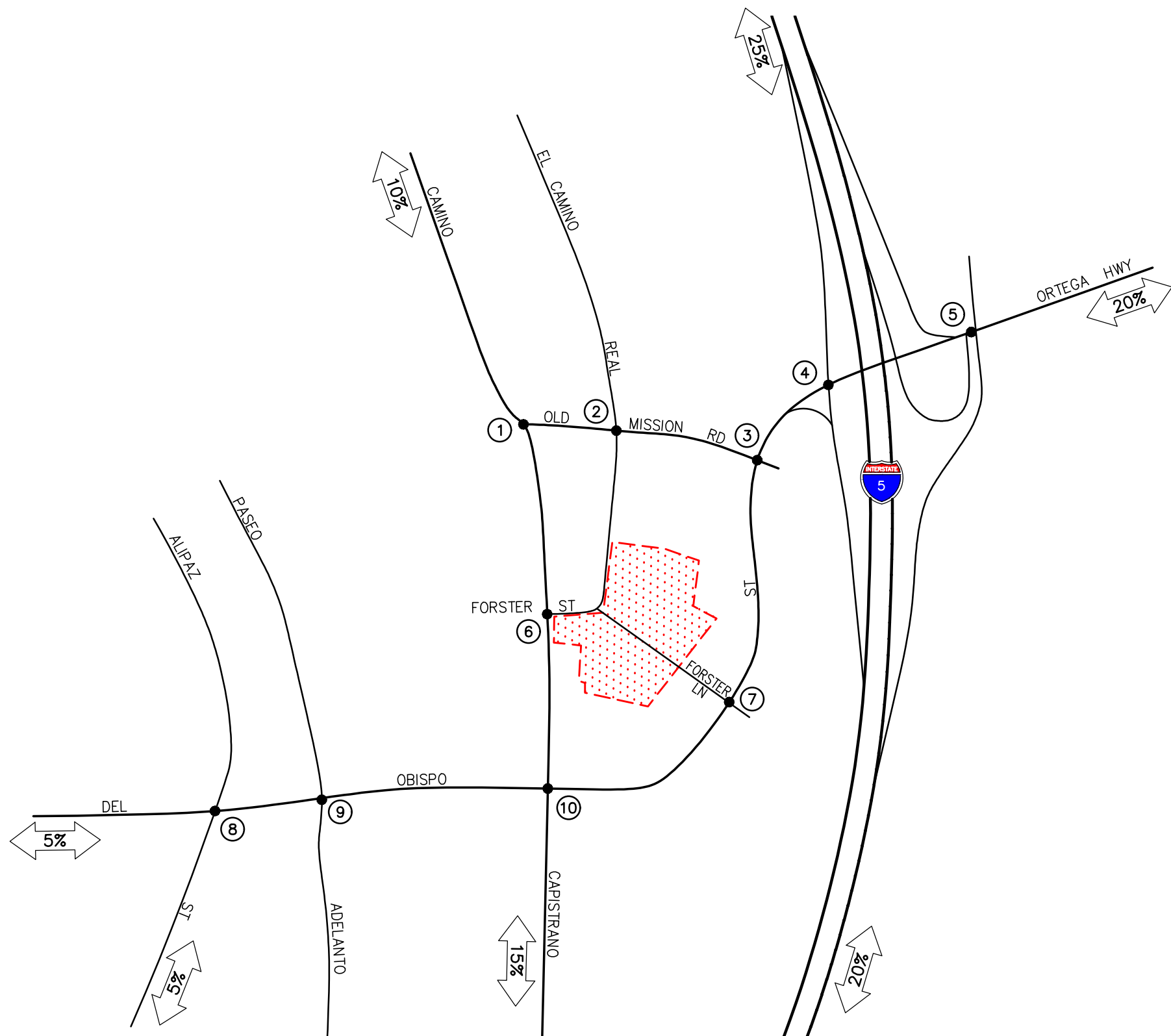
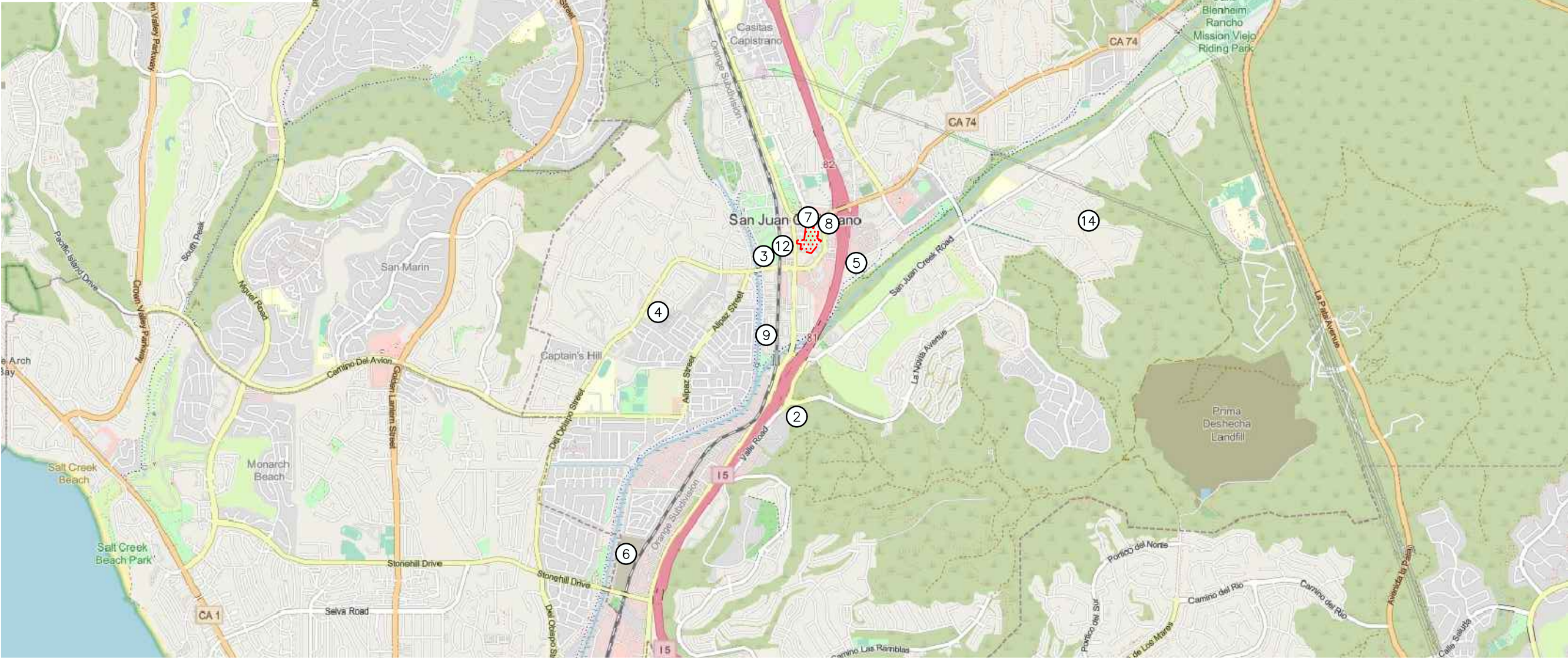


FIGURE 5-5
PROJECT TRIP DISTRIBUTION – PERFORMING ARTS CENTER
(WITH FORSTER LANE)
EL CAMINO SPECIFIC PLAN AMENDMENT, SAN JUAN CAPISTRANO

- KEY**
1. J SERRA CATHOLIC HIGH SCHOOL
 2. DISTRITO LA NOVA – SAN JUAN MEADOWS
 3. THE RIVER STREET PROJECT
 4. THE FARM SPECIFIC PLAN
 5. PETRA AVELINA
 6. GANAHL LUMBER
 7. EL CAMINO SPECIFIC PLAN – ORTEGA HWY AT EL CAMINO MIXED-USE
 8. IN-N-OUT BURGER
 9. CITY HALL
 10. SWALLOWS CREEK
 11. ST JOHN CHURCH
 12. CAMINO CAPISTRANO MIXED-USE
 13. COMPASS ENERGY STORAGE
 14. JULIANA FARMS LOT 12 SUBDIVISION



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LINSCOTT
LAW &
GREENSPAN



NO SCALE

engineers

SOURCE: GOOGLE

KEY



= RELATED PROJECTS LOCATION



= PROJECT SITE

FIGURE 6-1

LOCATION OF RELATED PROJECTS

EL CAMINO SPECIFIC PLAN AMENDMENT, SAN JUAN CAPISTRANO

ATTACHMENT A ANALYSIS PARAMETERS

CITY OF SAN JUAN CAPISTRANO TRAFFIC IMPACT ANALYSIS PARAMETERS

Roadway Segment Analysis			
Methodology	- V/C Methodology - Segments operating at unacceptable Daily V/C / LOS will be analyzed with peak hour V/C / LOS Analyses		
Analysis Software	Excel		
Intersection Analysis (ICU Methodology) – Signalized Intersections			
Methodology	Intersection Capacity Utilization (ICU)		
Analysis Software	Vistro		
PHF	Existing 1.00	Near-Term 1.00	Long-Term 1.00
Saturation	All Lanes: 1,700 vphpl		
Lost Time	5% yellow clearance cycle (i.e. 5 seconds)		
Intersection Analysis (HCM Methodology) – Signalized Intersections			
Methodology	- Highway Capacity Manual (HCM) 7 Edition - Chapter 19: Signalized Intersections		
Analysis Software	Vistro		
PHF	Existing 0.95	Near-Term 0.95	Long-Term 1.00
Saturation	HCM 7 Edition Default Calculations		
Coordinate Type/Actuation Type	Time of Day Pattern Coordinated/Fully Actuated		
Cycle Length	90-120 seconds		
Minimum Green	6 seconds		
Lost Time	2 second lost time/phase		
Pedestrian Clearance	[(# lanes x 12) / 3.5] + 7 seconds		
Intersection Analysis (HCM Methodology) – Unsignalized Intersections			
Methodology	- Highway Capacity Manual (HCM) 7 Edition - Chapter 20: Two-Way Stop-Controlled Intersections - Chapter 21: All-Way Stop-Controlled Intersections		
Analysis Software	Vistro		
PHF	Existing 0.95	Near-Term 0.95	Long-Term 1.00
Saturation	HCM 7 Edition Default Calculations		

APPENDIX B

EXISTING TRAFFIC COUNT DATA

APPENDIX B-1

INTERSECTION COUNTS

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Old Mission Road
Weather: Clear

File Name : 01_SJO_Cam Cap_Ol Mi Tues AM
Site Code : 05723399
Start Date : 4/25/2023
Page No : 1

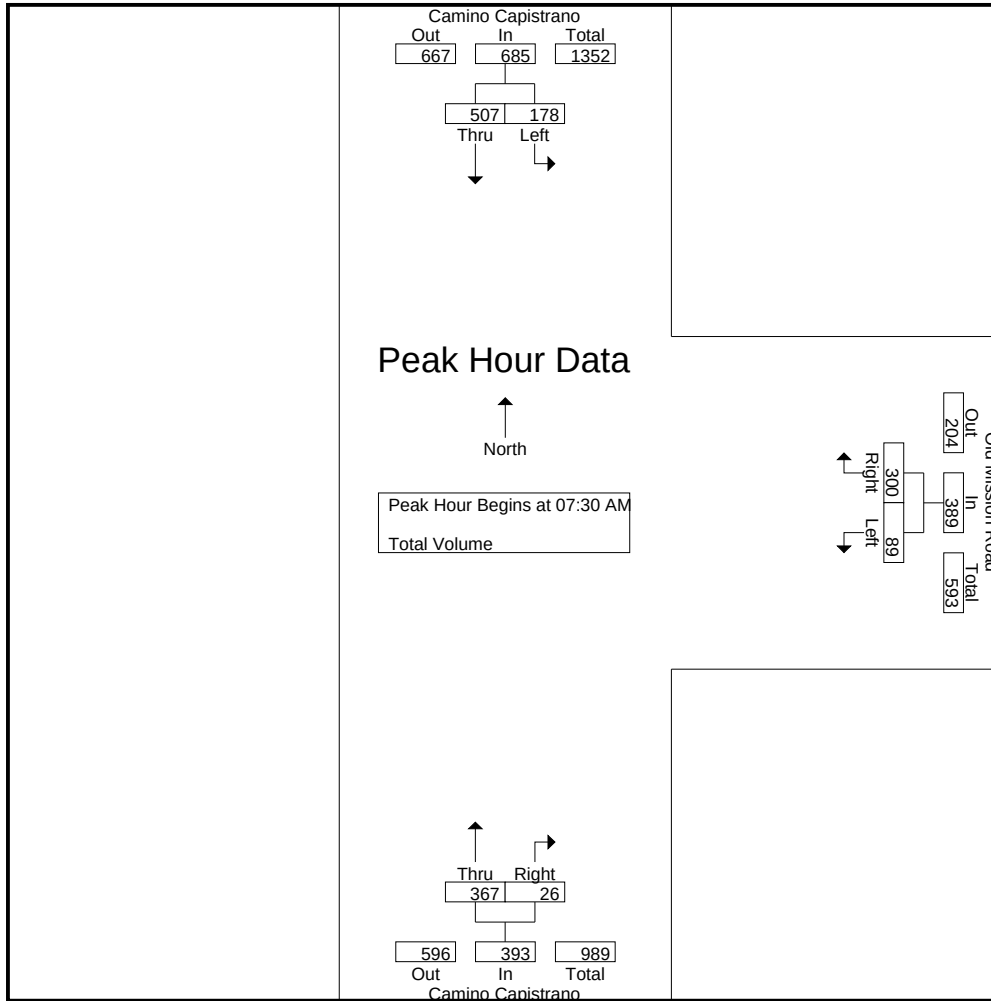
Groups Printed- Total Volume

	Camino Capistrano Southbound			Old Mission Road Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	11	77	88	12	28	40	43	4	47	175
07:15 AM	16	118	134	25	36	61	51	4	55	250
07:30 AM	45	156	201	20	70	90	109	3	112	403
07:45 AM	54	132	186	23	115	138	110	7	117	441
Total	126	483	609	80	249	329	313	18	331	1269
08:00 AM	33	113	146	25	57	82	74	3	77	305
08:15 AM	46	106	152	21	58	79	74	13	87	318
08:30 AM	19	61	80	23	24	47	64	4	68	195
08:45 AM	15	68	83	14	33	47	47	11	58	188
Total	113	348	461	83	172	255	259	31	290	1006
Grand Total	239	831	1070	163	421	584	572	49	621	2275
Apprch %	22.3	77.7		27.9	72.1		92.1	7.9		
Total %	10.5	36.5	47	7.2	18.5	25.7	25.1	2.2	27.3	

	Camino Capistrano Southbound			Old Mission Road Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	45	156	201	20	70	90	109	3	112	403
07:45 AM	54	132	186	23	115	138	110	7	117	441
08:00 AM	33	113	146	25	57	82	74	3	77	305
08:15 AM	46	106	152	21	58	79	74	13	87	318
Total Volume	178	507	685	89	300	389	367	26	393	1467
% App. Total	26	74		22.9	77.1		93.4	6.6		
PHF	.824	.813	.852	.890	.652	.705	.834	.500	.840	.832

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Old Mission Road
Weather: Clear

File Name : 01_SJO_Cam Cap_Ol Mi Tues AM
Site Code : 05723399
Start Date : 4/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	45	156	201	20	70	90	109	3	112
+15 mins.	54	132	186	23	115	138	110	7	117
+30 mins.	33	113	146	25	57	82	74	3	77
+45 mins.	46	106	152	21	58	79	74	13	87
Total Volume	178	507	685	89	300	389	367	26	393
% App. Total	26	74		22.9	77.1		93.4	6.6	
PHF	.824	.813	.852	.890	.652	.705	.834	.500	.840

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Old Mission Road
Weather: Clear

File Name : 01_SJO_Cam Cap_Ol Mi Tues PM
Site Code : 05723399
Start Date : 4/25/2023
Page No : 1

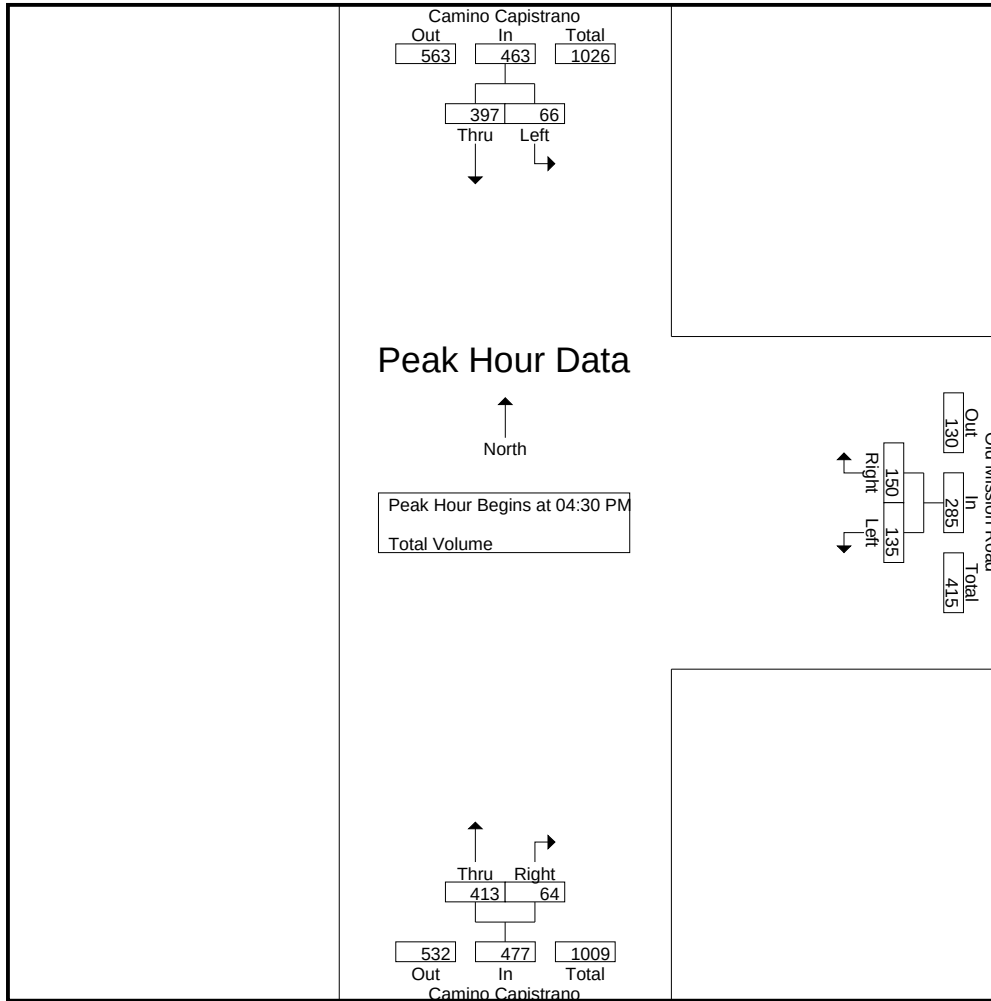
Groups Printed- Total Volume

	Camino Capistrano Southbound			Old Mission Road Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	20	83	103	43	43	86	100	10	110	299
04:15 PM	21	105	126	33	38	71	106	9	115	312
04:30 PM	7	100	107	32	37	69	104	26	130	306
04:45 PM	14	88	102	33	36	69	104	15	119	290
Total	62	376	438	141	154	295	414	60	474	1207
05:00 PM	23	94	117	34	33	67	99	14	113	297
05:15 PM	22	115	137	36	44	80	106	9	115	332
05:30 PM	18	84	102	25	37	62	85	11	96	260
05:45 PM	17	91	108	39	41	80	104	17	121	309
Total	80	384	464	134	155	289	394	51	445	1198
Grand Total	142	760	902	275	309	584	808	111	919	2405
Apprch %	15.7	84.3		47.1	52.9		87.9	12.1		
Total %	5.9	31.6	37.5	11.4	12.8	24.3	33.6	4.6	38.2	

	Camino Capistrano Southbound			Old Mission Road Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	7	100	107	32	37	69	104	26	130	306
04:45 PM	14	88	102	33	36	69	104	15	119	290
05:00 PM	23	94	117	34	33	67	99	14	113	297
05:15 PM	22	115	137	36	44	80	106	9	115	332
Total Volume	66	397	463	135	150	285	413	64	477	1225
% App. Total	14.3	85.7		47.4	52.6		86.6	13.4		
PHF	.717	.863	.845	.938	.852	.891	.974	.615	.917	.922

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Old Mission Road
Weather: Clear

File Name : 01_SJO_Cam Cap_Ol Mi Tues PM
Site Code : 05723399
Start Date : 4/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:15 PM		
+0 mins.	23	94	117	43	43	86	106	9	115
+15 mins.	22	115	137	33	38	71	104	26	130
+30 mins.	18	84	102	32	37	69	104	15	119
+45 mins.	17	91	108	33	36	69	99	14	113
Total Volume	80	384	464	141	154	295	413	64	477
% App. Total	17.2	82.8		47.8	52.2		86.6	13.4	
PHF	.870	.835	.847	.820	.895	.858	.974	.615	.917

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Old Mission Road
Weather: Clear

File Name : 01_SJO_Cam Cap_OI Mi Wed AM
Site Code : 05723399
Start Date : 4/26/2023
Page No : 1

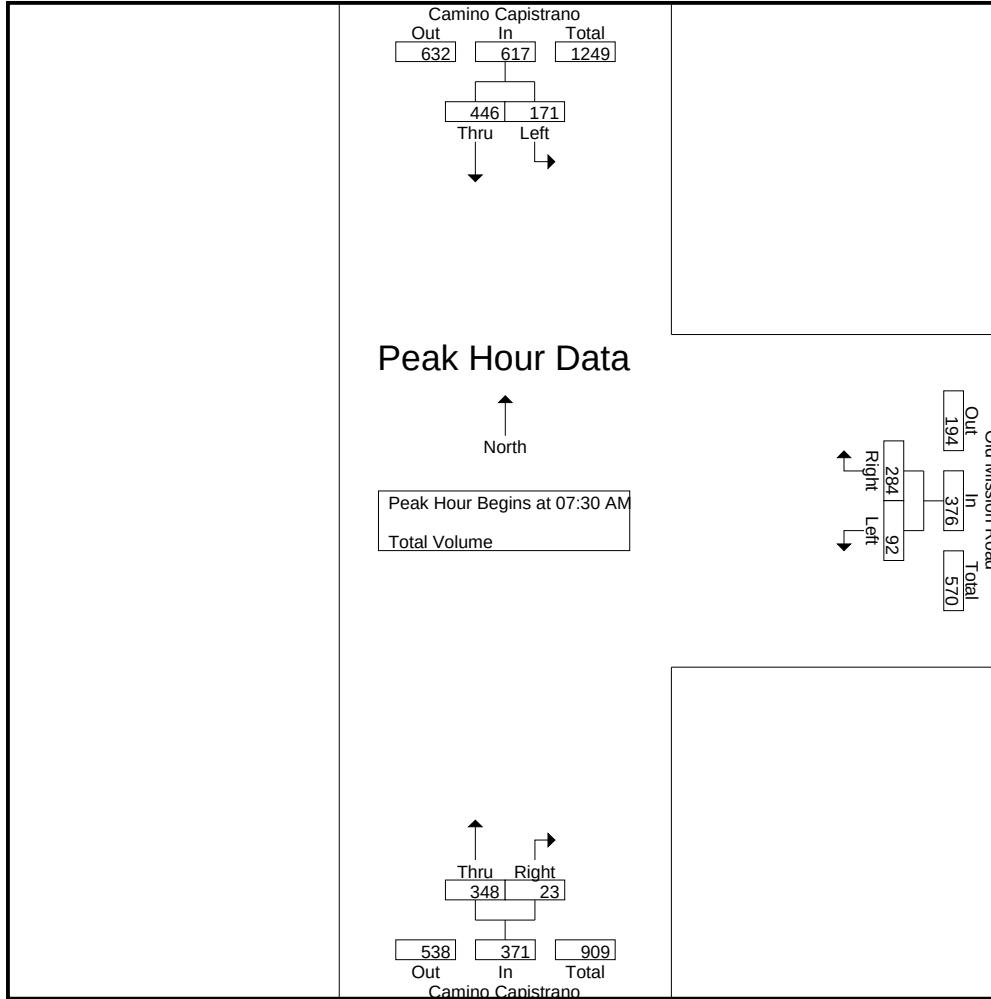
Groups Printed- Total Volume

	Camino Capistrano Southbound			Old Mission Road Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	13	86	99	13	22	35	40	4	44	178
07:15 AM	26	120	146	22	42	64	35	9	44	254
07:30 AM	41	127	168	21	74	95	80	6	86	349
07:45 AM	59	123	182	27	100	127	103	5	108	417
Total	139	456	595	83	238	321	258	24	282	1198
08:00 AM	32	99	131	27	57	84	69	5	74	289
08:15 AM	39	97	136	17	53	70	96	7	103	309
08:30 AM	27	90	117	26	36	62	54	13	67	246
08:45 AM	19	67	86	21	34	55	68	7	75	216
Total	117	353	470	91	180	271	287	32	319	1060
Grand Total	256	809	1065	174	418	592	545	56	601	2258
Apprch %	24	76		29.4	70.6		90.7	9.3		
Total %	11.3	35.8	47.2	7.7	18.5	26.2	24.1	2.5	26.6	

	Camino Capistrano Southbound			Old Mission Road Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	41	127	168	21	74	95	80	6	86	349
07:45 AM	59	123	182	27	100	127	103	5	108	417
08:00 AM	32	99	131	27	57	84	69	5	74	289
08:15 AM	39	97	136	17	53	70	96	7	103	309
Total Volume	171	446	617	92	284	376	348	23	371	1364
% App. Total	27.7	72.3		24.5	75.5		93.8	6.2		
PHF	.725	.878	.848	.852	.710	.740	.845	.821	.859	.818

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Old Mission Road
Weather: Clear

File Name : 01_SJO_Cam Cap_Ol Mi Wed AM
Site Code : 05723399
Start Date : 4/26/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:30 AM		
+0 mins.	26	120	146	21	74	95	80	6	86
+15 mins.	41	127	168	27	100	127	103	5	108
+30 mins.	59	123	182	27	57	84	69	5	74
+45 mins.	32	99	131	17	53	70	96	7	103
Total Volume	158	469	627	92	284	376	348	23	371
% App. Total	25.2	74.8		24.5	75.5		93.8	6.2	
PHF	.669	.923	.861	.852	.710	.740	.845	.821	.859

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Old Mission Road
Weather: Clear

File Name : 01_SJO_Cam Cap_OI Mi Wed PM
Site Code : 05723399
Start Date : 4/26/2023
Page No : 1

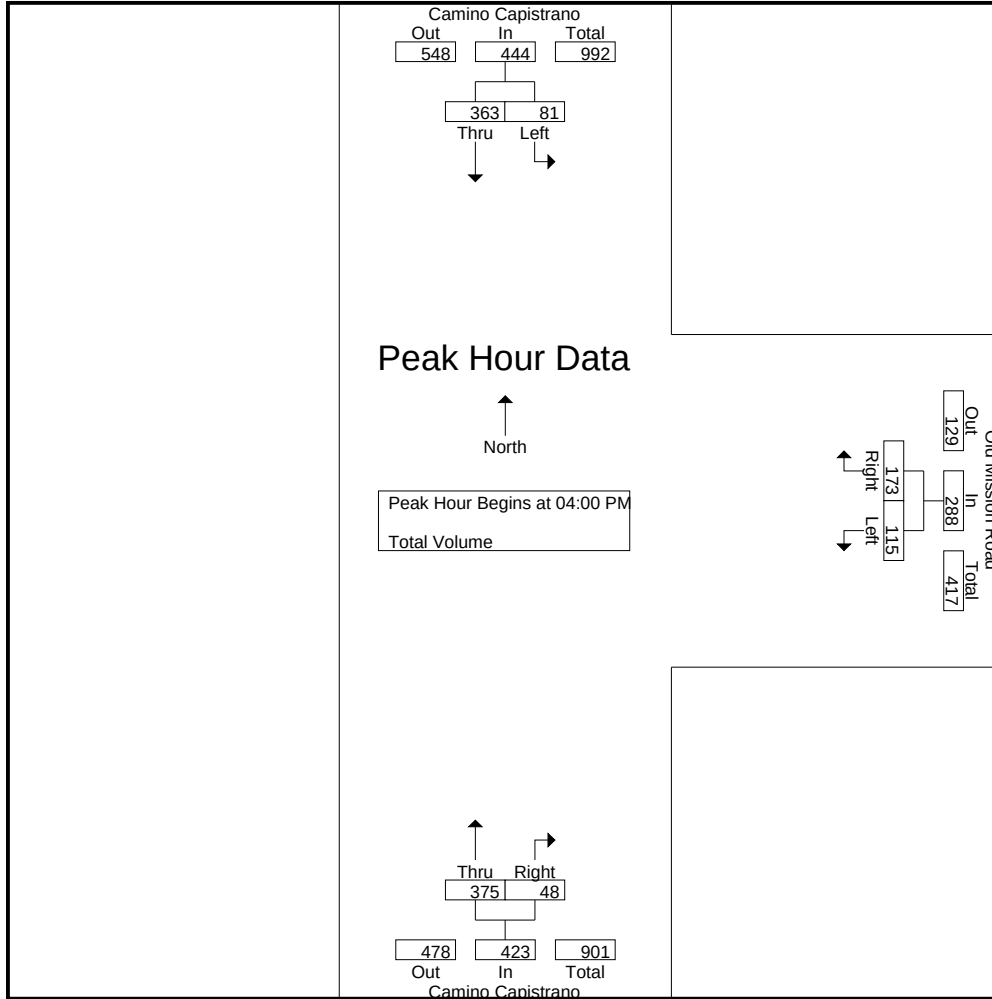
Groups Printed- Total Volume

	Camino Capistrano Southbound			Old Mission Road Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	25	85	110	27	49	76	107	10	117	303
04:15 PM	24	104	128	34	47	81	87	16	103	312
04:30 PM	12	76	88	21	35	56	99	14	113	257
04:45 PM	20	98	118	33	42	75	82	8	90	283
Total	81	363	444	115	173	288	375	48	423	1155
05:00 PM	21	88	109	26	31	57	100	16	116	282
05:15 PM	16	104	120	30	33	63	92	12	104	287
05:30 PM	18	88	106	25	35	60	85	12	97	263
05:45 PM	19	73	92	30	35	65	95	14	109	266
Total	74	353	427	111	134	245	372	54	426	1098
Grand Total	155	716	871	226	307	533	747	102	849	2253
Apprch %	17.8	82.2		42.4	57.6		88	12		
Total %	6.9	31.8	38.7	10	13.6	23.7	33.2	4.5	37.7	

	Camino Capistrano Southbound			Old Mission Road Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	25	85	110	27	49	76	107	10	117	303
04:15 PM	24	104	128	34	47	81	87	16	103	312
04:30 PM	12	76	88	21	35	56	99	14	113	257
04:45 PM	20	98	118	33	42	75	82	8	90	283
Total Volume	81	363	444	115	173	288	375	48	423	1155
% App. Total	18.2	81.8		39.9	60.1		88.7	11.3		
PHF	.810	.873	.867	.846	.883	.889	.876	.750	.904	.925

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Old Mission Road
Weather: Clear

File Name : 01_SJO_Cam Cap_Ol Mi Wed PM
Site Code : 05723399
Start Date : 4/26/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			05:00 PM		
+0 mins.	20	98	118	27	49	76	100	16	116
+15 mins.	21	88	109	34	47	81	92	12	104
+30 mins.	16	104	120	21	35	56	85	12	97
+45 mins.	18	88	106	33	42	75	95	14	109
Total Volume	75	378	453	115	173	288	372	54	426
% App. Total	16.6	83.4		39.9	60.1		87.3	12.7	
PHF	.893	.909	.944	.846	.883	.889	.930	.844	.918

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Old Mission Road
Weather: Clear

File Name : 01_SJO_Cam Cap_OI Mi Thu AM
Site Code : 05723399
Start Date : 4/27/2023
Page No : 1

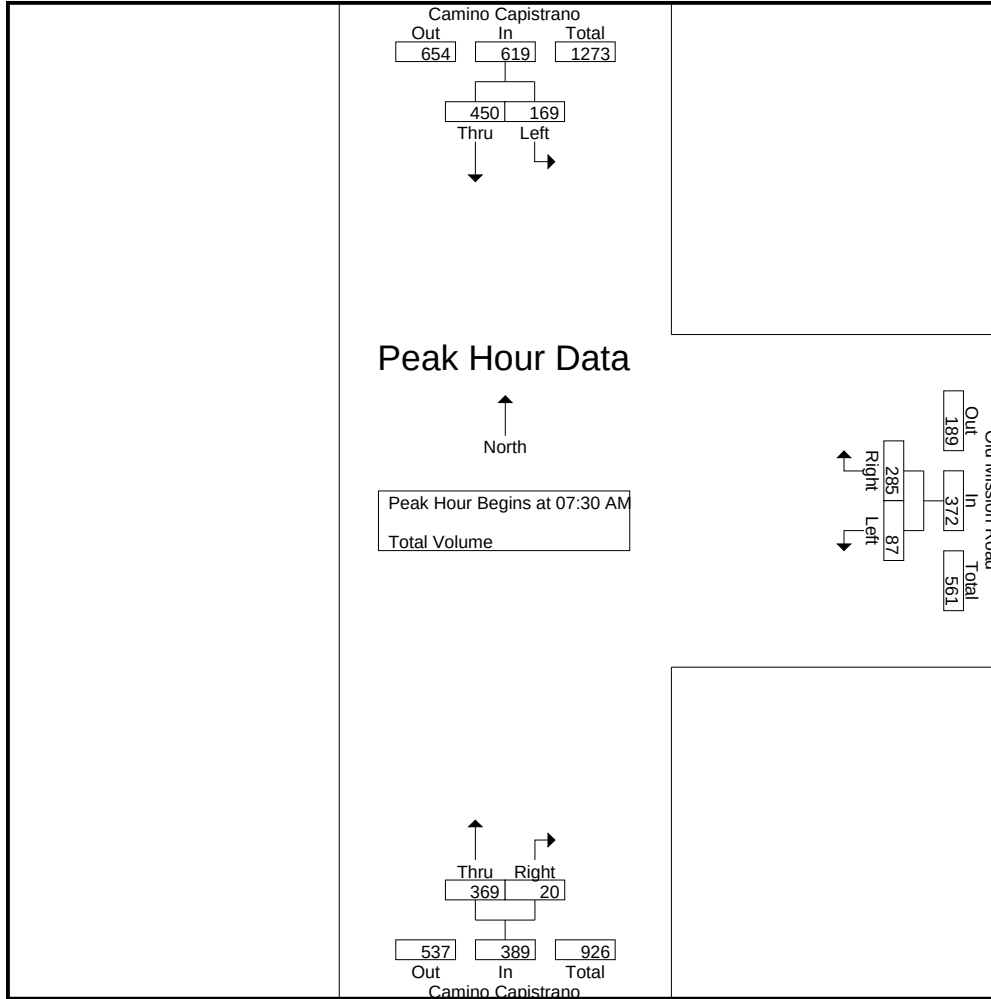
Groups Printed- Total Volume

	Camino Capistrano Southbound			Old Mission Road Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	15	78	93	17	22	39	30	6	36	168
07:15 AM	26	136	162	21	37	58	47	4	51	271
07:30 AM	56	142	198	15	82	97	88	3	91	386
07:45 AM	41	118	159	36	87	123	100	3	103	385
Total	138	474	612	89	228	317	265	16	281	1210
08:00 AM	38	95	133	21	57	78	99	4	103	314
08:15 AM	34	95	129	15	59	74	82	10	92	295
08:30 AM	23	93	116	16	30	46	54	4	58	220
08:45 AM	20	77	97	15	29	44	72	9	81	222
Total	115	360	475	67	175	242	307	27	334	1051
Grand Total	253	834	1087	156	403	559	572	43	615	2261
Apprch %	23.3	76.7		27.9	72.1		93	7		
Total %	11.2	36.9	48.1	6.9	17.8	24.7	25.3	1.9	27.2	

	Camino Capistrano Southbound			Old Mission Road Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	56	142	198	15	82	97	88	3	91	386
07:45 AM	41	118	159	36	87	123	100	3	103	385
08:00 AM	38	95	133	21	57	78	99	4	103	314
08:15 AM	34	95	129	15	59	74	82	10	92	295
Total Volume	169	450	619	87	285	372	369	20	389	1380
% App. Total	27.3	72.7		23.4	76.6		94.9	5.1		
PHF	.754	.792	.782	.604	.819	.756	.923	.500	.944	.894

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Old Mission Road
Weather: Clear

File Name : 01_SJO_Cam Cap_OI Mi Thu AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:30 AM		
+0 mins.	26	136	162	15	82	97	88	3	91
+15 mins.	56	142	198	36	87	123	100	3	103
+30 mins.	41	118	159	21	57	78	99	4	103
+45 mins.	38	95	133	15	59	74	82	10	92
Total Volume	161	491	652	87	285	372	369	20	389
% App. Total	24.7	75.3		23.4	76.6		94.9	5.1	
PHF	.719	.864	.823	.604	.819	.756	.923	.500	.944

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Old Mission Road
Weather: Clear

File Name : 01_SJO_Cam Cap_OI Mi Thu PM
Site Code : 05723399
Start Date : 4/27/2023
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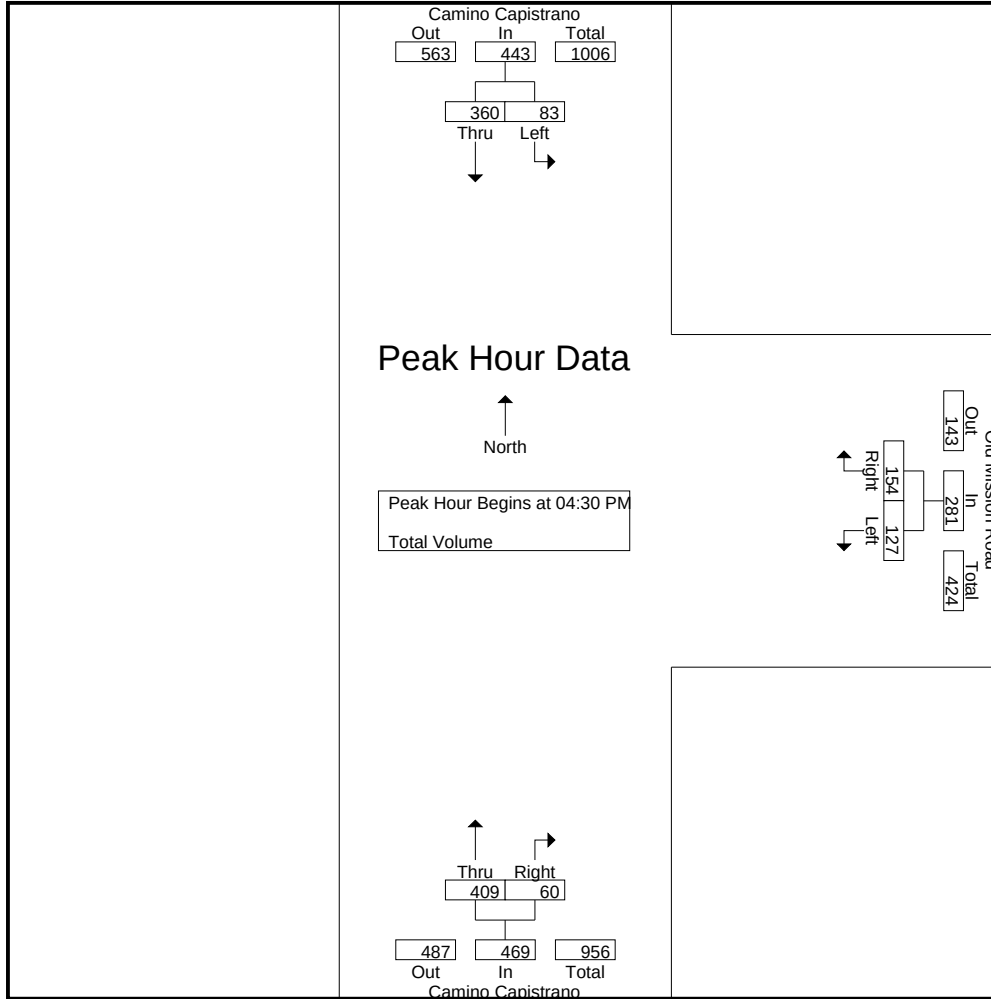
Groups Printed- Total Volume

	Camino Capistrano Southbound			Old Mission Road Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	25	82	107	32	41	73	92	20	112	292
04:15 PM	30	74	104	21	28	49	92	21	113	266
04:30 PM	18	100	118	32	41	73	106	14	120	311
04:45 PM	23	78	101	43	42	85	92	16	108	294
Total	96	334	430	128	152	280	382	71	453	1163
05:00 PM	24	89	113	22	41	63	114	14	128	304
05:15 PM	18	93	111	30	30	60	97	16	113	284
05:30 PM	30	64	94	37	29	66	77	15	92	252
05:45 PM	15	63	78	44	30	74	95	10	105	257
Total	87	309	396	133	130	263	383	55	438	1097
Grand Total	183	643	826	261	282	543	765	126	891	2260
Apprch %	22.2	77.8		48.1	51.9		85.9	14.1		
Total %	8.1	28.5	36.5	11.5	12.5	24	33.8	5.6	39.4	

	Camino Capistrano Southbound			Old Mission Road Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	18	100	118	32	41	73	106	14	120	311
04:45 PM	23	78	101	43	42	85	92	16	108	294
05:00 PM	24	89	113	22	41	63	114	14	128	304
05:15 PM	18	93	111	30	30	60	97	16	113	284
Total Volume	83	360	443	127	154	281	409	60	469	1193
% App. Total	18.7	81.3		45.2	54.8		87.2	12.8		
PHF	.865	.900	.939	.738	.917	.826	.897	.938	.916	.959

City of San Juan Capistrano
N/S: Camino Capistrano
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Weather: Clear

File Name : 01_SJO_Cam Cap_OI Mi Thu PM
Site Code : 05723399
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:15 PM		
+0 mins.	18	100	118	32	41	73	92	21	113
+15 mins.	23	78	101	43	42	85	106	14	120
+30 mins.	24	89	113	22	41	63	92	16	108
+45 mins.	18	93	111	30	30	60	114	14	128
Total Volume	83	360	443	127	154	281	404	65	469
% App. Total	18.7	81.3		45.2	54.8		86.1	13.9	
PHF	.865	.900	.939	.738	.917	.826	.886	.774	.916

City of San Juan Capistrano
N/S: El Camino Real
E/W: Old Mission Road
Weather: Clear

File Name : 02_SJO_El Cam_Ol Mi Tues AM
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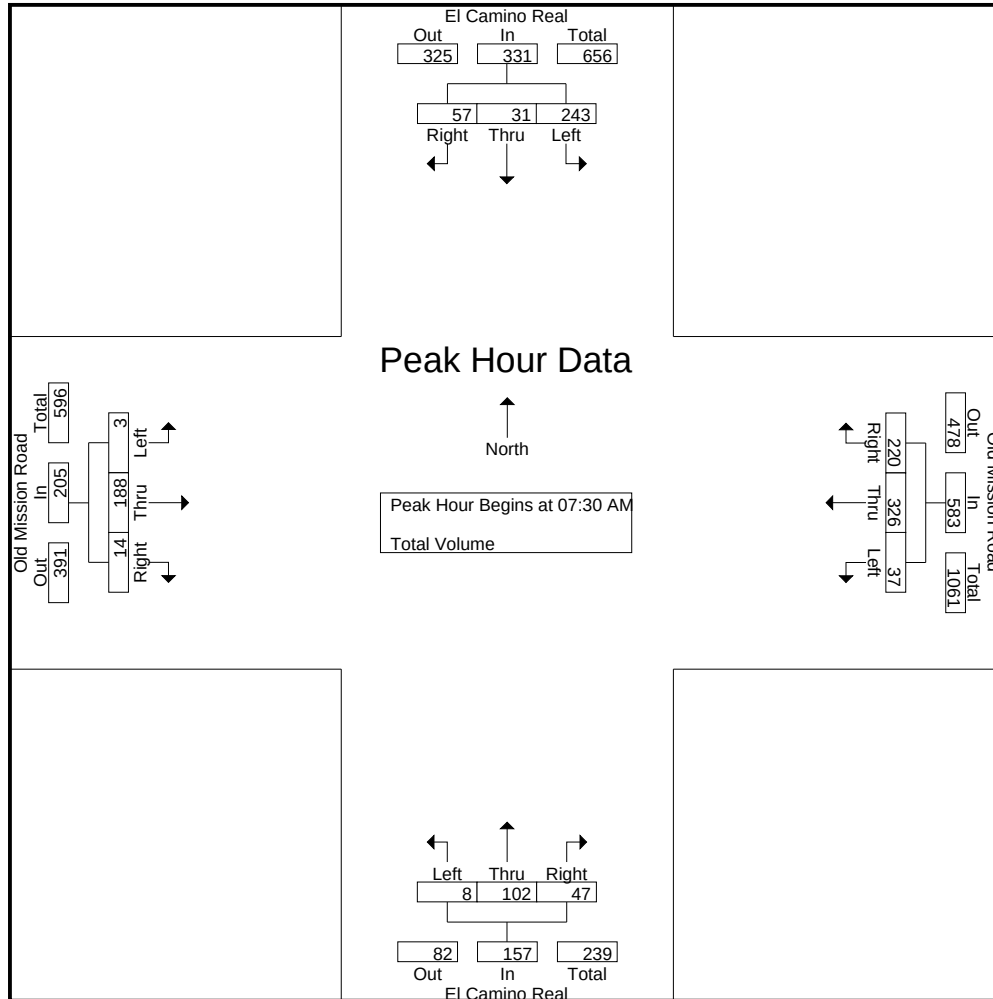
Groups Printed- Total Volume

	El Camino Real Southbound				Old Mission Road Westbound				El Camino Real Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	39	7	4	50	7	33	32	72	3	8	15	26	0	21	2	23	171
07:15 AM	34	15	14	63	7	47	66	120	3	35	7	45	0	22	0	22	250
07:30 AM	40	7	18	65	9	80	50	139	4	48	10	62	0	47	4	51	317
07:45 AM	67	10	21	98	9	112	54	175	2	27	22	51	1	57	3	61	385
Total	180	39	57	276	32	272	202	506	12	118	54	184	1	147	9	157	1123
08:00 AM	69	6	7	82	11	68	52	131	1	15	9	25	1	32	2	35	273
08:15 AM	67	8	11	86	8	66	64	138	1	12	6	19	1	52	5	58	301
08:30 AM	27	4	4	35	9	41	36	86	1	9	8	18	0	26	0	26	165
08:45 AM	18	2	0	20	15	55	49	119	0	11	3	14	1	26	3	30	183
Total	181	20	22	223	43	230	201	474	3	47	26	76	3	136	10	149	922
Grand Total	361	59	79	499	75	502	403	980	15	165	80	260	4	283	19	306	2045
Apprch %	72.3	11.8	15.8		7.7	51.2	41.1		5.8	63.5	30.8		1.3	92.5	6.2		
Total %	17.7	2.9	3.9	24.4	3.7	24.5	19.7	47.9	0.7	8.1	3.9	12.7	0.2	13.8	0.9	15	

	El Camino Real Southbound				Old Mission Road Westbound				El Camino Real Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	40	7	18	65	9	80	50	139	4	48	10	62	0	47	4	51	317
07:45 AM	67	10	21	98	9	112	54	175	2	27	22	51	1	57	3	61	385
08:00 AM	69	6	7	82	11	68	52	131	1	15	9	25	1	32	2	35	273
08:15 AM	67	8	11	86	8	66	64	138	1	12	6	19	1	52	5	58	301
Total Volume	243	31	57	331	37	326	220	583	8	102	47	157	3	188	14	205	1276
% App. Total	73.4	9.4	17.2		6.3	55.9	37.7		5.1	65	29.9		1.5	91.7	6.8		
PHF	.880	.775	.679	.844	.841	.728	.859	.833	.500	.531	.534	.633	.750	.825	.700	.840	.829

City of San Juan Capistrano
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	40	7	18	65	9	80	50	139	3	8	15	26	0	47	4	51
+15 mins.	67	10	21	98	9	112	54	175	3	35	7	45	1	57	3	61
+30 mins.	69	6	7	82	11	68	52	131	4	48	10	62	1	32	2	35
+45 mins.	67	8	11	86	8	66	64	138	2	27	22	51	1	52	5	58
Total Volume	243	31	57	331	37	326	220	583	12	118	54	184	3	188	14	205
% App. Total	73.4	9.4	17.2		6.3	55.9	37.7		6.5	64.1	29.3		1.5	91.7	6.8	
PHF	.880	.775	.679	.844	.841	.728	.859	.833	.750	.615	.614	.742	.750	.825	.700	.840

City of San Juan Capistrano
N/S: El Camino Real
E/W: Old Mission Road
Weather: Clear

File Name : 02_SJO_El Cam_Ol Mi Tues PM
Site Code : 05723399
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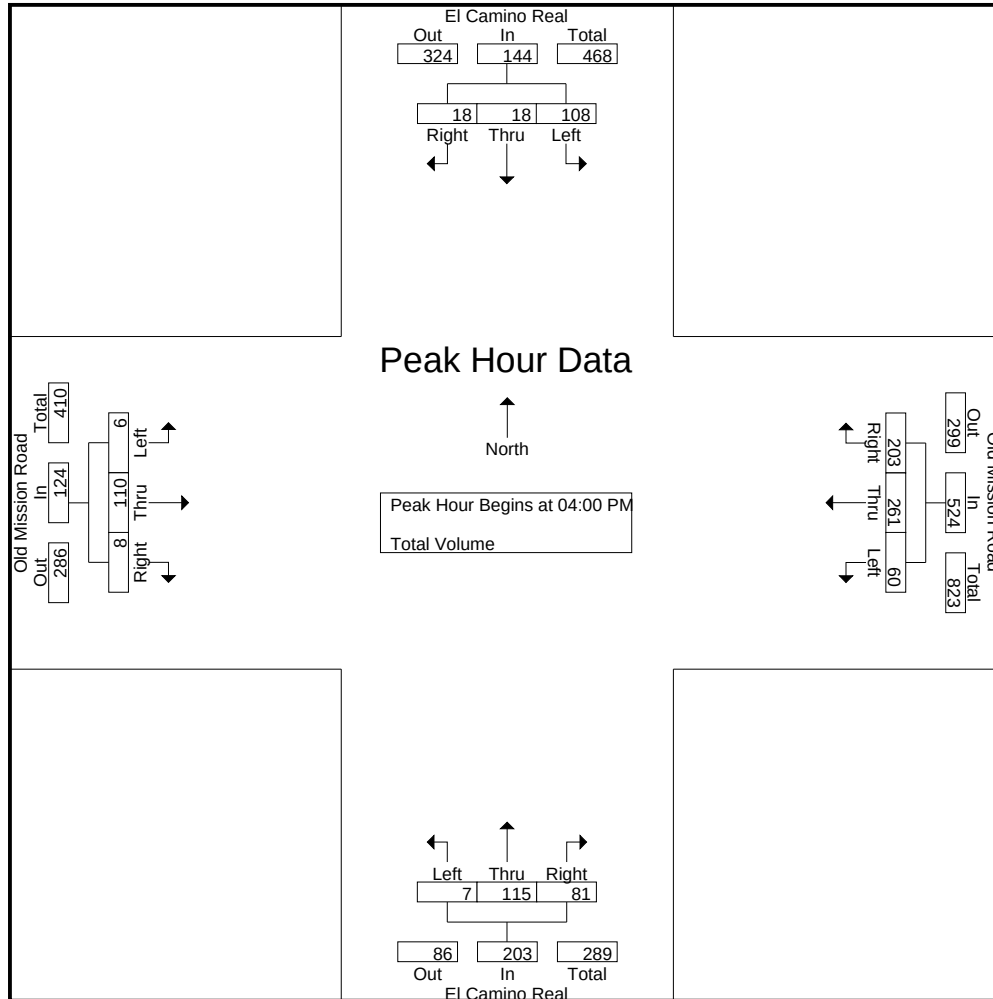
Groups Printed- Total Volume

	El Camino Real Southbound				Old Mission Road Westbound				El Camino Real Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	26	3	5	34	20	75	59	154	3	44	20	67	3	26	2	31	286
04:15 PM	30	4	3	37	12	66	55	133	1	36	23	60	1	26	2	29	259
04:30 PM	33	6	7	46	13	57	43	113	1	11	18	30	1	29	1	31	220
04:45 PM	19	5	3	27	15	63	46	124	2	24	20	46	1	29	3	33	230
Total	108	18	18	144	60	261	203	524	7	115	81	203	6	110	8	124	995
05:00 PM	38	4	1	43	17	70	35	122	2	16	23	41	1	34	1	36	242
05:15 PM	35	3	6	44	9	66	37	112	2	24	31	57	2	25	6	33	246
05:30 PM	30	3	7	40	19	50	30	99	2	11	18	31	0	23	5	28	198
05:45 PM	26	8	2	36	22	85	19	126	2	14	15	31	1	31	3	35	228
Total	129	18	16	163	67	271	121	459	8	65	87	160	4	113	15	132	914
Grand Total	237	36	34	307	127	532	324	983	15	180	168	363	10	223	23	256	1909
Apprch %	77.2	11.7	11.1		12.9	54.1	33		4.1	49.6	46.3		3.9	87.1	9		
Total %	12.4	1.9	1.8	16.1	6.7	27.9	17	51.5	0.8	9.4	8.8	19	0.5	11.7	1.2	13.4	

	El Camino Real Southbound				Old Mission Road Westbound				El Camino Real Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	26	3	5	34	20	75	59	154	3	44	20	67	3	26	2	31	286
04:15 PM	30	4	3	37	12	66	55	133	1	36	23	60	1	26	2	29	259
04:30 PM	33	6	7	46	13	57	43	113	1	11	18	30	1	29	1	31	220
04:45 PM	19	5	3	27	15	63	46	124	2	24	20	46	1	29	3	33	230
Total Volume	108	18	18	144	60	261	203	524	7	115	81	203	6	110	8	124	995
% App. Total	75	12.5	12.5		11.5	49.8	38.7		3.4	56.7	39.9		4.8	88.7	6.5		
PHF	.818	.750	.643	.783	.750	.870	.860	.851	.583	.653	.880	.757	.500	.948	.667	.939	.870

City of San Juan Capistrano
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	38	4	1	43	20	75	59	154	3	44	20	67	1	29	1	31
+15 mins.	35	3	6	44	12	66	55	133	1	36	23	60	1	29	3	33
+30 mins.	30	3	7	40	13	57	43	113	1	11	18	30	1	34	1	36
+45 mins.	26	8	2	36	15	63	46	124	2	24	20	46	2	25	6	33
Total Volume	129	18	16	163	60	261	203	524	7	115	81	203	5	117	11	133
% App. Total	79.1	11	9.8		11.5	49.8	38.7		3.4	56.7	39.9		3.8	88	8.3	
PHF	.849	.563	.571	.926	.750	.870	.860	.851	.583	.653	.880	.757	.625	.860	.458	.924

City of San Juan Capistrano
N/S: El Camino Real
E/W: Old Mission Road
Weather: Clear

File Name : 02_SJO_El Cam_Ol Mi Wed AM
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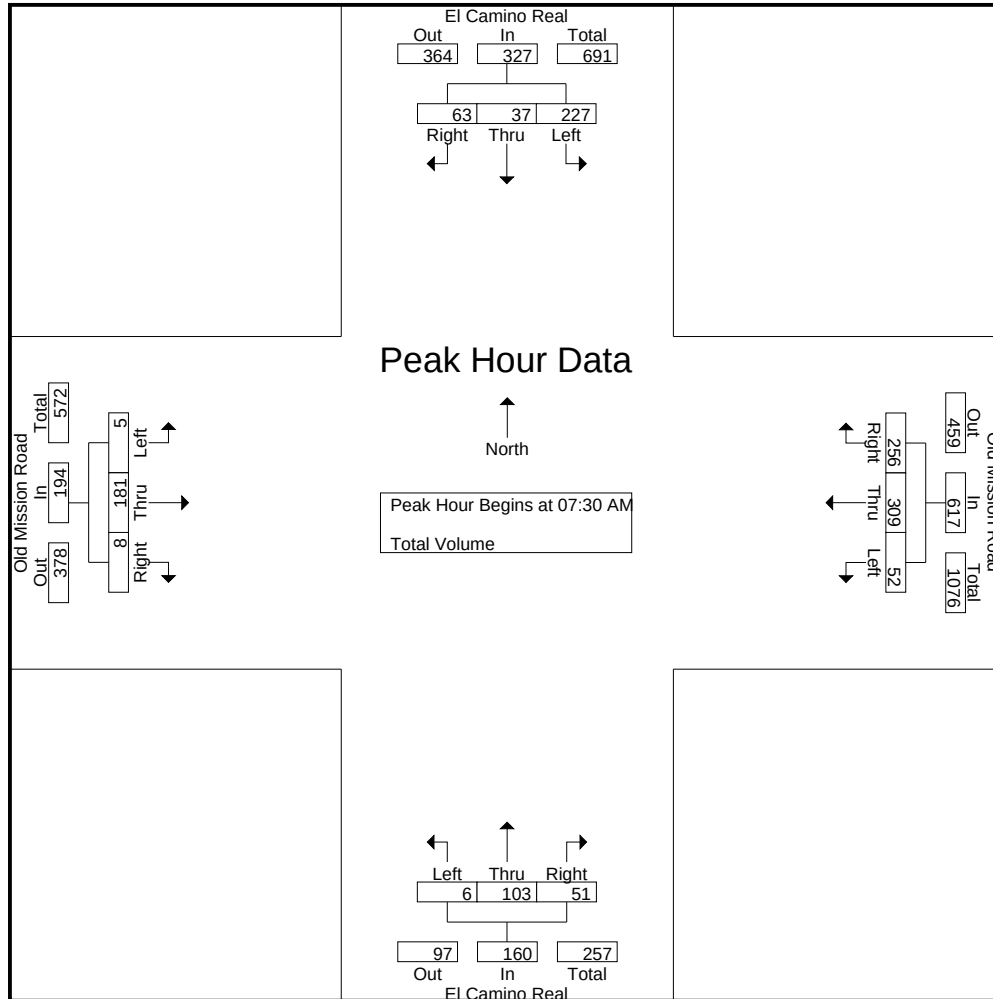
Groups Printed- Total Volume

	El Camino Real Southbound				Old Mission Road Westbound				El Camino Real Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	33	5	4	42	4	29	35	68	2	7	11	20	2	20	1	23	153
07:15 AM	33	13	13	59	4	54	71	129	0	37	6	43	0	31	0	31	262
07:30 AM	25	13	17	55	13	80	63	156	1	55	14	70	1	46	4	51	332
07:45 AM	68	9	24	101	7	106	60	173	3	19	17	39	1	61	2	64	377
Total	159	40	58	257	28	269	229	526	6	118	48	172	4	158	7	169	1124
08:00 AM	75	8	14	97	11	64	65	140	2	15	11	28	2	34	1	37	302
08:15 AM	59	7	8	74	21	59	68	148	0	14	9	23	1	40	1	42	287
08:30 AM	27	2	6	35	16	56	42	114	1	14	8	23	1	36	5	42	214
08:45 AM	28	8	3	39	14	57	66	137	1	8	13	22	0	24	2	26	224
Total	189	25	31	245	62	236	241	539	4	51	41	96	4	134	9	147	1027
Grand Total	348	65	89	502	90	505	470	1065	10	169	89	268	8	292	16	316	2151
Apprch %	69.3	12.9	17.7		8.5	47.4	44.1		3.7	63.1	33.2		2.5	92.4	5.1		
Total %	16.2	3	4.1	23.3	4.2	23.5	21.9	49.5	0.5	7.9	4.1	12.5	0.4	13.6	0.7	14.7	

	El Camino Real Southbound				Old Mission Road Westbound				El Camino Real Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	25	13	17	55	13	80	63	156	1	55	14	70	1	46	4	51	332
07:45 AM	68	9	24	101	7	106	60	173	3	19	17	39	1	61	2	64	377
08:00 AM	75	8	14	97	11	64	65	140	2	15	11	28	2	34	1	37	302
08:15 AM	59	7	8	74	21	59	68	148	0	14	9	23	1	40	1	42	287
Total Volume	227	37	63	327	52	309	256	617	6	103	51	160	5	181	8	194	1298
% App. Total	69.4	11.3	19.3		8.4	50.1	41.5		3.8	64.4	31.9		2.6	93.3	4.1		
PHF	.757	.712	.656	.809	.619	.729	.941	.892	.500	.468	.750	.571	.625	.742	.500	.758	.861

City of San Juan Capistrano
N/S: El Camino Real
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Weather: Clear

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	25	13	17	55	13	80	63	156	0	37	6	43	1	46	4	51
+15 mins.	68	9	24	101	7	106	60	173	1	55	14	70	1	61	2	64
+30 mins.	75	8	14	97	11	64	65	140	3	19	17	39	2	34	1	37
+45 mins.	59	7	8	74	21	59	68	148	2	15	11	28	1	40	1	42
Total Volume	227	37	63	327	52	309	256	617	6	126	48	180	5	181	8	194
% App. Total	69.4	11.3	19.3		8.4	50.1	41.5		3.3	70	26.7		2.6	93.3	4.1	
PHF	.757	.712	.656	.809	.619	.729	.941	.892	.500	.573	.706	.643	.625	.742	.500	.758

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of San Juan Capistrano
N/S: El Camino Real
E/W: Old Mission Road
Weather: Clear

File Name : 02_SJO_El Cam_Ol Mi Wed PM
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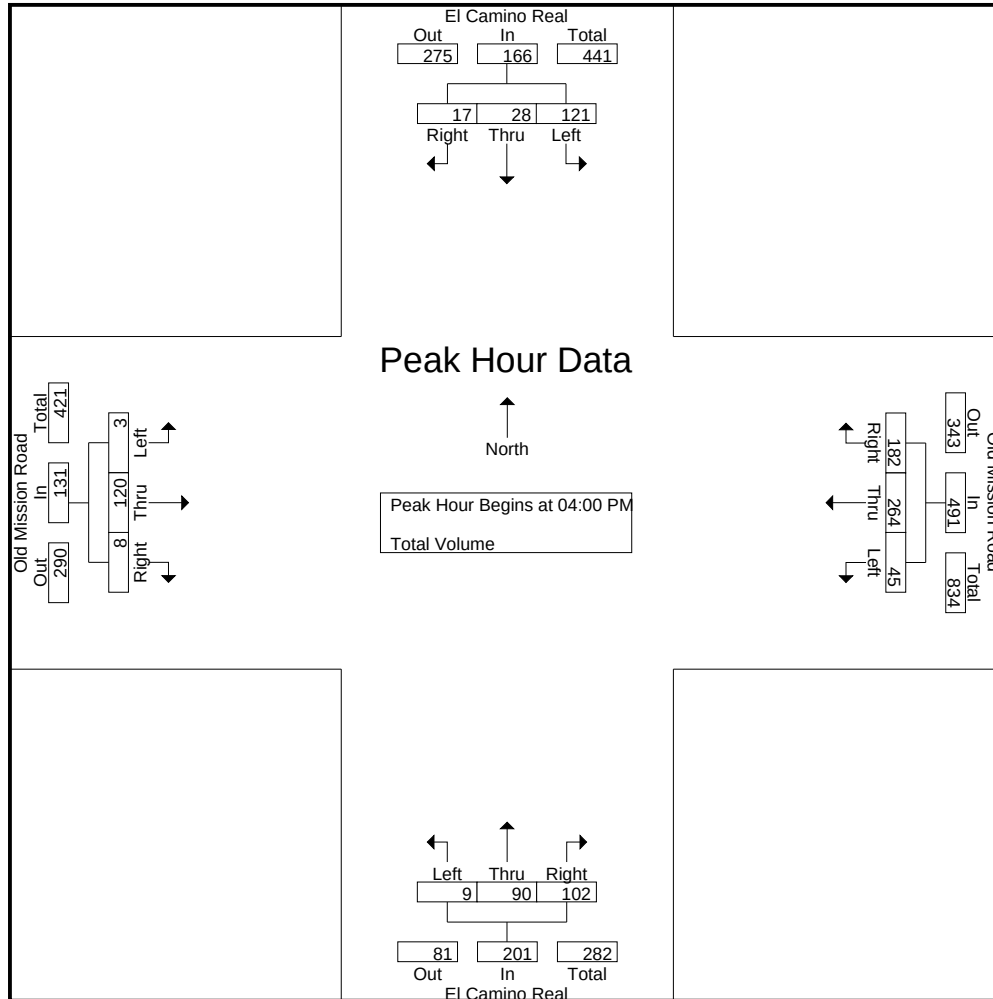
Groups Printed- Total Volume

	El Camino Real Southbound				Old Mission Road Westbound				El Camino Real Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	5	5	41	13	68	51	132	4	29	29	62	0	36	1	37	272
04:15 PM	28	6	4	38	6	75	38	119	5	20	22	47	0	38	3	41	245
04:30 PM	28	10	3	41	13	52	43	108	0	19	23	42	1	21	2	24	215
04:45 PM	34	7	5	46	13	69	50	132	0	22	28	50	2	25	2	29	257
Total	121	28	17	166	45	264	182	491	9	90	102	201	3	120	8	131	989
05:00 PM	37	4	6	47	21	50	39	110	3	24	21	48	0	41	1	42	247
05:15 PM	19	8	2	29	17	60	39	116	1	23	17	41	2	23	2	27	213
05:30 PM	31	6	8	45	12	51	45	108	3	18	22	43	3	21	2	26	222
05:45 PM	31	3	3	37	20	55	43	118	5	18	17	40	2	28	1	31	226
Total	118	21	19	158	70	216	166	452	12	83	77	172	7	113	6	126	908
Grand Total	239	49	36	324	115	480	348	943	21	173	179	373	10	233	14	257	1897
Apprch %	73.8	15.1	11.1		12.2	50.9	36.9		5.6	46.4	48		3.9	90.7	5.4		
Total %	12.6	2.6	1.9	17.1	6.1	25.3	18.3	49.7	1.1	9.1	9.4	19.7	0.5	12.3	0.7	13.5	

	El Camino Real Southbound				Old Mission Road Westbound				El Camino Real Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	31	5	5	41	13	68	51	132	4	29	29	62	0	36	1	37	272
04:15 PM	28	6	4	38	6	75	38	119	5	20	22	47	0	38	3	41	245
04:30 PM	28	10	3	41	13	52	43	108	0	19	23	42	1	21	2	24	215
04:45 PM	34	7	5	46	13	69	50	132	0	22	28	50	2	25	2	29	257
Total Volume	121	28	17	166	45	264	182	491	9	90	102	201	3	120	8	131	989
% App. Total	72.9	16.9	10.2		9.2	53.8	37.1		4.5	44.8	50.7		2.3	91.6	6.1		
PHF	.890	.700	.850	.902	.865	.880	.892	.930	.450	.776	.879	.810	.375	.789	.667	.799	.909

City of San Juan Capistrano
N/S: El Camino Real
E/W: Old Mission Road
Weather: Clear

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	28	6	4	38	13	68	51	132	4	29	29	62	0	38	3	41
+15 mins.	28	10	3	41	6	75	38	119	5	20	22	47	1	21	2	24
+30 mins.	34	7	5	46	13	52	43	108	0	19	23	42	2	25	2	29
+45 mins.	37	4	6	47	13	69	50	132	0	22	28	50	0	41	1	42
Total Volume	127	27	18	172	45	264	182	491	9	90	102	201	3	125	8	136
% App. Total	73.8	15.7	10.5		9.2	53.8	37.1		4.5	44.8	50.7		2.2	91.9	5.9	
PHF	.858	.675	.750	.915	.865	.880	.892	.930	.450	.776	.879	.810	.375	.762	.667	.810

City of San Juan Capistrano
N/S: El Camino Real
E/W: Old Mission Road
Weather: Clear

File Name : 02_SJO_El Cam_Ol Mi Thu AM
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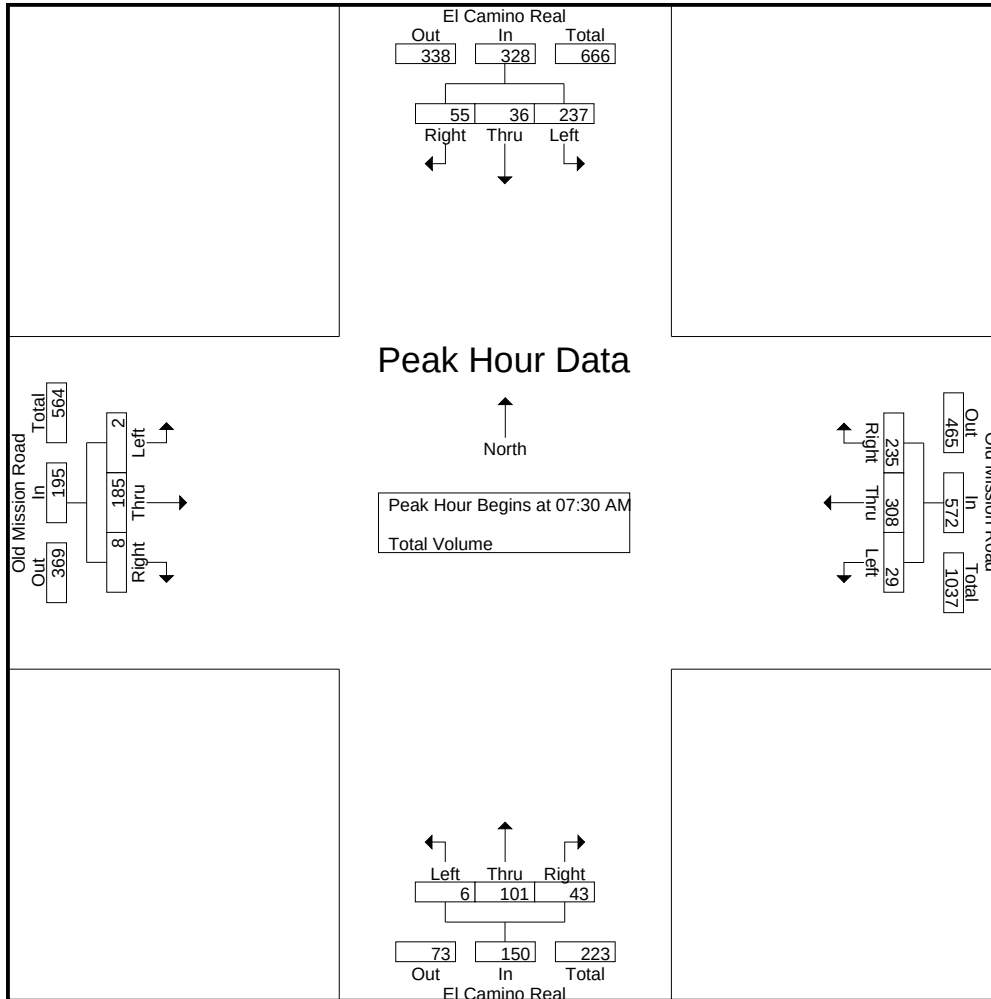
Groups Printed- Total Volume

	El Camino Real Southbound				Old Mission Road Westbound				El Camino Real Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	33	4	8	45	10	27	39	76	1	9	13	23	0	23	1	24	168
07:15 AM	38	13	15	66	6	43	62	111	1	40	5	46	0	23	2	25	248
07:30 AM	26	17	14	57	6	90	60	156	1	52	15	68	0	55	4	59	340
07:45 AM	89	4	21	114	2	96	47	145	2	16	14	32	1	43	2	46	337
Total	186	38	58	282	24	256	208	488	5	117	47	169	1	144	9	154	1093
08:00 AM	56	4	13	73	12	58	59	129	1	18	5	24	1	43	2	46	272
08:15 AM	66	11	7	84	9	64	69	142	2	15	9	26	0	44	0	44	296
08:30 AM	29	2	0	31	10	41	46	97	1	10	9	20	1	24	1	26	174
08:45 AM	26	6	5	37	23	47	50	120	1	12	7	20	1	27	0	28	205
Total	177	23	25	225	54	210	224	488	5	55	30	90	3	138	3	144	947
Grand Total	363	61	83	507	78	466	432	976	10	172	77	259	4	282	12	298	2040
Apprch %	71.6	12	16.4		8	47.7	44.3		3.9	66.4	29.7		1.3	94.6	4		
Total %	17.8	3	4.1	24.9	3.8	22.8	21.2	47.8	0.5	8.4	3.8	12.7	0.2	13.8	0.6	14.6	

	El Camino Real Southbound				Old Mission Road Westbound				El Camino Real Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	26	17	14	57	6	90	60	156	1	52	15	68	0	55	4	59	340
07:45 AM	89	4	21	114	2	96	47	145	2	16	14	32	1	43	2	46	337
08:00 AM	56	4	13	73	12	58	59	129	1	18	5	24	1	43	2	46	272
08:15 AM	66	11	7	84	9	64	69	142	2	15	9	26	0	44	0	44	296
Total Volume	237	36	55	328	29	308	235	572	6	101	43	150	2	185	8	195	1245
% App. Total	72.3	11	16.8		5.1	53.8	41.1		4	67.3	28.7		1	94.9	4.1		
PHF	.666	.529	.655	.719	.604	.802	.851	.917	.750	.486	.717	.551	.500	.841	.500	.826	.915

City of San Juan Capistrano
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	26	17	14	57	6	90	60	156	1	40	5	46	0	55	4	59
+15 mins.	89	4	21	114	2	96	47	145	1	52	15	68	1	43	2	46
+30 mins.	56	4	13	73	12	58	59	129	2	16	14	32	1	43	2	46
+45 mins.	66	11	7	84	9	64	69	142	1	18	5	24	0	44	0	44
Total Volume	237	36	55	328	29	308	235	572	5	126	39	170	2	185	8	195
% App. Total	72.3	11	16.8		5.1	53.8	41.1		2.9	74.1	22.9		1	94.9	4.1	
PHF	.666	.529	.655	.719	.604	.802	.851	.917	.625	.606	.650	.625	.500	.841	.500	.826

City of San Juan Capistrano
N/S: El Camino Real
E/W: Old Mission Road
Weather: Clear

File Name : 02_SJO_El Cam_Ol Mi Thu PM
Site Code : 05723399
Start Date : 4/27/2023
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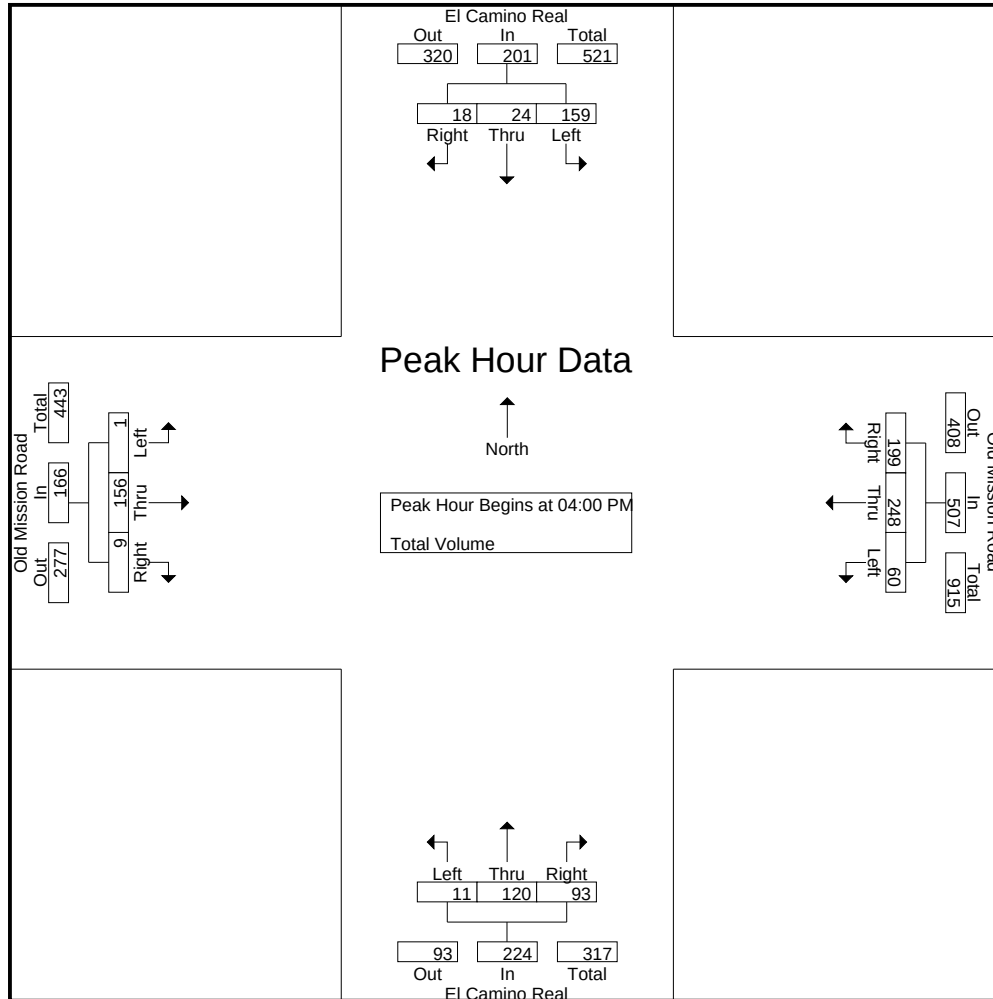
Groups Printed- Total Volume

	El Camino Real Southbound				Old Mission Road Westbound				El Camino Real Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	4	4	40	18	65	49	132	3	43	22	68	0	45	2	47	287
04:15 PM	33	2	2	37	12	47	48	107	1	32	36	69	0	47	3	50	263
04:30 PM	37	11	6	54	16	67	62	145	4	23	18	45	1	28	3	32	276
04:45 PM	57	7	6	70	14	69	40	123	3	22	17	42	0	36	1	37	272
Total	159	24	18	201	60	248	199	507	11	120	93	224	1	156	9	166	1098
05:00 PM	34	5	2	41	16	71	43	130	3	23	30	56	0	39	2	41	268
05:15 PM	28	5	3	36	19	56	48	123	2	23	19	44	2	27	2	31	234
05:30 PM	29	3	9	41	14	52	38	104	2	19	21	42	3	40	2	45	232
05:45 PM	23	5	9	37	23	63	31	117	0	15	27	42	1	22	3	26	222
Total	114	18	23	155	72	242	160	474	7	80	97	184	6	128	9	143	956
Grand Total	273	42	41	356	132	490	359	981	18	200	190	408	7	284	18	309	2054
Apprch %	76.7	11.8	11.5		13.5	49.9	36.6		4.4	49	46.6		2.3	91.9	5.8		
Total %	13.3	2	2	17.3	6.4	23.9	17.5	47.8	0.9	9.7	9.3	19.9	0.3	13.8	0.9	15	

	El Camino Real Southbound				Old Mission Road Westbound				El Camino Real Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	4	4	40	18	65	49	132	3	43	22	68	0	45	2	47	287
04:15 PM	33	2	2	37	12	47	48	107	1	32	36	69	0	47	3	50	263
04:30 PM	37	11	6	54	16	67	62	145	4	23	18	45	1	28	3	32	276
04:45 PM	57	7	6	70	14	69	40	123	3	22	17	42	0	36	1	37	272
Total Volume	159	24	18	201	60	248	199	507	11	120	93	224	1	156	9	166	1098
% App. Total	79.1	11.9	9		11.8	48.9	39.3		4.9	53.6	41.5		0.6	94	5.4		
PHF	.697	.545	.750	.718	.833	.899	.802	.874	.688	.698	.646	.812	.250	.830	.750	.830	.956

City of San Juan Capistrano
N/S: El Camino Real
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Weather: Clear

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	33	2	2	37	16	67	62	145	3	43	22	68	0	45	2	47
+15 mins.	37	11	6	54	14	69	40	123	1	32	36	69	0	47	3	50
+30 mins.	57	7	6	70	16	71	43	130	4	23	18	45	1	28	3	32
+45 mins.	34	5	2	41	19	56	48	123	3	22	17	42	0	36	1	37
Total Volume	161	25	16	202	65	263	193	521	11	120	93	224	1	156	9	166
% App. Total	79.7	12.4	7.9		12.5	50.5	37		4.9	53.6	41.5		0.6	94	5.4	
PHF	.706	.568	.667	.721	.855	.926	.778	.898	.688	.698	.646	.812	.250	.830	.750	.830

City of San Juan Capistrano
N/S: Ortega Highway/Del Obispo Street
E/W: Old Mission Road
Weather: Clear

File Name : 03_SJO_Del O_OI Mi Tues AM
Site Code : 05723399
Start Date : 4/25/2023
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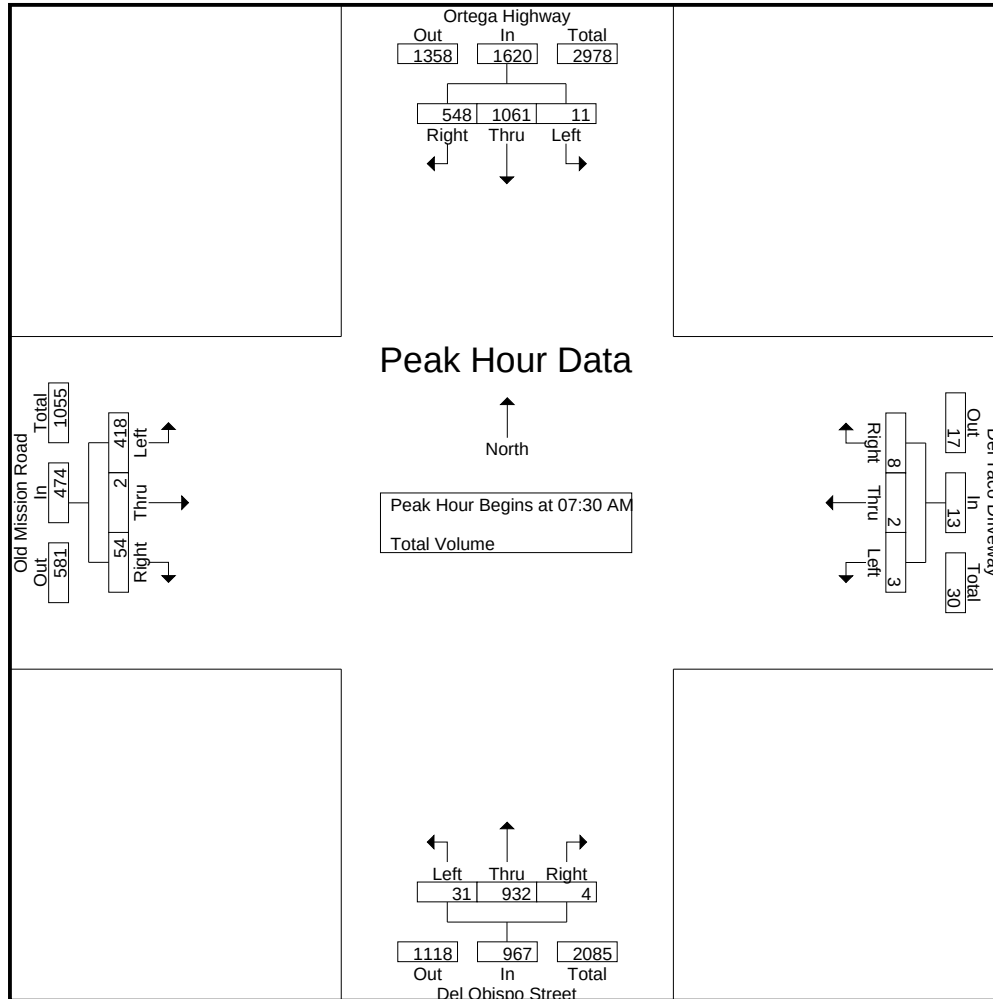
Groups Printed- Total Volume

	Ortega Highway Southbound				Del Taco Driveway Westbound				Del Obispo Street Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	181	74	255	0	0	1	1	9	142	1	152	70	0	3	73	481
07:15 AM	0	281	143	424	1	1	0	2	11	154	0	165	50	2	9	61	652
07:30 AM	4	307	118	429	1	0	3	4	15	227	1	243	93	1	6	100	776
07:45 AM	2	247	169	418	1	1	3	5	6	250	0	256	113	1	20	134	813
Total	6	1016	504	1526	3	2	7	12	41	773	2	816	326	4	38	368	2722
08:00 AM	1	253	121	375	0	0	1	1	3	232	2	237	114	0	14	128	741
08:15 AM	4	254	140	398	1	1	1	3	7	223	1	231	98	0	14	112	744
08:30 AM	2	263	78	343	1	1	2	4	1	227	2	230	65	1	12	78	655
08:45 AM	3	226	115	344	4	0	6	10	7	162	5	174	46	0	5	51	579
Total	10	996	454	1460	6	2	10	18	18	844	10	872	323	1	45	369	2719
Grand Total	16	2012	958	2986	9	4	17	30	59	1617	12	1688	649	5	83	737	5441
Apprch %	0.5	67.4	32.1		30	13.3	56.7		3.5	95.8	0.7		88.1	0.7	11.3		
Total %	0.3	37	17.6	54.9	0.2	0.1	0.3	0.6	1.1	29.7	0.2	31	11.9	0.1	1.5	13.5	

	Ortega Highway Southbound				Del Taco Driveway Westbound				Del Obispo Street Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	307	118	429	1	0	3	4	15	227	1	243	93	1	6	100	776
07:45 AM	2	247	169	418	1	1	3	5	6	250	0	256	113	1	20	134	813
08:00 AM	1	253	121	375	0	0	1	1	3	232	2	237	114	0	14	128	741
08:15 AM	4	254	140	398	1	1	1	3	7	223	1	231	98	0	14	112	744
Total Volume	11	1061	548	1620	3	2	8	13	31	932	4	967	418	2	54	474	3074
% App. Total	0.7	65.5	33.8		23.1	15.4	61.5		3.2	96.4	0.4		88.2	0.4	11.4		
PHF	.688	.864	.811	.944	.750	.500	.667	.650	.517	.932	.500	.944	.917	.500	.675	.884	.945

City of San Juan Capistrano
N/S: Ortega Highway/Del Obispo Street
E/W: Old Mission Road
Weather: Clear

File Name : 03_SJO_Del O_Ol Mi Tues AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:30 AM				07:30 AM			
+0 mins.	0	281	143	424	0	0	1	1	15	227	1	243	93	1	6	100
+15 mins.	4	307	118	429	1	1	1	3	6	250	0	256	113	1	20	134
+30 mins.	2	247	169	418	1	1	2	4	3	232	2	237	114	0	14	128
+45 mins.	1	253	121	375	4	0	6	10	7	223	1	231	98	0	14	112
Total Volume	7	1088	551	1646	6	2	10	18	31	932	4	967	418	2	54	474
% App. Total	0.4	66.1	33.5		33.3	11.1	55.6		3.2	96.4	0.4		88.2	0.4	11.4	
PHF	.438	.886	.815	.959	.375	.500	.417	.450	.517	.932	.500	.944	.917	.500	.675	.884

City of San Juan Capistrano
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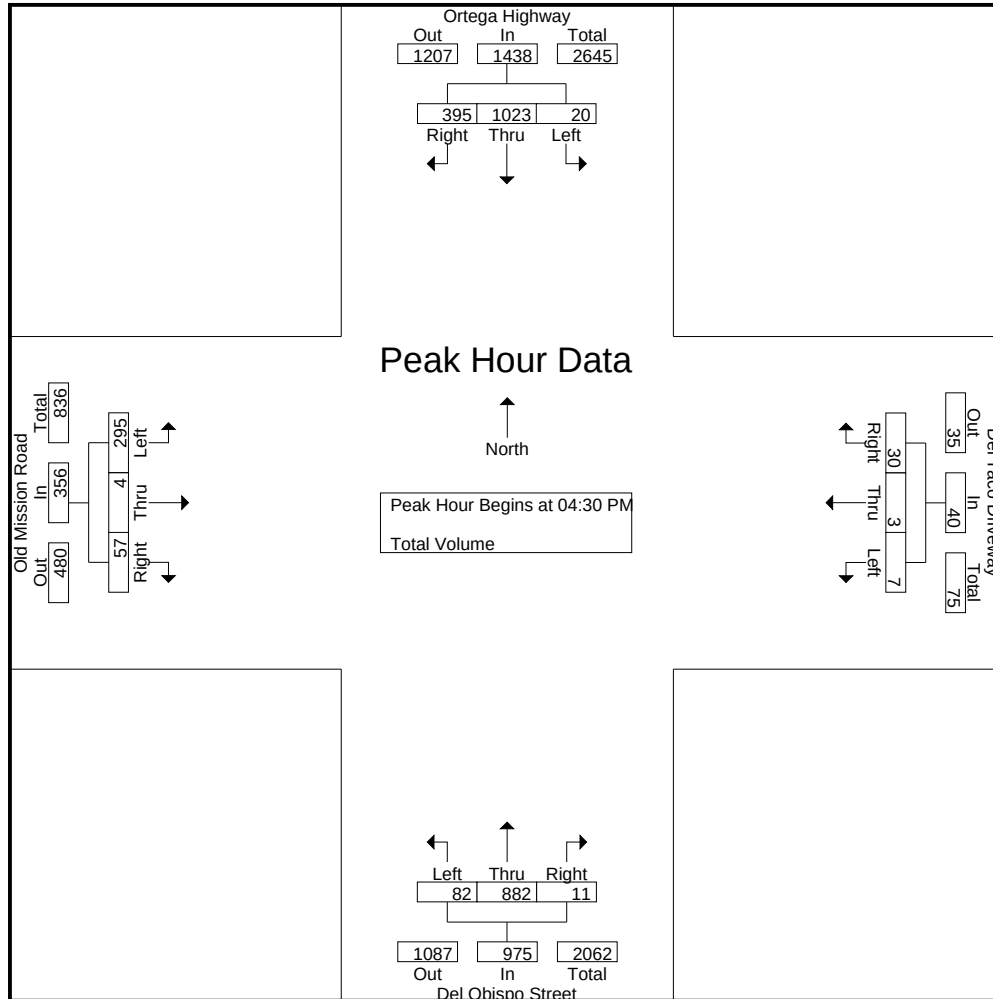
Groups Printed- Total Volume

	Ortega Highway Southbound				Del Taco Driveway Westbound				Del Obispo Street Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	262	134	396	2	0	5	7	26	199	3	228	67	1	10	78	709
04:15 PM	2	253	116	371	2	0	2	4	14	225	4	243	79	2	14	95	713
04:30 PM	6	269	91	366	0	1	9	10	21	213	4	238	70	1	15	86	700
04:45 PM	4	242	106	352	2	0	8	10	18	205	3	226	71	1	9	81	669
Total	12	1026	447	1485	6	1	24	31	79	842	14	935	287	5	48	340	2791
05:00 PM	8	238	100	346	2	0	5	7	28	240	2	270	69	0	14	83	706
05:15 PM	2	274	98	374	3	2	8	13	15	224	2	241	85	2	19	106	734
05:30 PM	4	244	90	338	3	0	4	7	13	222	5	240	65	1	12	78	663
05:45 PM	6	268	101	375	3	0	7	10	25	210	5	240	58	1	18	77	702
Total	20	1024	389	1433	11	2	24	37	81	896	14	991	277	4	63	344	2805
Grand Total	32	2050	836	2918	17	3	48	68	160	1738	28	1926	564	9	111	684	5596
Apprch %	1.1	70.3	28.6		25	4.4	70.6		8.3	90.2	1.5		82.5	1.3	16.2		
Total %	0.6	36.6	14.9	52.1	0.3	0.1	0.9	1.2	2.9	31.1	0.5	34.4	10.1	0.2	2	12.2	

	Ortega Highway Southbound				Del Taco Driveway Westbound				Del Obispo Street Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	269	91	366	0	1	9	10	21	213	4	238	70	1	15	86	700
04:45 PM	4	242	106	352	2	0	8	10	18	205	3	226	71	1	9	81	669
05:00 PM	8	238	100	346	2	0	5	7	28	240	2	270	69	0	14	83	706
05:15 PM	2	274	98	374	3	2	8	13	15	224	2	241	85	2	19	106	734
Total Volume	20	1023	395	1438	7	3	30	40	82	882	11	975	295	4	57	356	2809
% App. Total	1.4	71.1	27.5		17.5	7.5	75		8.4	90.5	1.1		82.9	1.1	16		
PHF	.625	.933	.932	.961	.583	.375	.833	.769	.732	.919	.688	.903	.868	.500	.750	.840	.957

City of San Juan Capistrano
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E/W: Old Mission Road
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File Name : 03_SJO_Del O_OI Mi Tues PM
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				05:00 PM				04:30 PM			
+0 mins.	0	262	134	396	0	1	9	10	28	240	2	270	70	1	15	86
+15 mins.	2	253	116	371	2	0	8	10	15	224	2	241	71	1	9	81
+30 mins.	6	269	91	366	2	0	5	7	13	222	5	240	69	0	14	83
+45 mins.	4	242	106	352	3	2	8	13	25	210	5	240	85	2	19	106
Total Volume	12	1026	447	1485	7	3	30	40	81	896	14	991	295	4	57	356
% App. Total	0.8	69.1	30.1		17.5	7.5	75		8.2	90.4	1.4		82.9	1.1	16	
PHF	.500	.954	.834	.938	.583	.375	.833	.769	.723	.933	.700	.918	.868	.500	.750	.840

City of San Juan Capistrano
N/S: Ortega Highway/Del Obispo Street
E/W: Old Mission Road
Weather: Clear

File Name : 03_SJO_Del O_OI Mi Wed AM
Site Code : 05723399
Start Date : 4/26/2023
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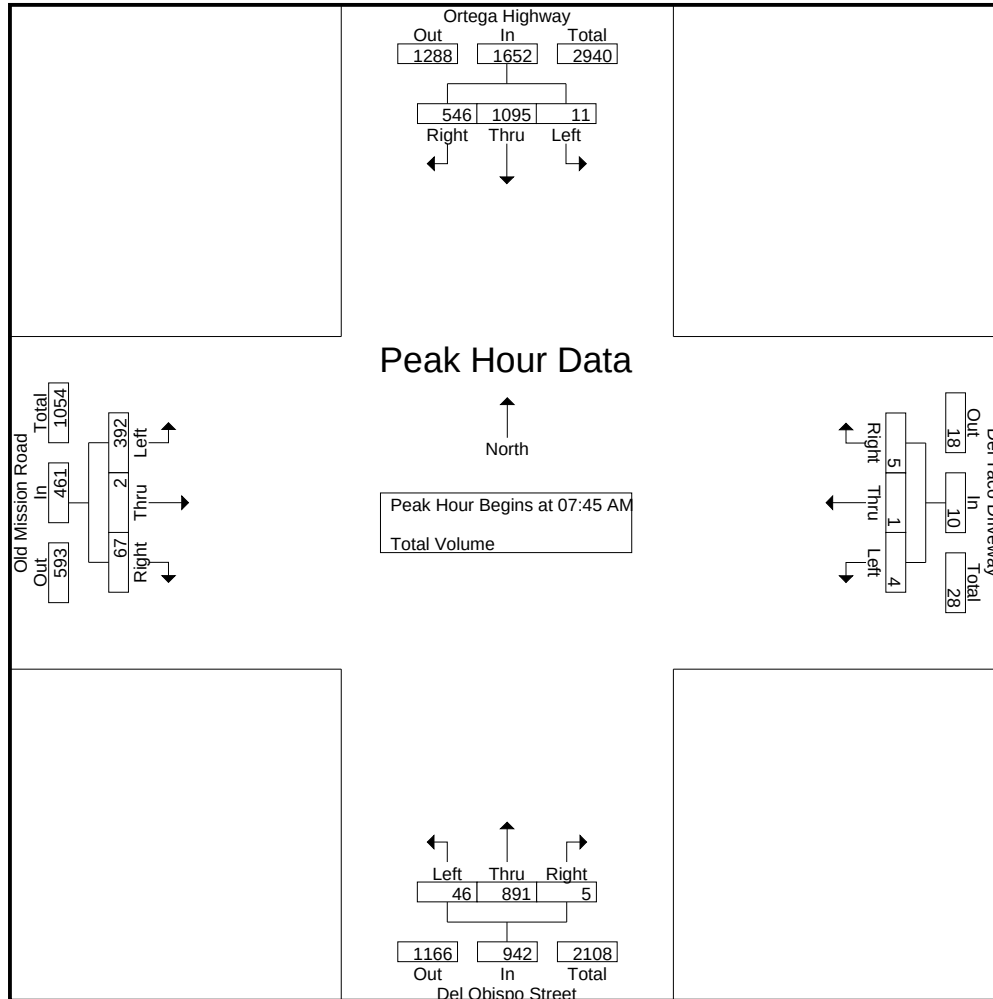
Groups Printed- Total Volume

	Ortega Highway Southbound				Del Taco Driveway Westbound				Del Obispo Street Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	179	66	245	1	0	0	1	5	166	2	173	58	0	9	67	486
07:15 AM	3	236	134	373	0	0	1	1	4	171	0	175	69	1	9	79	628
07:30 AM	1	221	150	372	1	1	0	2	13	185	6	204	74	0	12	86	664
07:45 AM	2	264	157	423	0	0	1	1	8	210	1	219	115	2	17	134	777
Total	6	900	507	1413	2	1	2	5	30	732	9	771	316	3	47	366	2555
08:00 AM	2	259	125	386	1	1	1	3	11	233	2	246	115	0	21	136	771
08:15 AM	5	300	151	456	3	0	3	6	15	244	2	261	83	0	20	103	826
08:30 AM	2	272	113	387	0	0	0	0	12	204	0	216	79	0	9	88	691
08:45 AM	4	226	140	370	2	0	0	2	11	209	0	220	51	0	10	61	653
Total	13	1057	529	1599	6	1	4	11	49	890	4	943	328	0	60	388	2941
Grand Total	19	1957	1036	3012	8	2	6	16	79	1622	13	1714	644	3	107	754	5496
Apprch %	0.6	65	34.4		50	12.5	37.5		4.6	94.6	0.8		85.4	0.4	14.2		
Total %	0.3	35.6	18.9	54.8	0.1	0	0.1	0.3	1.4	29.5	0.2	31.2	11.7	0.1	1.9	13.7	

	Ortega Highway Southbound				Del Taco Driveway Westbound				Del Obispo Street Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	264	157	423	0	0	1	1	8	210	1	219	115	2	17	134	777
08:00 AM	2	259	125	386	1	1	1	3	11	233	2	246	115	0	21	136	771
08:15 AM	5	300	151	456	3	0	3	6	15	244	2	261	83	0	20	103	826
08:30 AM	2	272	113	387	0	0	0	0	12	204	0	216	79	0	9	88	691
Total Volume	11	1095	546	1652	4	1	5	10	46	891	5	942	392	2	67	461	3065
% App. Total	0.7	66.3	33.1		40	10	50		4.9	94.6	0.5		85	0.4	14.5		
PHF	.550	.913	.869	.906	.333	.250	.417	.417	.767	.913	.625	.902	.852	.250	.798	.847	.928

City of San Juan Capistrano
N/S: Ortega Highway/Del Obispo Street
E/W: Old Mission Road
Weather: Clear

File Name : 03_SJO_Del O_OI Mi Wed AM
Site Code : 05723399
Start Date : 4/26/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				08:00 AM				07:45 AM			
+0 mins.	2	264	157	423	1	1	0	2	11	233	2	246	115	2	17	134
+15 mins.	2	259	125	386	0	0	1	1	15	244	2	261	115	0	21	136
+30 mins.	5	300	151	456	1	1	1	3	12	204	0	216	83	0	20	103
+45 mins.	2	272	113	387	3	0	3	6	11	209	0	220	79	0	9	88
Total Volume	11	1095	546	1652	5	2	5	12	49	890	4	943	392	2	67	461
% App. Total	0.7	66.3	33.1		41.7	16.7	41.7		5.2	94.4	0.4		85	0.4	14.5	
PHF	.550	.913	.869	.906	.417	.500	.417	.500	.817	.912	.500	.903	.852	.250	.798	.847

City of San Juan Capistrano
N/S: Ortega Highway/Del Obispo Street
E/W: Old Mission Road
Weather: Clear

File Name : 03_SJO_Del O_OI Mi Wed PM
Site Code : 05723399
Start Date : 4/26/2023
Page No : 1

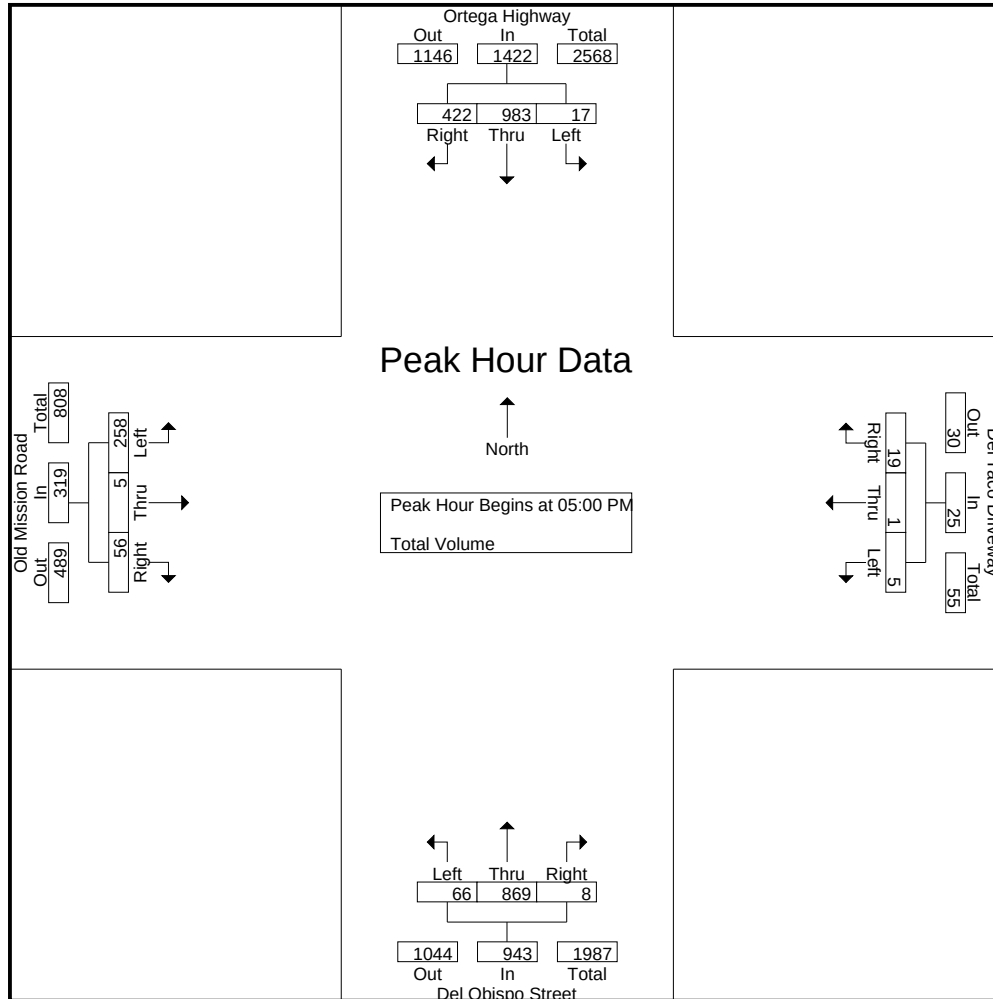
Groups Printed- Total Volume

	Ortega Highway Southbound				Del Taco Driveway Westbound				Del Obispo Street Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	241	112	356	0	2	4	6	8	178	2	188	79	0	20	99	649
04:15 PM	2	246	101	349	1	0	2	3	19	211	2	232	64	2	21	87	671
04:30 PM	1	225	93	319	3	1	1	5	18	222	4	244	63	0	13	76	644
04:45 PM	3	261	108	372	2	1	0	3	22	194	3	219	70	1	14	85	679
Total	9	973	414	1396	6	4	7	17	67	805	11	883	276	3	68	347	2643
05:00 PM	6	259	98	363	2	0	3	5	18	210	1	229	85	1	15	101	698
05:15 PM	3	244	100	347	2	0	4	6	18	225	3	246	50	1	10	61	660
05:30 PM	2	241	113	356	0	1	5	6	10	217	1	228	56	1	17	74	664
05:45 PM	6	239	111	356	1	0	7	8	20	217	3	240	67	2	14	83	687
Total	17	983	422	1422	5	1	19	25	66	869	8	943	258	5	56	319	2709
Grand Total	26	1956	836	2818	11	5	26	42	133	1674	19	1826	534	8	124	666	5352
Apprch %	0.9	69.4	29.7		26.2	11.9	61.9		7.3	91.7	1		80.2	1.2	18.6		
Total %	0.5	36.5	15.6	52.7	0.2	0.1	0.5	0.8	2.5	31.3	0.4	34.1	10	0.1	2.3	12.4	

	Ortega Highway Southbound				Del Taco Driveway Westbound				Del Obispo Street Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	259	98	363	2	0	3	5	18	210	1	229	85	1	15	101	698
05:15 PM	3	244	100	347	2	0	4	6	18	225	3	246	50	1	10	61	660
05:30 PM	2	241	113	356	0	1	5	6	10	217	1	228	56	1	17	74	664
05:45 PM	6	239	111	356	1	0	7	8	20	217	3	240	67	2	14	83	687
Total Volume	17	983	422	1422	5	1	19	25	66	869	8	943	258	5	56	319	2709
% App. Total	1.2	69.1	29.7		20	4	76		7	92.2	0.8		80.9	1.6	17.6		
PHF	.708	.949	.934	.979	.625	.250	.679	.781	.825	.966	.667	.958	.759	.625	.824	.790	.970

City of San Juan Capistrano
N/S: Ortega Highway/Del Obispo Street
E/W: Old Mission Road
Weather: Clear

File Name : 03_SJO_Del O_OI Mi Wed PM
Site Code : 05723399
Start Date : 4/26/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				04:15 PM			
+0 mins.	3	261	108	372	2	0	3	5	18	210	1	229	64	2	21	87
+15 mins.	6	259	98	363	2	0	4	6	18	225	3	246	63	0	13	76
+30 mins.	3	244	100	347	0	1	5	6	10	217	1	228	70	1	14	85
+45 mins.	2	241	113	356	1	0	7	8	20	217	3	240	85	1	15	101
Total Volume	14	1005	419	1438	5	1	19	25	66	869	8	943	282	4	63	349
% App. Total	1	69.9	29.1		20	4	76		7	92.2	0.8		80.8	1.1	18.1	
PHF	.583	.963	.927	.966	.625	.250	.679	.781	.825	.966	.667	.958	.829	.500	.750	.864

City of San Juan Capistrano
N/S: Ortega Highway/Del Obispo Street
E/W: Old Mission Road
Weather: Clear

File Name : 03_SJO_Del O_Ol Mi Thu AM
Site Code : 05723399
Start Date : 4/27/2023
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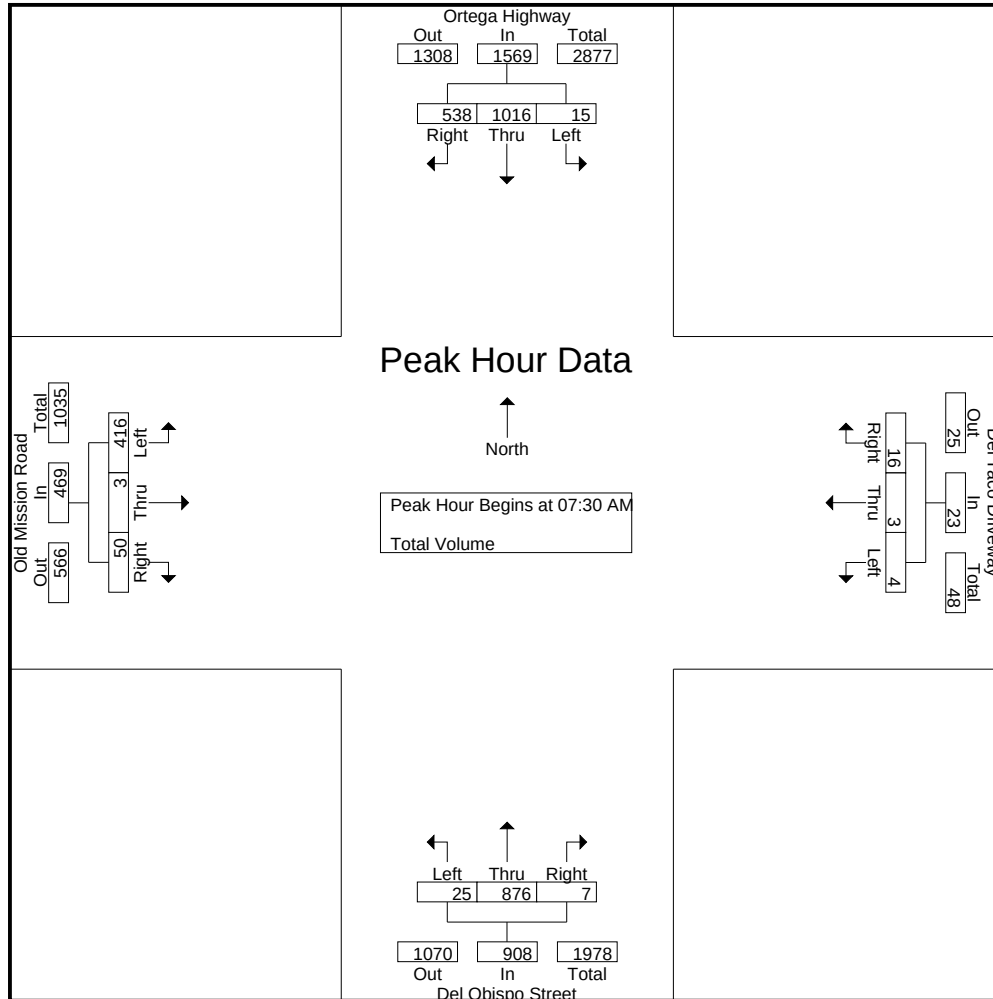
Groups Printed- Total Volume

	Ortega Highway Southbound				Del Taco Driveway Westbound				Del Obispo Street Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	198	71	271	0	0	0	0	3	170	0	173	66	0	7	73	517
07:15 AM	3	272	120	395	0	0	4	4	4	168	0	172	66	0	7	73	644
07:30 AM	2	276	148	426	2	0	2	4	4	184	1	189	84	2	7	93	712
07:45 AM	5	224	136	365	0	3	7	10	4	206	3	213	135	1	16	152	740
Total	12	970	475	1457	2	3	13	18	15	728	4	747	351	3	37	391	2613
08:00 AM	5	261	115	381	1	0	3	4	9	247	0	256	100	0	12	112	753
08:15 AM	3	255	139	397	1	0	4	5	8	239	3	250	97	0	15	112	764
08:30 AM	0	269	95	364	1	0	4	5	6	210	2	218	66	1	9	76	663
08:45 AM	1	221	116	338	1	0	4	5	8	195	3	206	51	1	12	64	613
Total	9	1006	465	1480	4	0	15	19	31	891	8	930	314	2	48	364	2793
Grand Total	21	1976	940	2937	6	3	28	37	46	1619	12	1677	665	5	85	755	5406
Apprch %	0.7	67.3	32		16.2	8.1	75.7		2.7	96.5	0.7		88.1	0.7	11.3		
Total %	0.4	36.6	17.4	54.3	0.1	0.1	0.5	0.7	0.9	29.9	0.2	31	12.3	0.1	1.6	14	

	Ortega Highway Southbound				Del Taco Driveway Westbound				Del Obispo Street Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	276	148	426	2	0	2	4	4	184	1	189	84	2	7	93	712
07:45 AM	5	224	136	365	0	3	7	10	4	206	3	213	135	1	16	152	740
08:00 AM	5	261	115	381	1	0	3	4	9	247	0	256	100	0	12	112	753
08:15 AM	3	255	139	397	1	0	4	5	8	239	3	250	97	0	15	112	764
Total Volume	15	1016	538	1569	4	3	16	23	25	876	7	908	416	3	50	469	2969
% App. Total	1	64.8	34.3		17.4	13	69.6		2.8	96.5	0.8		88.7	0.6	10.7		
PHF	.750	.920	.909	.921	.500	.250	.571	.575	.694	.887	.583	.887	.770	.375	.781	.771	.972

City of San Juan Capistrano
N/S: Ortega Highway/Del Obispo Street
E/W: Old Mission Road
Weather: Clear

File Name : 03_SJO_Del O_Ol Mi Thu AM
Site Code : 05723399
Start Date : 4/27/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:45 AM				07:30 AM			
+0 mins.	2	276	148	426	0	3	7	10	4	206	3	213	84	2	7	93
+15 mins.	5	224	136	365	1	0	3	4	9	247	0	256	135	1	16	152
+30 mins.	5	261	115	381	1	0	4	5	8	239	3	250	100	0	12	112
+45 mins.	3	255	139	397	1	0	4	5	6	210	2	218	97	0	15	112
Total Volume	15	1016	538	1569	3	3	18	24	27	902	8	937	416	3	50	469
% App. Total	1	64.8	34.3		12.5	12.5	75		2.9	96.3	0.9		88.7	0.6	10.7	
PHF	.750	.920	.909	.921	.750	.250	.643	.600	.750	.913	.667	.915	.770	.375	.781	.771

City of San Juan Capistrano
N/S: Ortega Highway/Del Obispo Street
E/W: Old Mission Road
Weather: Clear

File Name : 03_SJO_Del O_OI Mi Thu PM
Site Code : 05723399
Start Date : 4/27/2023
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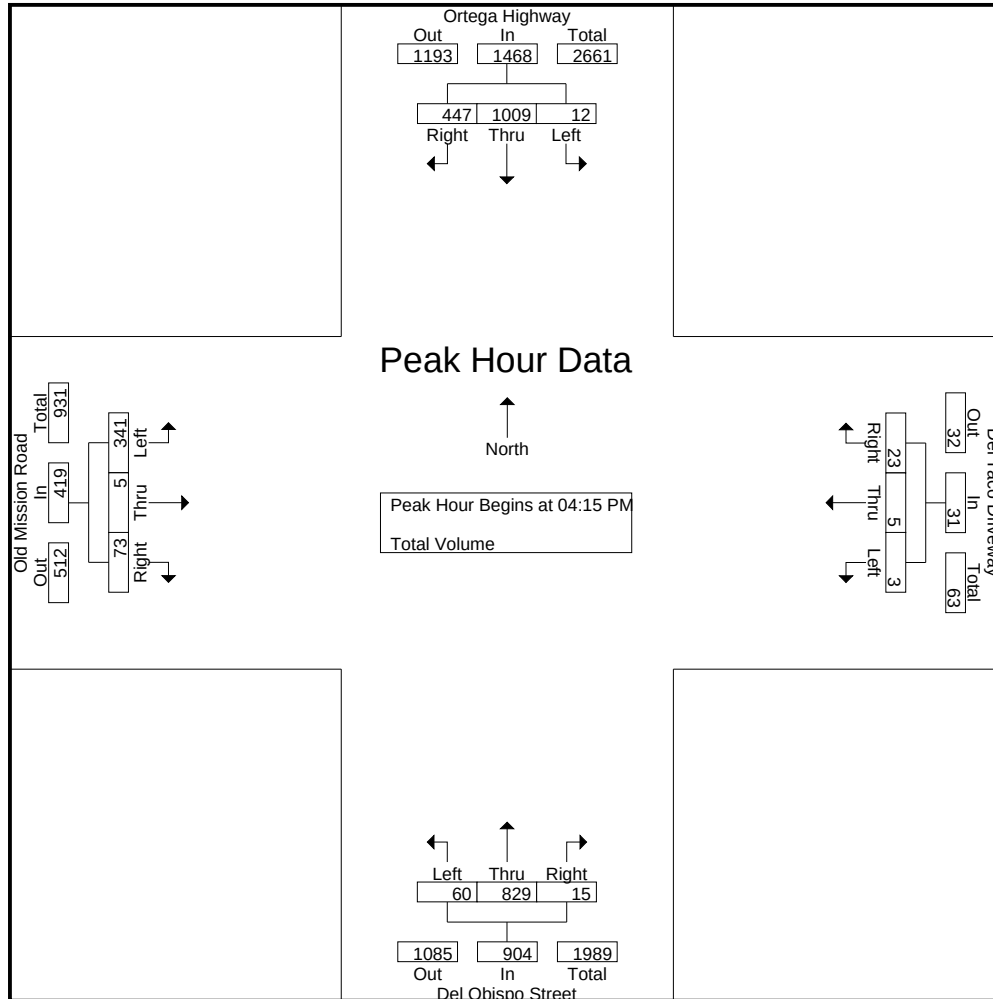
Groups Printed- Total Volume

	Ortega Highway Southbound				Del Taco Driveway Westbound				Del Obispo Street Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	283	118	404	1	0	4	5	18	116	2	136	86	2	18	106	651
04:15 PM	3	285	94	382	0	3	7	10	10	184	3	197	88	1	18	107	696
04:30 PM	5	224	128	357	0	2	5	7	17	217	2	236	78	2	14	94	694
04:45 PM	2	231	110	343	2	0	6	8	14	211	6	231	93	1	20	114	696
Total	13	1023	450	1486	3	5	22	30	59	728	13	800	345	6	70	421	2737
05:00 PM	2	269	115	386	1	0	5	6	19	217	4	240	82	1	21	104	736
05:15 PM	1	240	98	339	2	2	6	10	27	230	4	261	69	0	12	81	691
05:30 PM	3	280	84	367	1	0	5	6	20	217	4	241	67	1	17	85	699
05:45 PM	3	238	102	343	0	2	6	8	20	205	3	228	69	0	13	82	661
Total	9	1027	399	1435	4	4	22	30	86	869	15	970	287	2	63	352	2787
Grand Total	22	2050	849	2921	7	9	44	60	145	1597	28	1770	632	8	133	773	5524
Apprch %	0.8	70.2	29.1		11.7	15	73.3		8.2	90.2	1.6		81.8	1	17.2		
Total %	0.4	37.1	15.4	52.9	0.1	0.2	0.8	1.1	2.6	28.9	0.5	32	11.4	0.1	2.4	14	

	Ortega Highway Southbound				Del Taco Driveway Westbound				Del Obispo Street Northbound				Old Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	285	94	382	0	3	7	10	10	184	3	197	88	1	18	107	696
04:30 PM	5	224	128	357	0	2	5	7	17	217	2	236	78	2	14	94	694
04:45 PM	2	231	110	343	2	0	6	8	14	211	6	231	93	1	20	114	696
05:00 PM	2	269	115	386	1	0	5	6	19	217	4	240	82	1	21	104	736
Total Volume	12	1009	447	1468	3	5	23	31	60	829	15	904	341	5	73	419	2822
% App. Total	0.8	68.7	30.4		9.7	16.1	74.2		6.6	91.7	1.7		81.4	1.2	17.4		
PHF	.600	.885	.873	.951	.375	.417	.821	.775	.789	.955	.625	.942	.917	.625	.869	.919	.959

City of San Juan Capistrano
N/S: Ortega Highway/Del Obispo Street
E/W: Old Mission Road
Weather: Clear

File Name : 03_SJO_Del O_Ol Mi Thu PM
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:45 PM				05:00 PM			
+0 mins.	3	283	118	404	0	3	7	10	14	211	6	231	86	2	18	106
+15 mins.	3	285	94	382	0	2	5	7	19	217	4	240	88	1	18	107
+30 mins.	5	224	128	357	2	0	6	8	27	230	4	261	78	2	14	94
+45 mins.	2	231	110	343	1	0	5	6	20	217	4	241	93	1	20	114
Total Volume	13	1023	450	1486	3	5	23	31	80	875	18	973	345	6	70	421
% App. Total	0.9	68.8	30.3		9.7	16.1	74.2		8.2	89.9	1.8		81.9	1.4	16.6	
PHF	.650	.897	.879	.920	.375	.417	.821	.775	.741	.951	.750	.932	.927	.750	.875	.923

City of San Juan Capistrano
N/S: I-5 Southbound Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 04_SJO_5S_Ortega Tues AM
Site Code : 05723399
Start Date : 4/25/2023
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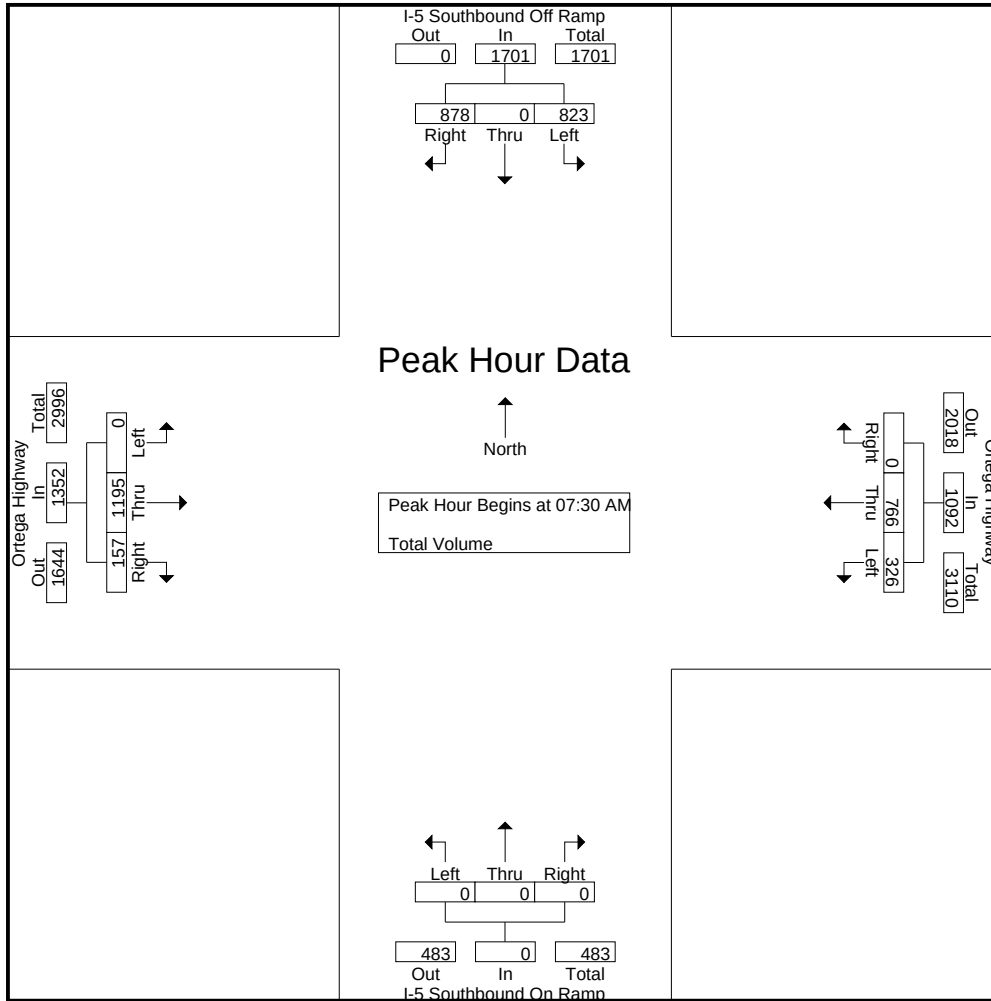
Groups Printed- Total Volume

	I-5 Southbound Off Ramp Southbound				Ortega Highway Westbound				I-5 Southbound On Ramp Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	151	0	148	299	74	106	0	180	0	0	0	0	0	156	32	188	667
07:15 AM	134	0	240	374	48	186	0	234	0	0	0	0	0	202	24	226	834
07:30 AM	168	0	231	399	85	203	0	288	0	0	0	0	0	245	39	284	971
07:45 AM	166	0	223	389	81	194	0	275	0	0	0	0	0	344	50	394	1058
Total	619	0	842	1461	288	689	0	977	0	0	0	0	0	947	145	1092	3530
08:00 AM	248	0	224	472	75	158	0	233	0	0	0	0	0	276	35	311	1016
08:15 AM	241	0	200	441	85	211	0	296	0	0	0	0	0	330	33	363	1100
08:30 AM	178	2	175	355	85	166	0	251	0	0	0	0	0	236	45	281	887
08:45 AM	152	1	154	307	101	195	0	296	0	0	0	0	0	195	28	223	826
Total	819	3	753	1575	346	730	0	1076	0	0	0	0	0	1037	141	1178	3829
Grand Total	1438	3	1595	3036	634	1419	0	2053	0	0	0	0	0	1984	286	2270	7359
Apprch %	47.4	0.1	52.5		30.9	69.1	0		0	0	0	0	0	87.4	12.6		
Total %	19.5	0	21.7	41.3	8.6	19.3	0	27.9	0	0	0	0	0	27	3.9	30.8	

	I-5 Southbound Off Ramp Southbound				Ortega Highway Westbound				I-5 Southbound On Ramp Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	168	0	231	399	85	203	0	288	0	0	0	0	0	245	39	284	971
07:45 AM	166	0	223	389	81	194	0	275	0	0	0	0	0	344	50	394	1058
08:00 AM	248	0	224	472	75	158	0	233	0	0	0	0	0	276	35	311	1016
08:15 AM	241	0	200	441	85	211	0	296	0	0	0	0	0	330	33	363	1100
Total Volume	823	0	878	1701	326	766	0	1092	0	0	0	0	0	1195	157	1352	4145
% App. Total	48.4	0	51.6		29.9	70.1	0		0	0	0	0	0	88.4	11.6		
PHF	.830	.000	.950	.901	.959	.908	.000	.922	.000	.000	.000	.000	.000	.868	.785	.858	.942

City of San Juan Capistrano
N/S: I-5 Southbound Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 04_SJO_5S_Ortega Tues AM
Site Code : 05723399
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	168	0	231	399	85	203	0	288	0	0	0	0	0	245	39	284
+15 mins.	166	0	223	389	81	194	0	275	0	0	0	0	0	344	50	394
+30 mins.	248	0	224	472	75	158	0	233	0	0	0	0	0	276	35	311
+45 mins.	241	0	200	441	85	211	0	296	0	0	0	0	0	330	33	363
Total Volume	823	0	878	1701	326	766	0	1092	0	0	0	0	0	1195	157	1352
% App. Total	48.4	0	51.6		29.9	70.1	0		0	0	0	0	0	88.4	11.6	
PHF	.830	.000	.950	.901	.959	.908	.000	.922	.000	.000	.000	.000	.000	.868	.785	.858

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of San Juan Capistrano
N/S: I-5 Southbound Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 04_SJO_5S_Ortega Tues PM
Site Code : 05723399
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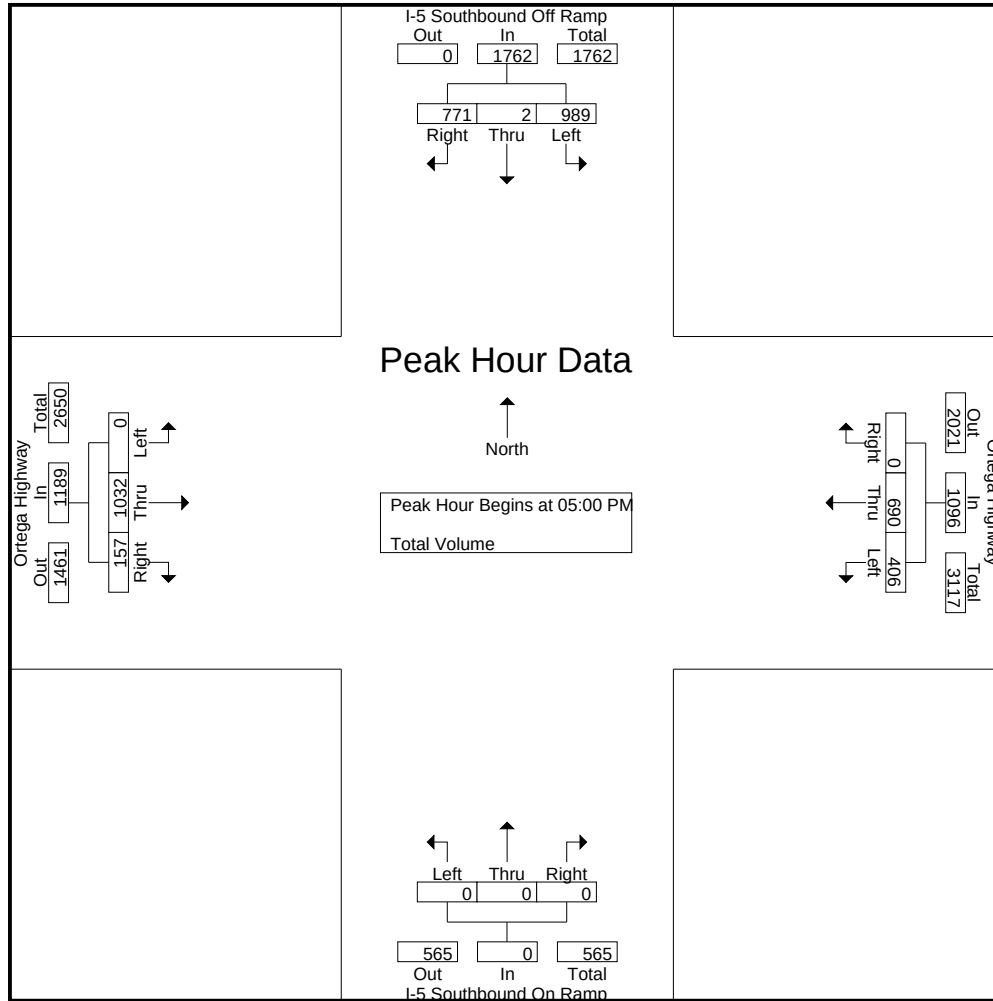
Groups Printed- Total Volume

	I-5 Southbound Off Ramp Southbound				Ortega Highway Westbound				I-5 Southbound On Ramp Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	235	0	191	426	103	209	0	312	0	0	0	0	0	213	49	262	1000
04:15 PM	264	0	188	452	108	187	0	295	0	0	0	0	0	254	43	297	1044
04:30 PM	230	0	177	407	107	194	0	301	0	0	0	0	0	244	45	289	997
04:45 PM	220	0	186	406	88	166	0	254	0	0	0	0	0	226	50	276	936
Total	949	0	742	1691	406	756	0	1162	0	0	0	0	0	937	187	1124	3977
05:00 PM	270	0	176	446	118	177	0	295	0	0	0	0	0	251	45	296	1037
05:15 PM	231	0	223	454	111	162	0	273	0	0	0	0	0	273	47	320	1047
05:30 PM	266	2	169	437	91	164	0	255	0	0	0	0	0	271	28	299	991
05:45 PM	222	0	203	425	86	187	0	273	0	0	0	0	0	237	37	274	972
Total	989	2	771	1762	406	690	0	1096	0	0	0	0	0	1032	157	1189	4047
Grand Total	1938	2	1513	3453	812	1446	0	2258	0	0	0	0	0	1969	344	2313	8024
Apprch %	56.1	0.1	43.8		36	64	0		0	0	0		0	85.1	14.9		
Total %	24.2	0	18.9	43	10.1	18	0	28.1	0	0	0	0	0	24.5	4.3	28.8	

	I-5 Southbound Off Ramp Southbound				Ortega Highway Westbound				I-5 Southbound On Ramp Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	270	0	176	446	118	177	0	295	0	0	0	0	0	251	45	296	1037
05:15 PM	231	0	223	454	111	162	0	273	0	0	0	0	0	273	47	320	1047
05:30 PM	266	2	169	437	91	164	0	255	0	0	0	0	0	271	28	299	991
05:45 PM	222	0	203	425	86	187	0	273	0	0	0	0	0	237	37	274	972
Total Volume	989	2	771	1762	406	690	0	1096	0	0	0	0	0	1032	157	1189	4047
% App. Total	56.1	0.1	43.8		37	63	0		0	0	0		0	86.8	13.2		
PHF	.916	.250	.864	.970	.860	.922	.000	.929	.000	.000	.000	.000	.000	.945	.835	.929	.966

City of San Juan Capistrano
N/S: I-5 Southbound Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 04_SJO_5S_Ortega Tues PM
Site Code : 05723399
Start Date : 4/25/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	270	0	176	446	103	209	0	312	0	0	0	0	0	226	50	276
+15 mins.	231	0	223	454	108	187	0	295	0	0	0	0	0	251	45	296
+30 mins.	266	2	169	437	107	194	0	301	0	0	0	0	0	273	47	320
+45 mins.	222	0	203	425	88	166	0	254	0	0	0	0	0	271	28	299
Total Volume	989	2	771	1762	406	756	0	1162	0	0	0	0	0	1021	170	1191
% App. Total	56.1	0.1	43.8		34.9	65.1	0		0	0	0		0	85.7	14.3	
PHF	.916	.250	.864	.970	.940	.904	.000	.931	.000	.000	.000	.000	.000	.935	.850	.930

City of San Juan Capistrano
N/S: I-5 Southbound Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 04_SJO_5S_Ortega Wed AM
Site Code : 05723399
Start Date : 4/26/2023
Page No : 1

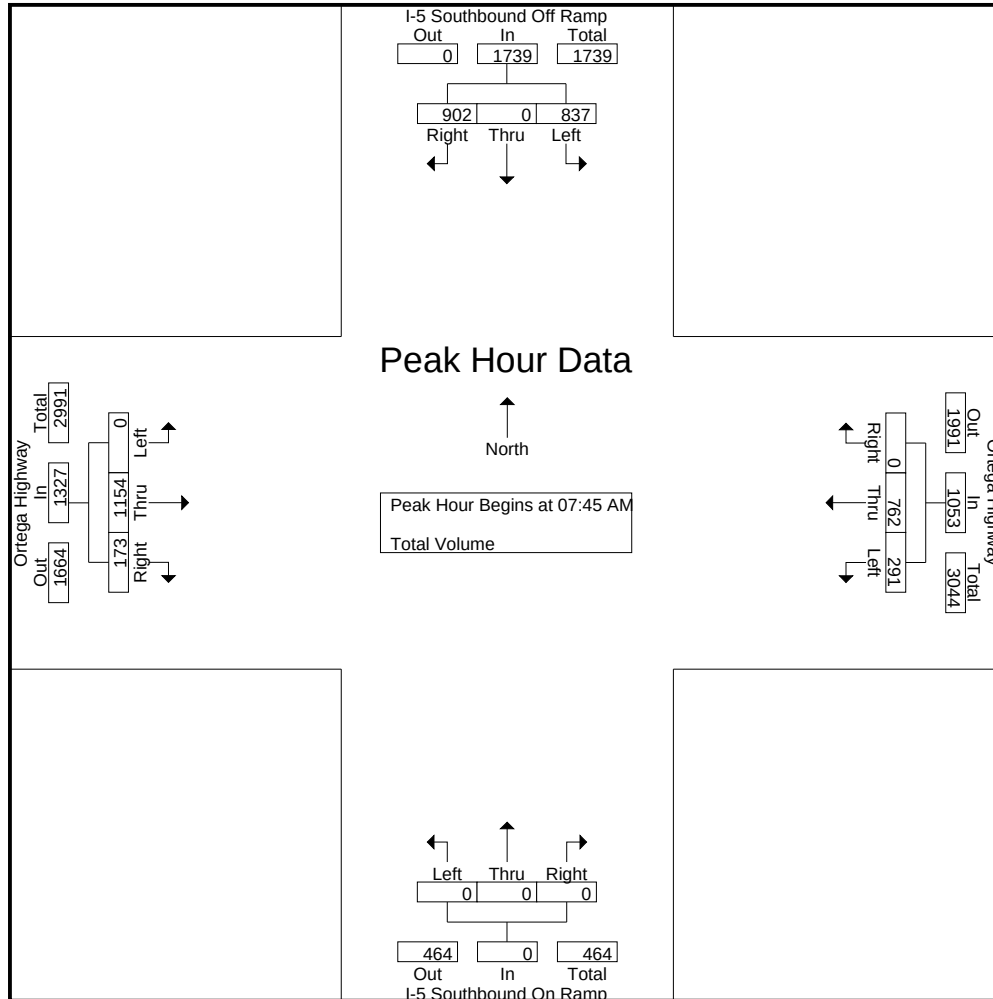
Groups Printed- Total Volume

	I-5 Southbound Off Ramp Southbound				Ortega Highway Westbound				I-5 Southbound On Ramp Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	143	0	143	286	55	105	0	160	0	0	0	0	0	172	30	202	648
07:15 AM	130	0	214	344	68	162	0	230	0	0	0	0	0	233	30	263	837
07:30 AM	175	0	205	380	81	170	0	251	0	0	0	0	0	221	32	253	884
07:45 AM	190	0	214	404	68	207	0	275	0	0	0	0	0	306	48	354	1033
Total	638	0	776	1414	272	644	0	916	0	0	0	0	0	932	140	1072	3402
08:00 AM	262	0	232	494	74	153	0	227	0	0	0	0	0	283	38	321	1042
08:15 AM	218	0	259	477	76	202	0	278	0	0	0	0	0	324	37	361	1116
08:30 AM	167	0	197	364	73	200	0	273	0	0	0	0	0	241	50	291	928
08:45 AM	169	0	182	351	100	188	0	288	0	0	0	0	0	248	25	273	912
Total	816	0	870	1686	323	743	0	1066	0	0	0	0	0	1096	150	1246	3998
Grand Total	1454	0	1646	3100	595	1387	0	1982	0	0	0	0	0	2028	290	2318	7400
Apprch %	46.9	0	53.1		30	70	0		0	0	0		0	87.5	12.5		
Total %	19.6	0	22.2	41.9	8	18.7	0	26.8	0	0	0	0	0	27.4	3.9	31.3	

	I-5 Southbound Off Ramp Southbound				Ortega Highway Westbound				I-5 Southbound On Ramp Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	190	0	214	404	68	207	0	275	0	0	0	0	0	306	48	354	1033
08:00 AM	262	0	232	494	74	153	0	227	0	0	0	0	0	283	38	321	1042
08:15 AM	218	0	259	477	76	202	0	278	0	0	0	0	0	324	37	361	1116
08:30 AM	167	0	197	364	73	200	0	273	0	0	0	0	0	241	50	291	928
Total Volume	837	0	902	1739	291	762	0	1053	0	0	0	0	0	1154	173	1327	4119
% App. Total	48.1	0	51.9		27.6	72.4	0		0	0	0		0	87	13		
PHF	.799	.000	.871	.880	.957	.920	.000	.947	.000	.000	.000	.000	.000	.890	.865	.919	.923

City of San Juan Capistrano
N/S: I-5 Southbound Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 04_SJO_5S_Ortega Wed AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:00 AM				07:45 AM			
+0 mins.	175	0	205	380	74	153	0	227	0	0	0	0	0	306	48	354
+15 mins.	190	0	214	404	76	202	0	278	0	0	0	0	0	283	38	321
+30 mins.	262	0	232	494	73	200	0	273	0	0	0	0	0	324	37	361
+45 mins.	218	0	259	477	100	188	0	288	0	0	0	0	0	241	50	291
Total Volume	845	0	910	1755	323	743	0	1066	0	0	0	0	0	1154	173	1327
% App. Total	48.1	0	51.9		30.3	69.7	0		0	0	0	0	0	87	13	
PHF	.806	.000	.878	.888	.808	.920	.000	.925	.000	.000	.000	.000	.000	.890	.865	.919

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City of San Juan Capistrano
N/S: I-5 Southbound Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 04_SJO_5S_Ortega Wed PM
Site Code : 05723399
Start Date : 4/26/2023
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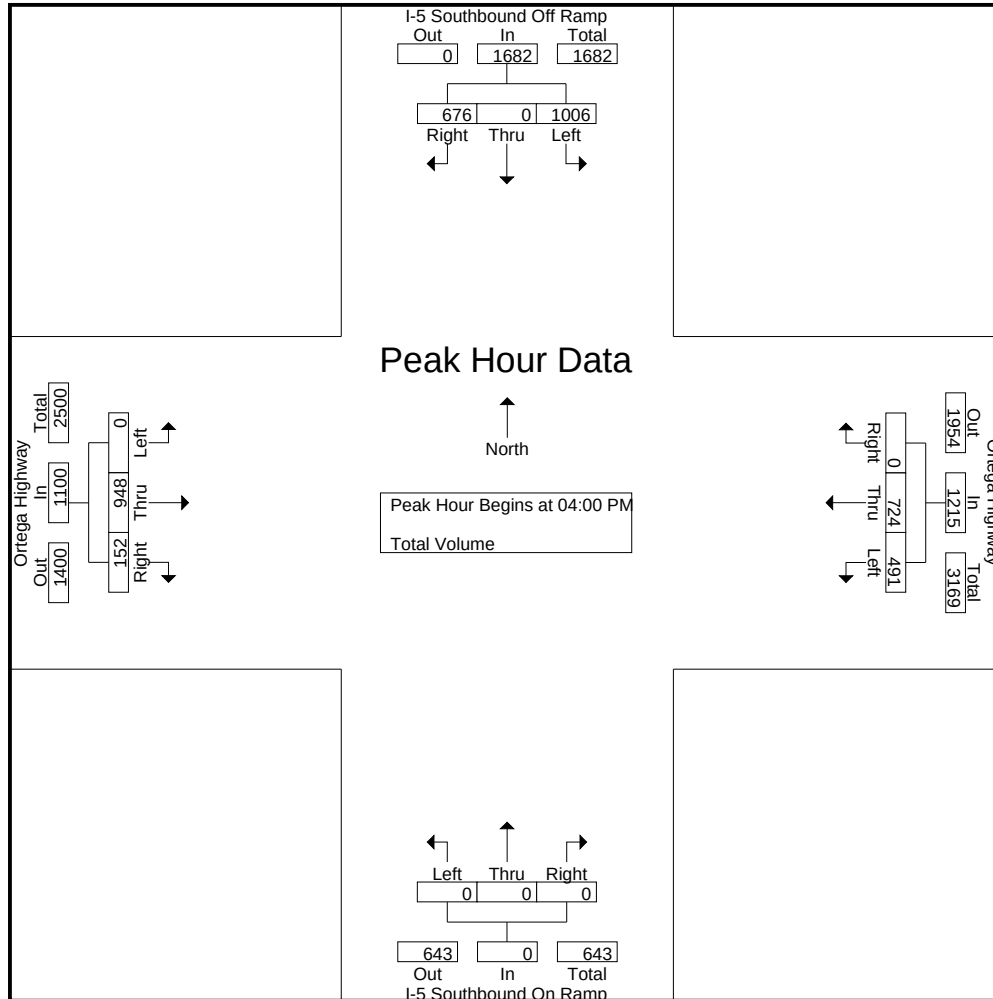
Groups Printed- Total Volume

	I-5 Southbound Off Ramp Southbound				Ortega Highway Westbound				I-5 Southbound On Ramp Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	258	0	157	415	126	201	0	327	0	0	0	0	0	252	29	281	1023
04:15 PM	261	0	167	428	137	185	0	322	0	0	0	0	0	226	32	258	1008
04:30 PM	252	0	165	417	122	155	0	277	0	0	0	0	0	238	48	286	980
04:45 PM	235	0	187	422	106	183	0	289	0	0	0	0	0	232	43	275	986
Total	1006	0	676	1682	491	724	0	1215	0	0	0	0	0	948	152	1100	3997
05:00 PM	221	0	198	419	105	177	0	282	0	0	0	0	0	254	32	286	987
05:15 PM	238	0	191	429	118	161	0	279	0	0	0	0	0	242	41	283	991
05:30 PM	240	0	193	433	79	164	0	243	0	0	0	0	0	247	31	278	954
05:45 PM	228	0	173	401	124	181	0	305	0	0	0	0	0	255	37	292	998
Total	927	0	755	1682	426	683	0	1109	0	0	0	0	0	998	141	1139	3930
Grand Total	1933	0	1431	3364	917	1407	0	2324	0	0	0	0	0	1946	293	2239	7927
Apprch %	57.5	0	42.5		39.5	60.5	0		0	0	0		0	86.9	13.1		
Total %	24.4	0	18.1	42.4	11.6	17.7	0	29.3	0	0	0	0	0	24.5	3.7	28.2	

	I-5 Southbound Off Ramp Southbound				Ortega Highway Westbound				I-5 Southbound On Ramp Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	258	0	157	415	126	201	0	327	0	0	0	0	0	252	29	281	1023
04:15 PM	261	0	167	428	137	185	0	322	0	0	0	0	0	226	32	258	1008
04:30 PM	252	0	165	417	122	155	0	277	0	0	0	0	0	238	48	286	980
04:45 PM	235	0	187	422	106	183	0	289	0	0	0	0	0	232	43	275	986
Total Volume	1006	0	676	1682	491	724	0	1215	0	0	0	0	0	948	152	1100	3997
% App. Total	59.8	0	40.2		40.4	59.6	0		0	0	0		0	86.2	13.8		
PHF	.964	.000	.904	.982	.896	.900	.000	.929	.000	.000	.000	.000	.000	.940	.792	.962	.977

City of San Juan Capistrano
N/S: I-5 Southbound Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 04_SJO_5S_Ortega Wed PM
Site Code : 05723399
Start Date : 4/26/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	235	0	187	422	126	201	0	327	0	0	0	0	0	254	32	286
+15 mins.	221	0	198	419	137	185	0	322	0	0	0	0	0	242	41	283
+30 mins.	238	0	191	429	122	155	0	277	0	0	0	0	0	247	31	278
+45 mins.	240	0	193	433	106	183	0	289	0	0	0	0	0	255	37	292
Total Volume	934	0	769	1703	491	724	0	1215	0	0	0	0	0	998	141	1139
% App. Total	54.8	0	45.2		40.4	59.6	0		0	0	0		0	87.6	12.4	
PHF	.973	.000	.971	.983	.896	.900	.000	.929	.000	.000	.000	.000	.000	.978	.860	.975

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City of San Juan Capistrano
N/S: I-5 Southbound Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 04_SJO_5S_Ortega Thu AM
Site Code : 05723399
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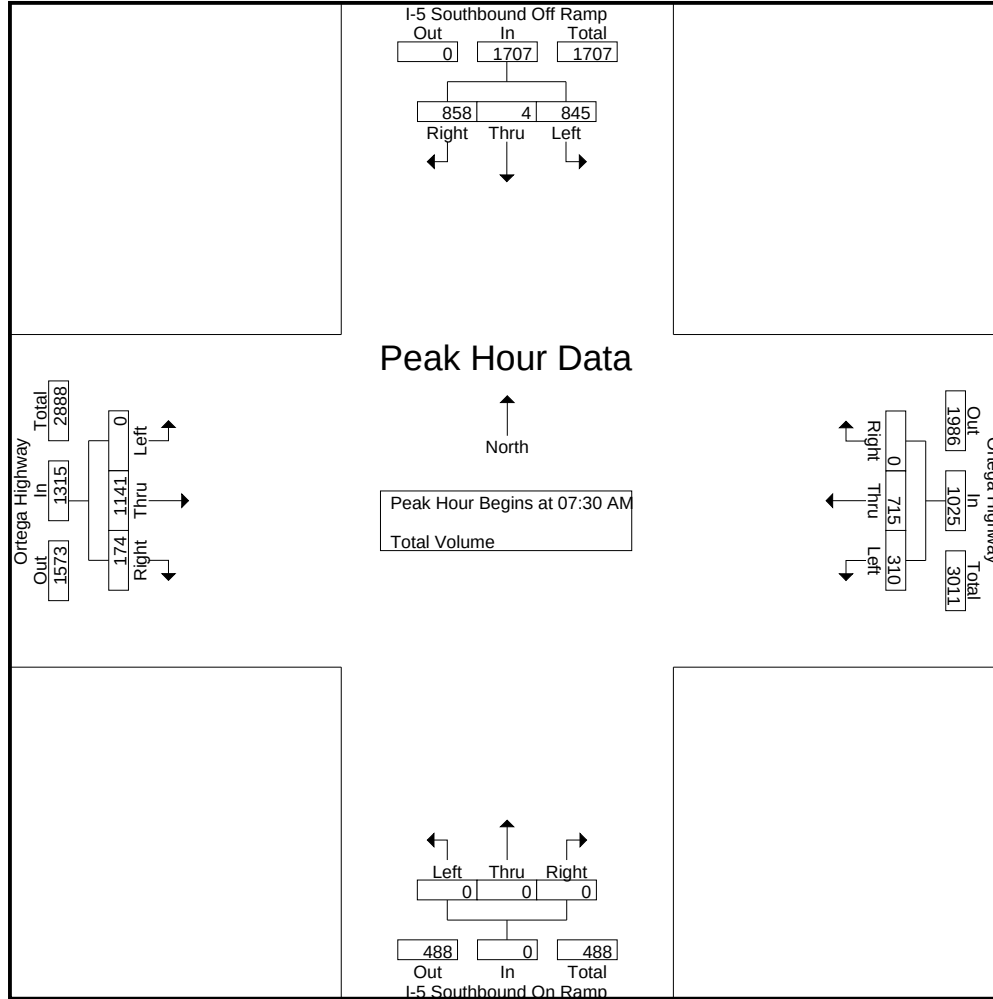
Groups Printed- Total Volume

	I-5 Southbound Off Ramp Southbound				Ortega Highway Westbound				I-5 Southbound On Ramp Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	146	0	154	300	83	123	0	206	0	0	0	0	0	180	37	217	723
07:15 AM	151	0	215	366	61	171	0	232	0	0	0	0	0	224	30	254	852
07:30 AM	192	0	238	430	87	188	0	275	0	0	0	0	0	207	31	238	943
07:45 AM	173	4	187	364	81	172	0	253	0	0	0	0	0	327	48	375	992
Total	662	4	794	1460	312	654	0	966	0	0	0	0	0	938	146	1084	3510
08:00 AM	257	0	217	474	76	167	0	243	0	0	0	0	0	281	45	326	1043
08:15 AM	223	0	216	439	66	188	0	254	0	0	0	0	0	326	50	376	1069
08:30 AM	181	0	205	386	78	163	0	241	0	0	0	0	0	219	37	256	883
08:45 AM	164	0	169	333	46	183	0	229	0	0	0	0	0	245	41	286	848
Total	825	0	807	1632	266	701	0	967	0	0	0	0	0	1071	173	1244	3843
Grand Total	1487	4	1601	3092	578	1355	0	1933	0	0	0	0	0	2009	319	2328	7353
Apprch %	48.1	0.1	51.8		29.9	70.1	0		0	0	0		0	86.3	13.7		
Total %	20.2	0.1	21.8	42.1	7.9	18.4	0	26.3	0	0	0	0	0	27.3	4.3	31.7	

	I-5 Southbound Off Ramp Southbound				Ortega Highway Westbound				I-5 Southbound On Ramp Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	192	0	238	430	87	188	0	275	0	0	0	0	0	207	31	238	943
07:45 AM	173	4	187	364	81	172	0	253	0	0	0	0	0	327	48	375	992
08:00 AM	257	0	217	474	76	167	0	243	0	0	0	0	0	281	45	326	1043
08:15 AM	223	0	216	439	66	188	0	254	0	0	0	0	0	326	50	376	1069
Total Volume	845	4	858	1707	310	715	0	1025	0	0	0	0	0	1141	174	1315	4047
% App. Total	49.5	0.2	50.3		30.2	69.8	0		0	0	0		0	86.8	13.2		
PHF	.822	.250	.901	.900	.891	.951	.000	.932	.000	.000	.000	.000	.000	.872	.870	.874	.946

City of San Juan Capistrano
N/S: I-5 Southbound Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 04_SJO_5S_Ortega Thu AM
Site Code : 05723399
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:00 AM				07:45 AM			
+0 mins.	192	0	238	430	87	188	0	275	0	0	0	0	0	327	48	375
+15 mins.	173	4	187	364	81	172	0	253	0	0	0	0	0	281	45	326
+30 mins.	257	0	217	474	76	167	0	243	0	0	0	0	0	326	50	376
+45 mins.	223	0	216	439	66	188	0	254	0	0	0	0	0	219	37	256
Total Volume	845	4	858	1707	310	715	0	1025	0	0	0	0	0	1153	180	1333
% App. Total	49.5	0.2	50.3		30.2	69.8	0		0	0	0		0	86.5	13.5	
PHF	.822	.250	.901	.900	.891	.951	.000	.932	.000	.000	.000	.000	.000	.881	.900	.886

City of San Juan Capistrano
N/S: I-5 Southbound Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 04_SJO_5S_Ortega Thu PM
Site Code : 05723399
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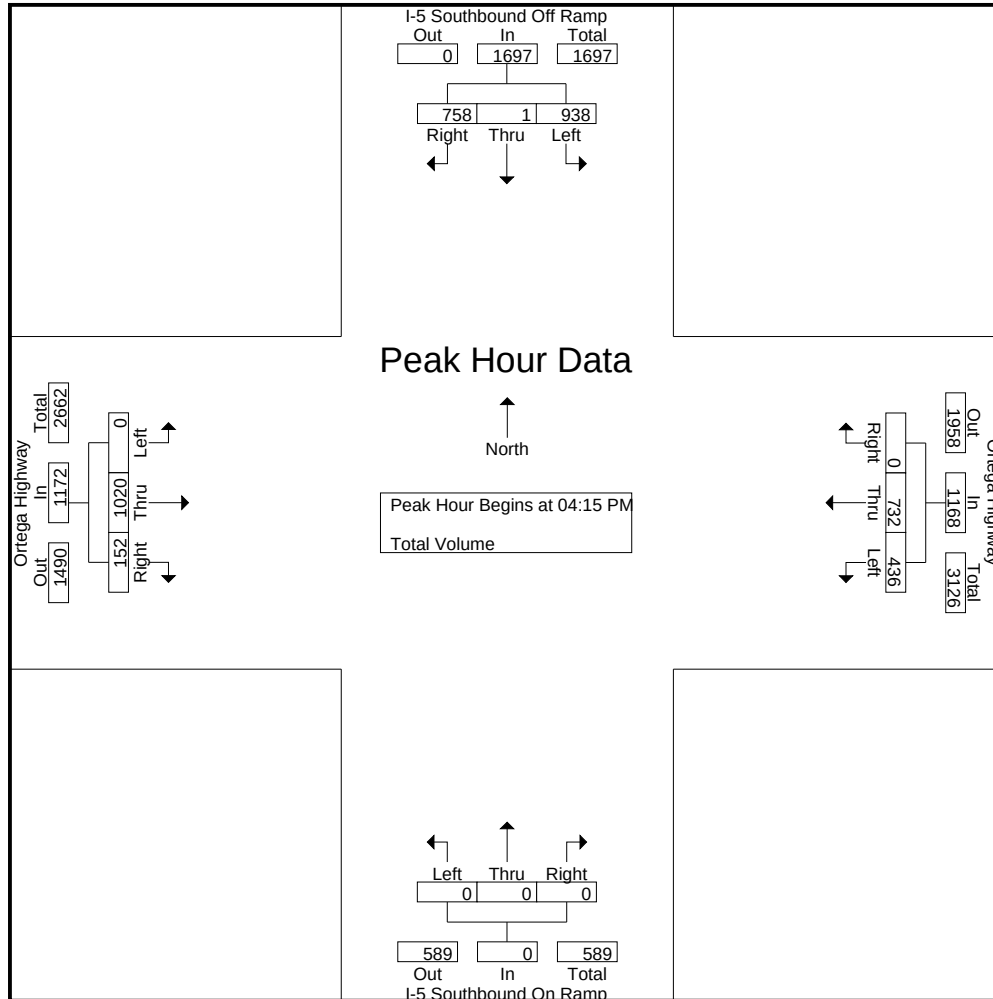
Groups Printed- Total Volume

	I-5 Southbound Off Ramp Southbound				Ortega Highway Westbound				I-5 Southbound On Ramp Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	239	1	195	435	124	213	0	337	0	0	0	0	0	164	29	193	965
04:15 PM	255	0	215	470	107	173	0	280	0	0	0	0	0	239	44	283	1033
04:30 PM	218	0	182	400	106	179	0	285	0	0	0	0	0	269	32	301	986
04:45 PM	244	1	176	421	108	166	0	274	0	0	0	0	0	260	37	297	992
Total	956	2	768	1726	445	731	0	1176	0	0	0	0	0	932	142	1074	3976
05:00 PM	221	0	185	406	115	214	0	329	0	0	0	0	0	252	39	291	1026
05:15 PM	235	0	187	422	105	149	0	254	0	0	0	0	0	258	41	299	975
05:30 PM	248	0	202	450	99	157	0	256	0	0	0	0	0	252	38	290	996
05:45 PM	236	0	165	401	98	176	0	274	0	0	0	0	0	249	40	289	964
Total	940	0	739	1679	417	696	0	1113	0	0	0	0	0	1011	158	1169	3961
Grand Total	1896	2	1507	3405	862	1427	0	2289	0	0	0	0	0	1943	300	2243	7937
Apprch %	55.7	0.1	44.3		37.7	62.3	0		0	0	0		0	86.6	13.4		
Total %	23.9	0	19	42.9	10.9	18	0	28.8	0	0	0	0	0	24.5	3.8	28.3	

	I-5 Southbound Off Ramp Southbound				Ortega Highway Westbound				I-5 Southbound On Ramp Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	255	0	215	470	107	173	0	280	0	0	0	0	0	239	44	283	1033
04:30 PM	218	0	182	400	106	179	0	285	0	0	0	0	0	269	32	301	986
04:45 PM	244	1	176	421	108	166	0	274	0	0	0	0	0	260	37	297	992
05:00 PM	221	0	185	406	115	214	0	329	0	0	0	0	0	252	39	291	1026
Total Volume	938	1	758	1697	436	732	0	1168	0	0	0	0	0	1020	152	1172	4037
% App. Total	55.3	0.1	44.7		37.3	62.7	0		0	0	0		0	87	13		
PHF	.920	.250	.881	.903	.948	.855	.000	.888	.000	.000	.000	.000	.000	.948	.864	.973	.977

City of San Juan Capistrano
N/S: I-5 Southbound Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 04_SJO_5S_Ortega Thu PM
Site Code : 05723399
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	239	1	195	435	124	213	0	337	0	0	0	0	0	269	32	301
+15 mins.	255	0	215	470	107	173	0	280	0	0	0	0	0	260	37	297
+30 mins.	218	0	182	400	106	179	0	285	0	0	0	0	0	252	39	291
+45 mins.	244	1	176	421	108	166	0	274	0	0	0	0	0	258	41	299
Total Volume	956	2	768	1726	445	731	0	1176	0	0	0	0	0	1039	149	1188
% App. Total	55.4	0.1	44.5		37.8	62.2	0		0	0	0	0	0	87.5	12.5	
PHF	.937	.500	.893	.918	.897	.858	.000	.872	.000	.000	.000	.000	.000	.966	.909	.987

City of San Juan Capistrano
N/S: Avenida Los Cerritos/I-5 NB Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 05_SJO_ALC_Ortega Tue AM
Site Code : 05723399
Start Date : 4/25/2023
Page No : 1

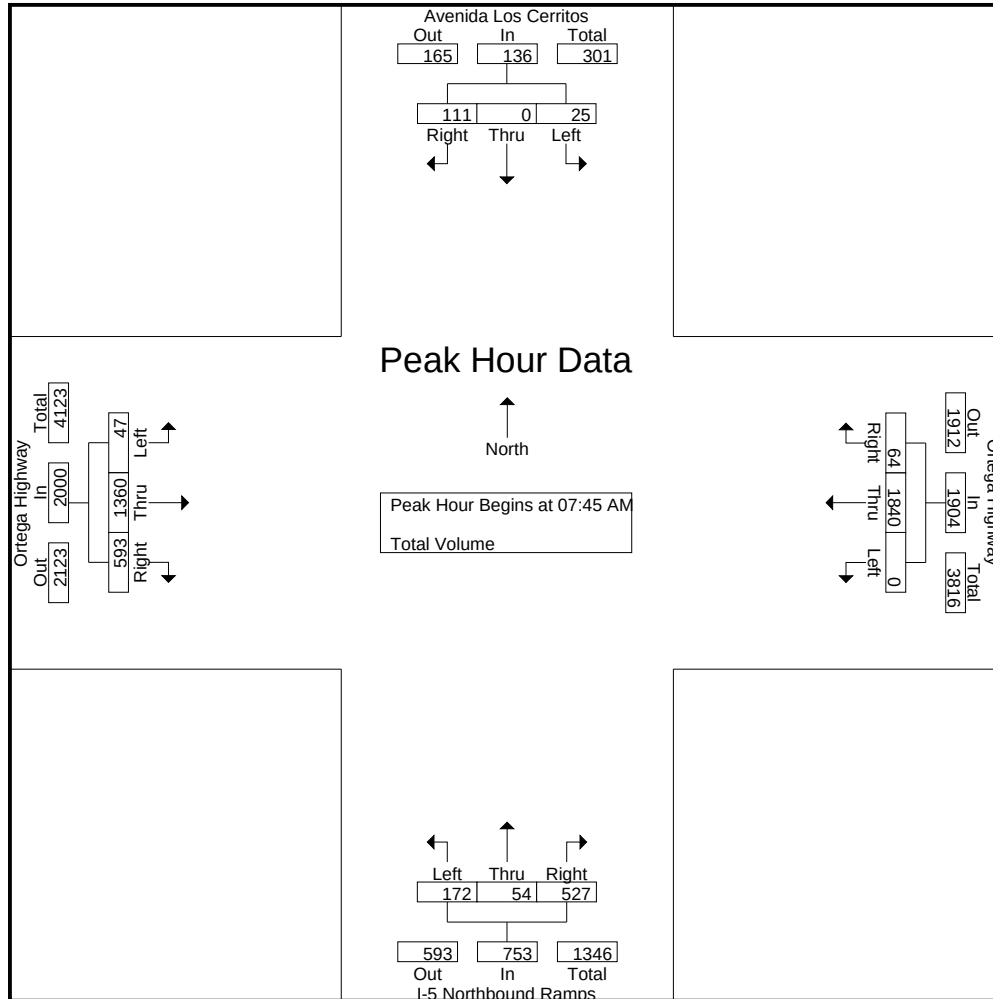
Groups Printed- Total Volume

	Avenida Los Cerritos Southbound				Ortega Highway Westbound				I-5 Northbound Ramps Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	0	9	16	0	420	11	431	20	7	80	107	6	213	96	315	869
07:15 AM	7	0	22	29	0	461	16	477	45	8	99	152	11	222	122	355	1013
07:30 AM	1	0	20	21	0	479	7	486	50	7	107	164	3	279	144	426	1097
07:45 AM	6	0	30	36	0	398	22	420	62	12	135	209	14	315	169	498	1163
Total	21	0	81	102	0	1758	56	1814	177	34	421	632	34	1029	531	1594	4142
08:00 AM	10	0	22	32	0	477	12	489	35	16	129	180	6	385	134	525	1226
08:15 AM	1	0	26	27	0	435	14	449	47	13	175	235	16	378	146	540	1251
08:30 AM	8	0	33	41	0	530	16	546	28	13	88	129	11	282	144	437	1153
08:45 AM	6	0	26	32	0	405	11	416	46	6	145	197	6	252	96	354	999
Total	25	0	107	132	0	1847	53	1900	156	48	537	741	39	1297	520	1856	4629
Grand Total	46	0	188	234	0	3605	109	3714	333	82	958	1373	73	2326	1051	3450	8771
Apprch %	19.7	0	80.3		0	97.1	2.9		24.3	6	69.8		2.1	67.4	30.5		
Total %	0.5	0	2.1	2.7	0	41.1	1.2	42.3	3.8	0.9	10.9	15.7	0.8	26.5	12	39.3	

	Avenida Los Cerritos Southbound				Ortega Highway Westbound				I-5 Northbound Ramps Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	0	30	36	0	398	22	420	62	12	135	209	14	315	169	498	1163
08:00 AM	10	0	22	32	0	477	12	489	35	16	129	180	6	385	134	525	1226
08:15 AM	1	0	26	27	0	435	14	449	47	13	175	235	16	378	146	540	1251
08:30 AM	8	0	33	41	0	530	16	546	28	13	88	129	11	282	144	437	1153
Total Volume	25	0	111	136	0	1840	64	1904	172	54	527	753	47	1360	593	2000	4793
% App. Total	18.4	0	81.6		0	96.6	3.4		22.8	7.2	70		2.3	68	29.6		
PHF	.625	.000	.841	.829	.000	.868	.727	.872	.694	.844	.753	.801	.734	.883	.877	.926	.958

City of San Juan Capistrano
N/S: Avenida Los Cerritos/I-5 NB Ramps
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File Name : 05_SJO_ALC_Ortega Tue AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	6	0	30	36	0	398	22	420	50	7	107	164	14	315	169	498
+15 mins.	10	0	22	32	0	477	12	489	62	12	135	209	6	385	134	525
+30 mins.	1	0	26	27	0	435	14	449	35	16	129	180	16	378	146	540
+45 mins.	8	0	33	41	0	530	16	546	47	13	175	235	11	282	144	437
Total Volume	25	0	111	136	0	1840	64	1904	194	48	546	788	47	1360	593	2000
% App. Total	18.4	0	81.6		0	96.6	3.4		24.6	6.1	69.3		2.3	68	29.6	
PHF	.625	.000	.841	.829	.000	.868	.727	.872	.782	.750	.780	.838	.734	.883	.877	.926

City of San Juan Capistrano
N/S: Avenida Los Cerritos/I-5 NB Ramps
E/W: Ortega Highway
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File Name : 05_SJO_ALC_Ortega Tue PM
Site Code : 05723399
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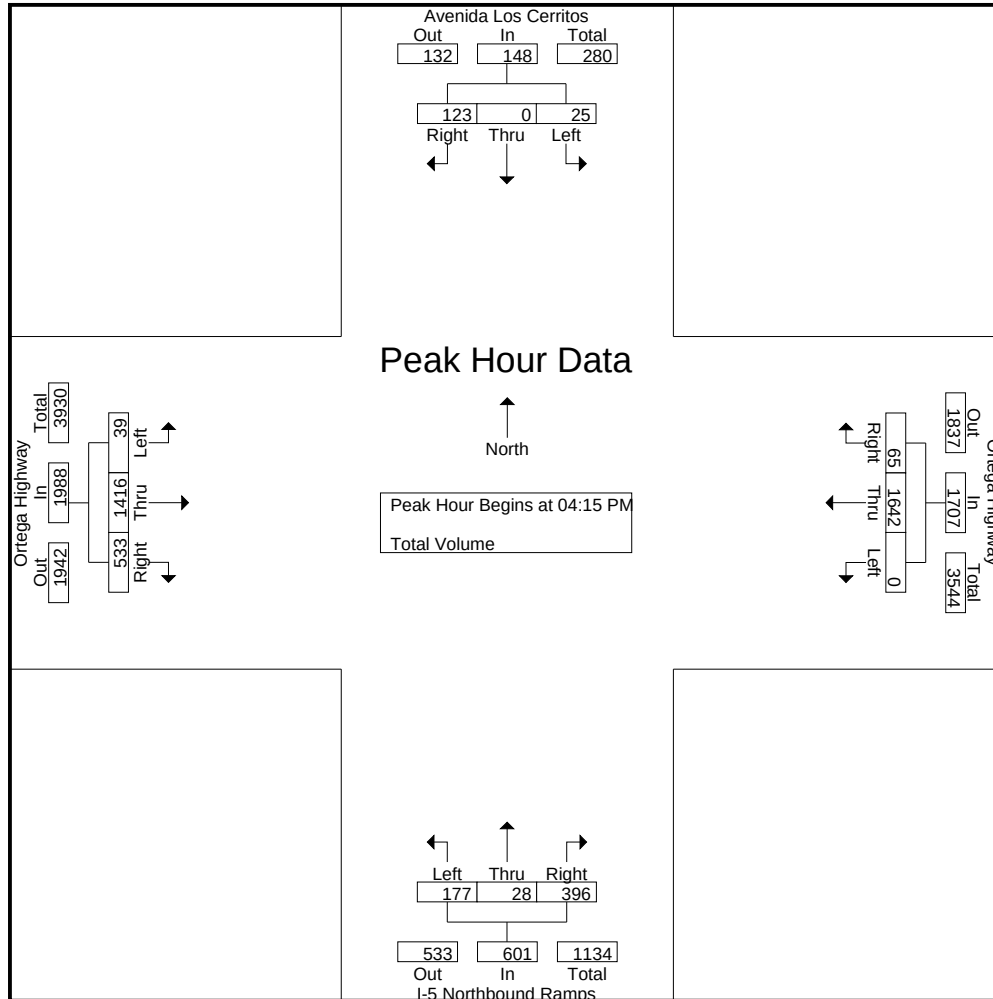
Groups Printed- Total Volume

	Avenida Los Cerritos Southbound				Ortega Highway Westbound				I-5 Northbound Ramps Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	0	36	48	0	444	15	459	55	12	114	181	8	327	112	447	1135
04:15 PM	10	0	38	48	0	414	11	425	40	8	108	156	12	375	126	513	1142
04:30 PM	5	0	27	32	0	449	11	460	43	6	82	131	7	347	140	494	1117
04:45 PM	4	0	28	32	0	342	23	365	52	6	108	166	9	316	137	462	1025
Total	31	0	129	160	0	1649	60	1709	190	32	412	634	36	1365	515	1916	4419
05:00 PM	6	0	30	36	0	437	20	457	42	8	98	148	11	378	130	519	1160
05:15 PM	9	0	28	37	0	397	13	410	39	5	108	152	11	359	141	511	1110
05:30 PM	7	0	24	31	0	387	10	397	40	4	83	127	19	360	138	517	1072
05:45 PM	15	0	23	38	0	392	9	401	34	8	108	150	13	330	121	464	1053
Total	37	0	105	142	0	1613	52	1665	155	25	397	577	54	1427	530	2011	4395
Grand Total	68	0	234	302	0	3262	112	3374	345	57	809	1211	90	2792	1045	3927	8814
Apprch %	22.5	0	77.5		0	96.7	3.3		28.5	4.7	66.8		2.3	71.1	26.6		
Total %	0.8	0	2.7	3.4	0	37	1.3	38.3	3.9	0.6	9.2	13.7	1	31.7	11.9	44.6	

	Avenida Los Cerritos Southbound				Ortega Highway Westbound				I-5 Northbound Ramps Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	10	0	38	48	0	414	11	425	40	8	108	156	12	375	126	513	1142
04:30 PM	5	0	27	32	0	449	11	460	43	6	82	131	7	347	140	494	1117
04:45 PM	4	0	28	32	0	342	23	365	52	6	108	166	9	316	137	462	1025
05:00 PM	6	0	30	36	0	437	20	457	42	8	98	148	11	378	130	519	1160
Total Volume	25	0	123	148	0	1642	65	1707	177	28	396	601	39	1416	533	1988	4444
% App. Total	16.9	0	83.1		0	96.2	3.8		29.5	4.7	65.9		2	71.2	26.8		
PHF	.625	.000	.809	.771	.000	.914	.707	.928	.851	.875	.917	.905	.813	.937	.952	.958	.958

City of San Juan Capistrano
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	12	0	36	48	0	444	15	459	55	12	114	181	11	378	130	519
+15 mins.	10	0	38	48	0	414	11	425	40	8	108	156	11	359	141	511
+30 mins.	5	0	27	32	0	449	11	460	43	6	82	131	19	360	138	517
+45 mins.	4	0	28	32	0	342	23	365	52	6	108	166	13	330	121	464
Total Volume	31	0	129	160	0	1649	60	1709	190	32	412	634	54	1427	530	2011
% App. Total	19.4	0	80.6		0	96.5	3.5		30	5	65		2.7	71	26.4	
PHF	.646	.000	.849	.833	.000	.918	.652	.929	.864	.667	.904	.876	.711	.944	.940	.969

City of San Juan Capistrano
N/S: Avenida Los Cerritos/I-5 NB Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 05_SJO_ALC_Ortega Wed AM
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Start Date : 4/26/2023
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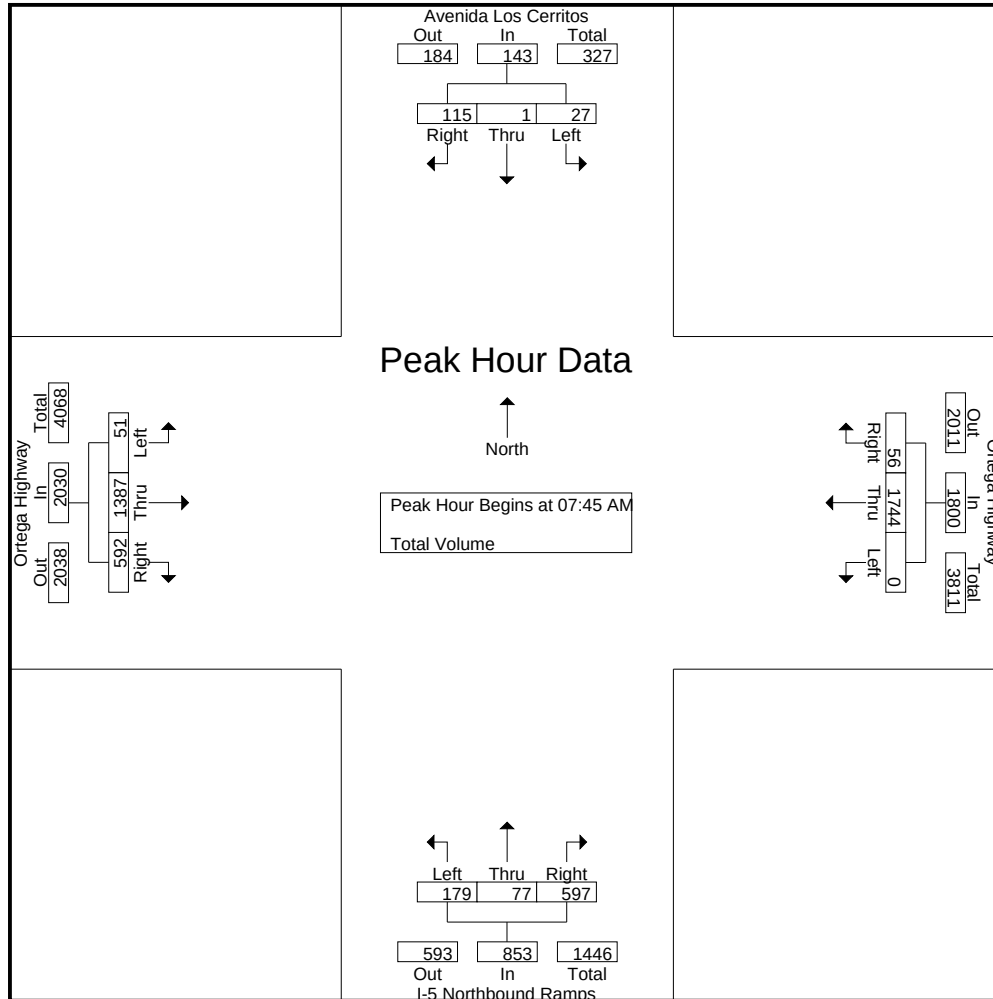
Groups Printed- Total Volume

	Avenida Los Cerritos Southbound				Ortega Highway Westbound				I-5 Northbound Ramps Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	0	11	21	0	366	15	381	19	8	58	85	7	215	106	328	815
07:15 AM	5	0	27	32	0	410	13	423	46	9	80	135	8	217	142	367	957
07:30 AM	11	0	25	36	0	478	19	497	44	3	83	130	9	274	129	412	1075
07:45 AM	6	1	24	31	0	392	15	407	59	15	147	221	14	355	139	508	1167
Total	32	1	87	120	0	1646	62	1708	168	35	368	571	38	1061	516	1615	4014
08:00 AM	10	0	22	32	0	452	16	468	37	16	133	186	8	410	151	569	1255
08:15 AM	5	0	37	42	0	414	13	427	44	30	194	268	16	352	158	526	1263
08:30 AM	6	0	32	38	0	486	12	498	39	16	123	178	13	270	144	427	1141
08:45 AM	7	0	31	38	0	435	16	451	51	13	130	194	11	269	136	416	1099
Total	28	0	122	150	0	1787	57	1844	171	75	580	826	48	1301	589	1938	4758
Grand Total	60	1	209	270	0	3433	119	3552	339	110	948	1397	86	2362	1105	3553	8772
Apprch %	22.2	0.4	77.4		0	96.6	3.4		24.3	7.9	67.9		2.4	66.5	31.1		
Total %	0.7	0	2.4	3.1	0	39.1	1.4	40.5	3.9	1.3	10.8	15.9	1	26.9	12.6	40.5	

	Avenida Los Cerritos Southbound				Ortega Highway Westbound				I-5 Northbound Ramps Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	1	24	31	0	392	15	407	59	15	147	221	14	355	139	508	1167
08:00 AM	10	0	22	32	0	452	16	468	37	16	133	186	8	410	151	569	1255
08:15 AM	5	0	37	42	0	414	13	427	44	30	194	268	16	352	158	526	1263
08:30 AM	6	0	32	38	0	486	12	498	39	16	123	178	13	270	144	427	1141
Total Volume	27	1	115	143	0	1744	56	1800	179	77	597	853	51	1387	592	2030	4826
% App. Total	18.9	0.7	80.4		0	96.9	3.1		21	9	70		2.5	68.3	29.2		
PHF	.675	.250	.777	.851	.000	.897	.875	.904	.758	.642	.769	.796	.797	.846	.937	.892	.955

City of San Juan Capistrano
N/S: Avenida Los Cerritos/I-5 NB Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 05_SJO_ALC_Ortega Wed AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:45 AM				07:45 AM			
+0 mins.	10	0	22	32	0	452	16	468	59	15	147	221	14	355	139	508
+15 mins.	5	0	37	42	0	414	13	427	37	16	133	186	8	410	151	569
+30 mins.	6	0	32	38	0	486	12	498	44	30	194	268	16	352	158	526
+45 mins.	7	0	31	38	0	435	16	451	39	16	123	178	13	270	144	427
Total Volume	28	0	122	150	0	1787	57	1844	179	77	597	853	51	1387	592	2030
% App. Total	18.7	0	81.3		0	96.9	3.1		21	9	70		2.5	68.3	29.2	
PHF	.700	.000	.824	.893	.000	.919	.891	.926	.758	.642	.769	.796	.797	.846	.937	.892

City of San Juan Capistrano
N/S: Avenida Los Cerritos/I-5 NB Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 05_SJO_ALC_Ortega Wed PM
Site Code : 05723399
Start Date : 4/26/2023
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Groups Printed- Total Volume

	Avenida Los Cerritos Southbound				Ortega Highway Westbound				I-5 Northbound Ramps Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	0	36	46	0	465	31	496	48	5	106	159	11	362	130	503	1204
04:15 PM	10	0	38	48	0	411	10	421	57	10	87	154	9	346	128	483	1106
04:30 PM	15	0	32	47	0	425	11	436	36	13	105	154	17	368	123	508	1145
04:45 PM	9	0	35	44	0	421	21	442	38	5	81	124	15	347	120	482	1092
Total	44	0	141	185	0	1722	73	1795	179	33	379	591	52	1423	501	1976	4547
05:00 PM	12	0	32	44	0	414	21	435	39	8	105	152	24	328	136	488	1119
05:15 PM	10	0	41	51	0	399	10	409	39	20	110	169	14	337	116	467	1096
05:30 PM	10	0	33	43	0	387	9	396	34	5	81	120	20	335	125	480	1039
05:45 PM	11	0	28	39	0	388	8	396	39	11	72	122	22	344	131	497	1054
Total	43	0	134	177	0	1588	48	1636	151	44	368	563	80	1344	508	1932	4308
Grand Total	87	0	275	362	0	3310	121	3431	330	77	747	1154	132	2767	1009	3908	8855
Apprch %	24	0	76		0	96.5	3.5		28.6	6.7	64.7		3.4	70.8	25.8		
Total %	1	0	3.1	4.1	0	37.4	1.4	38.7	3.7	0.9	8.4	13	1.5	31.2	11.4	44.1	

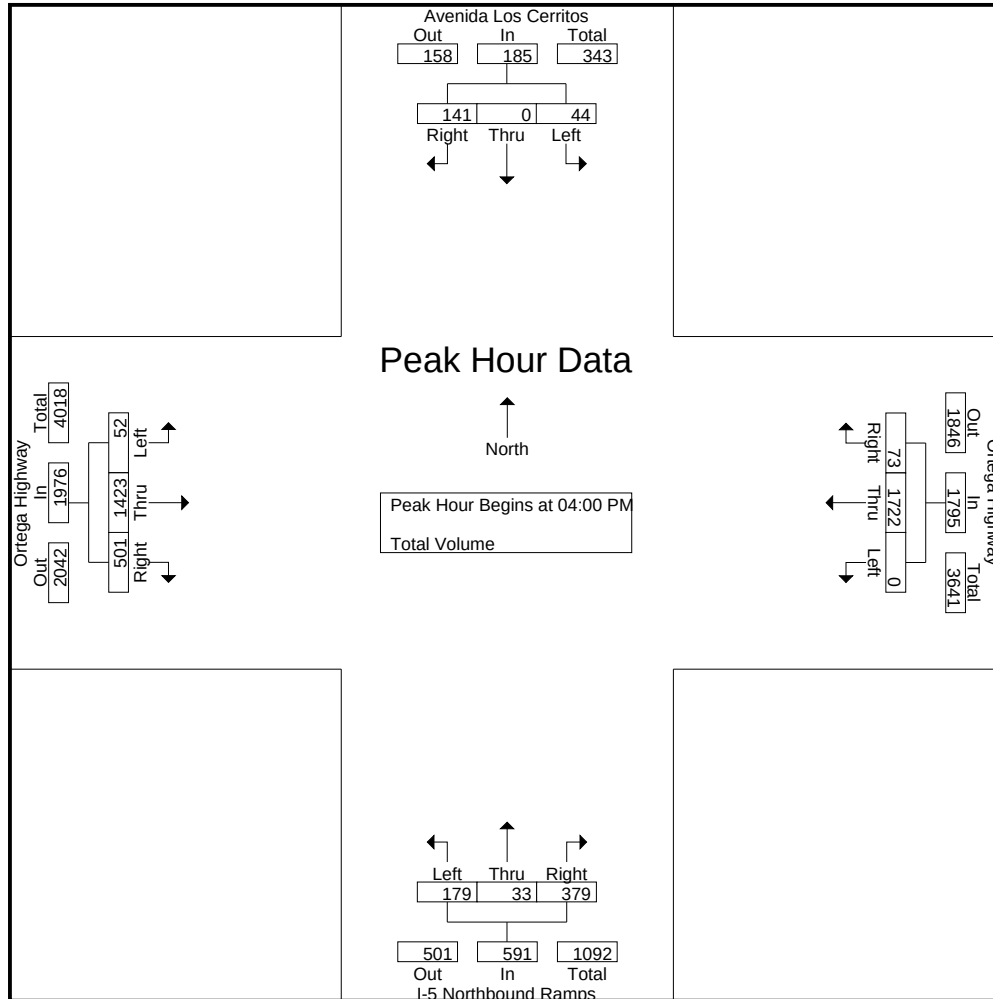
	Avenida Los Cerritos Southbound				Ortega Highway Westbound				I-5 Northbound Ramps Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	0	36	46	0	465	31	496	48	5	106	159	11	362	130	503	1204
04:15 PM	10	0	38	48	0	411	10	421	57	10	87	154	9	346	128	483	1106
04:30 PM	15	0	32	47	0	425	11	436	36	13	105	154	17	368	123	508	1145
04:45 PM	9	0	35	44	0	421	21	442	38	5	81	124	15	347	120	482	1092
Total Volume	44	0	141	185	0	1722	73	1795	179	33	379	591	52	1423	501	1976	4547
% App. Total	23.8	0	76.2		0	95.9	4.1		30.3	5.6	64.1		2.6	72	25.4		
PHF	.733	.000	.928	.964	.000	.926	.589	.905	.785	.635	.894	.929	.765	.967	.963	.972	.944

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of San Juan Capistrano
N/S: Avenida Los Cerritos/I-5 NB Ramps
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	15	0	32	47	0	465	31	496	36	13	105	154	11	362	130	503
+15 mins.	9	0	35	44	0	411	10	421	38	5	81	124	9	346	128	483
+30 mins.	12	0	32	44	0	425	11	436	39	8	105	152	17	368	123	508
+45 mins.	10	0	41	51	0	421	21	442	39	20	110	169	15	347	120	482
Total Volume	46	0	140	186	0	1722	73	1795	152	46	401	599	52	1423	501	1976
% App. Total	24.7	0	75.3		0	95.9	4.1		25.4	7.7	66.9		2.6	72	25.4	
PHF	.767	.000	.854	.912	.000	.926	.589	.905	.974	.575	.911	.886	.765	.967	.963	.972

City of San Juan Capistrano
N/S: Avenida Los Cerritos/I-5 NB Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 05_SJO_ALC_Ortega Thu AM
Site Code : 05723399
Start Date : 4/27/2023
Page No : 1

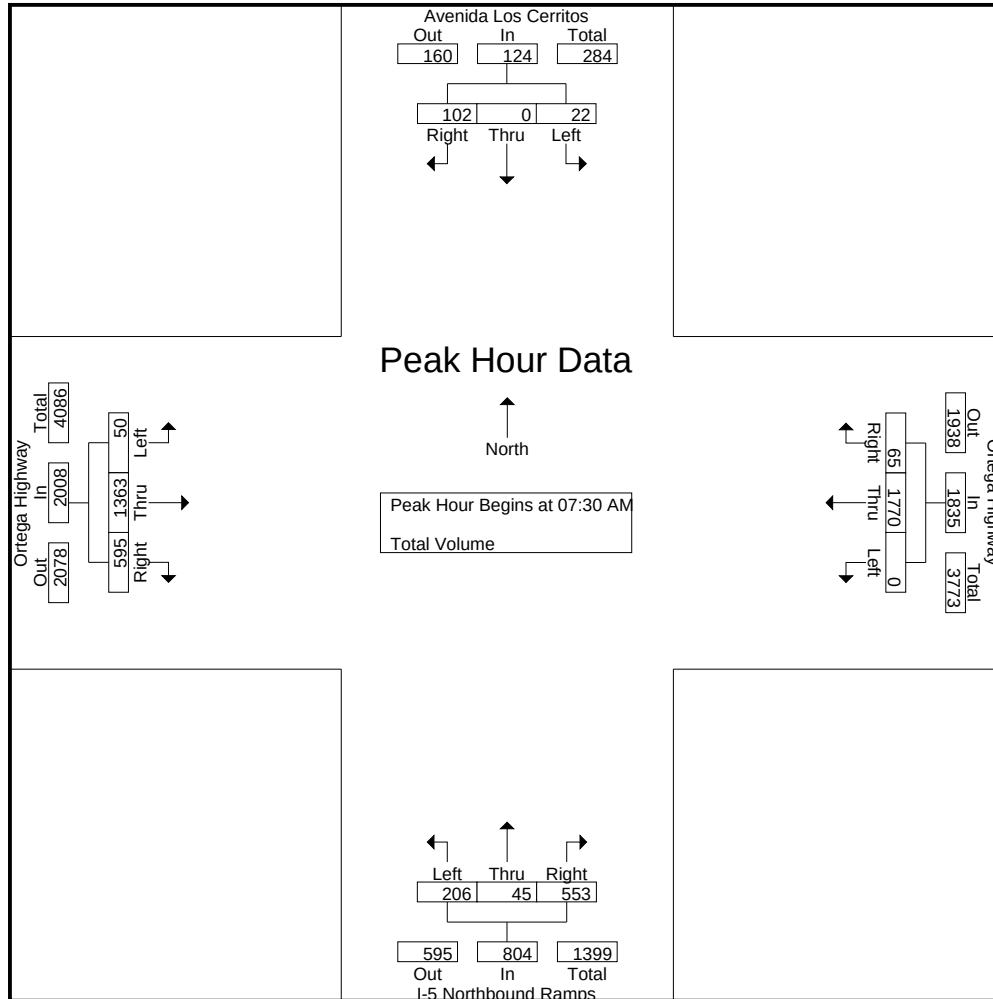
Groups Printed- Total Volume

	Avenida Los Cerritos Southbound				Ortega Highway Westbound				I-5 Northbound Ramps Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	0	19	24	0	427	8	435	21	5	70	96	6	221	108	335	890
07:15 AM	7	0	22	29	0	419	3	422	43	7	97	147	18	242	127	387	985
07:30 AM	5	0	22	27	0	493	17	510	60	9	107	176	11	270	128	409	1122
07:45 AM	4	0	25	29	0	396	18	414	57	8	151	216	10	320	160	490	1149
Total	21	0	88	109	0	1735	46	1781	181	29	425	635	45	1053	523	1621	4146
08:00 AM	3	0	24	27	0	458	15	473	35	17	136	188	7	397	166	570	1258
08:15 AM	10	0	31	41	0	423	15	438	54	11	159	224	22	376	141	539	1242
08:30 AM	4	0	25	29	0	448	19	467	32	10	108	150	8	278	135	421	1067
08:45 AM	10	0	27	37	0	361	6	367	50	13	137	200	11	278	115	404	1008
Total	27	0	107	134	0	1690	55	1745	171	51	540	762	48	1329	557	1934	4575
Grand Total	48	0	195	243	0	3425	101	3526	352	80	965	1397	93	2382	1080	3555	8721
Apprch %	19.8	0	80.2		0	97.1	2.9		25.2	5.7	69.1		2.6	67	30.4		
Total %	0.6	0	2.2	2.8	0	39.3	1.2	40.4	4	0.9	11.1	16	1.1	27.3	12.4	40.8	

	Avenida Los Cerritos Southbound				Ortega Highway Westbound				I-5 Northbound Ramps Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	0	22	27	0	493	17	510	60	9	107	176	11	270	128	409	1122
07:45 AM	4	0	25	29	0	396	18	414	57	8	151	216	10	320	160	490	1149
08:00 AM	3	0	24	27	0	458	15	473	35	17	136	188	7	397	166	570	1258
08:15 AM	10	0	31	41	0	423	15	438	54	11	159	224	22	376	141	539	1242
Total Volume	22	0	102	124	0	1770	65	1835	206	45	553	804	50	1363	595	2008	4771
% App. Total	17.7	0	82.3		0	96.5	3.5		25.6	5.6	68.8		2.5	67.9	29.6		
PHF	.550	.000	.823	.756	.000	.898	.903	.900	.858	.662	.869	.897	.568	.858	.896	.881	.948

City of San Juan Capistrano
N/S: Avenida Los Cerritos/I-5 NB Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 05_SJO_ALC_Ortega Thu AM
Site Code : 05723399
Start Date : 4/27/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	3	0	24	27	0	493	17	510	60	9	107	176	10	320	160	490
+15 mins.	10	0	31	41	0	396	18	414	57	8	151	216	7	397	166	570
+30 mins.	4	0	25	29	0	458	15	473	35	17	136	188	22	376	141	539
+45 mins.	10	0	27	37	0	423	15	438	54	11	159	224	8	278	135	421
Total Volume	27	0	107	134	0	1770	65	1835	206	45	553	804	47	1371	602	2020
% App. Total	20.1	0	79.9		0	96.5	3.5		25.6	5.6	68.8		2.3	67.9	29.8	
PHF	.675	.000	.863	.817	.000	.898	.903	.900	.858	.662	.869	.897	.534	.863	.907	.886

City of San Juan Capistrano
N/S: Avenida Los Cerritos/I-5 NB Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 05_SJO_ALC_Ortega Thu PM
Site Code : 05723399
Start Date : 4/27/2023
Page No : 1

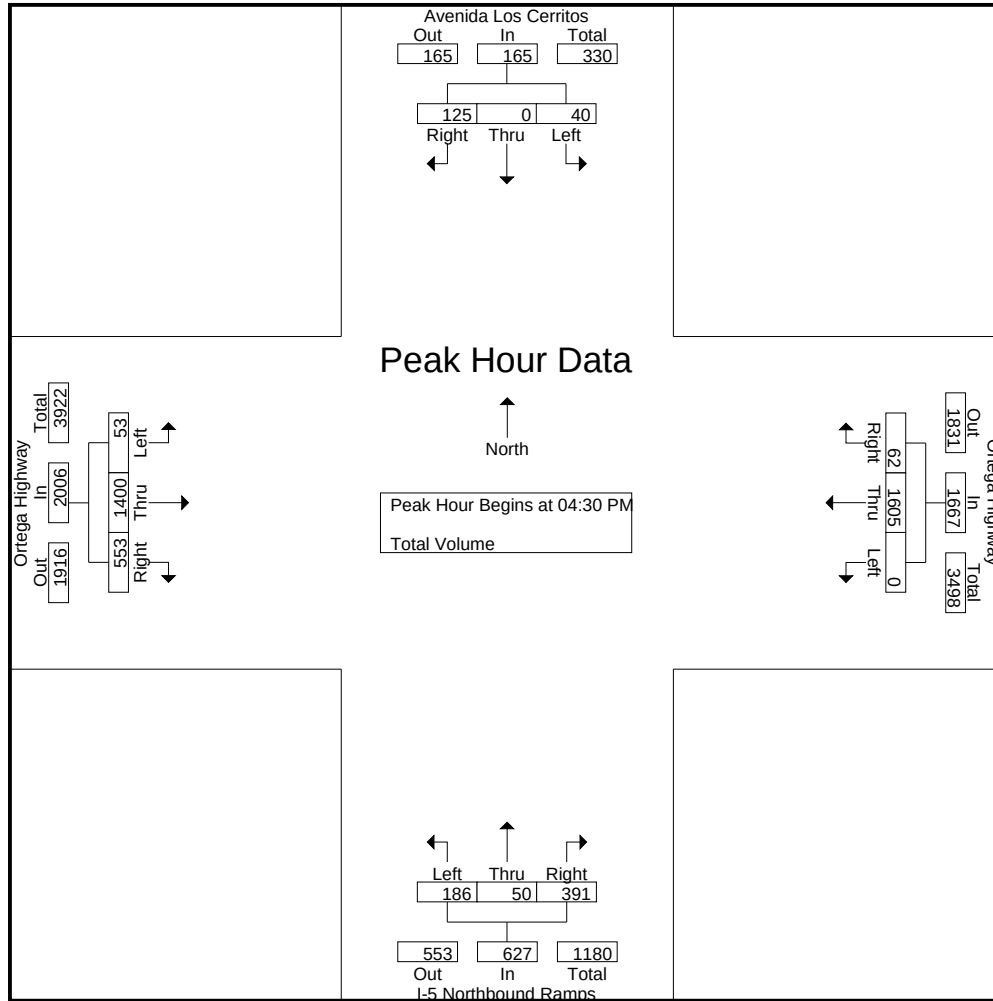
Groups Printed- Total Volume

	Avenida Los Cerritos Southbound				Ortega Highway Westbound				I-5 Northbound Ramps Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	0	41	52	0	439	16	455	40	16	109	165	10	289	90	389	1061
04:15 PM	12	0	33	45	0	379	17	396	48	11	82	141	14	366	117	497	1079
04:30 PM	15	0	30	45	0	397	13	410	54	14	91	159	7	368	141	516	1130
04:45 PM	8	0	34	42	0	376	18	394	46	9	99	154	23	354	139	516	1106
Total	46	0	138	184	0	1591	64	1655	188	50	381	619	54	1377	487	1918	4376
05:00 PM	9	0	34	43	0	440	16	456	47	12	98	157	10	328	131	469	1125
05:15 PM	8	0	27	35	0	392	15	407	39	15	103	157	13	350	142	505	1104
05:30 PM	7	0	35	42	0	403	14	417	26	8	95	129	15	363	130	508	1096
05:45 PM	10	0	25	35	0	356	16	372	41	8	89	138	13	348	133	494	1039
Total	34	0	121	155	0	1591	61	1652	153	43	385	581	51	1389	536	1976	4364
Grand Total	80	0	259	339	0	3182	125	3307	341	93	766	1200	105	2766	1023	3894	8740
Apprch %	23.6	0	76.4		0	96.2	3.8		28.4	7.8	63.8		2.7	71	26.3		
Total %	0.9	0	3	3.9	0	36.4	1.4	37.8	3.9	1.1	8.8	13.7	1.2	31.6	11.7	44.6	

	Avenida Los Cerritos Southbound				Ortega Highway Westbound				I-5 Northbound Ramps Northbound				Ortega Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	0	30	45	0	397	13	410	54	14	91	159	7	368	141	516	1130
04:45 PM	8	0	34	42	0	376	18	394	46	9	99	154	23	354	139	516	1106
05:00 PM	9	0	34	43	0	440	16	456	47	12	98	157	10	328	131	469	1125
05:15 PM	8	0	27	35	0	392	15	407	39	15	103	157	13	350	142	505	1104
Total Volume	40	0	125	165	0	1605	62	1667	186	50	391	627	53	1400	553	2006	4465
% App. Total	24.2	0	75.8		0	96.3	3.7		29.7	8	62.4		2.6	69.8	27.6		
PHF	.667	.000	.919	.917	.000	.912	.861	.914	.861	.833	.949	.986	.576	.951	.974	.972	.988

City of San Juan Capistrano
N/S: Avenida Los Cerritos/I-5 NB Ramps
E/W: Ortega Highway
Weather: Clear

File Name : 05_SJO_ALC_Ortega Thu PM
Site Code : 05723399
Start Date : 4/27/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:30 PM				04:30 PM			
+0 mins.	11	0	41	52	0	376	18	394	54	14	91	159	7	368	141	516
+15 mins.	12	0	33	45	0	440	16	456	46	9	99	154	23	354	139	516
+30 mins.	15	0	30	45	0	392	15	407	47	12	98	157	10	328	131	469
+45 mins.	8	0	34	42	0	403	14	417	39	15	103	157	13	350	142	505
Total Volume	46	0	138	184	0	1611	63	1674	186	50	391	627	53	1400	553	2006
% App. Total	25	0	75		0	96.2	3.8		29.7	8	62.4		2.6	69.8	27.6	
PHF	.767	.000	.841	.885	.000	.915	.875	.918	.861	.833	.949	.986	.576	.951	.974	.972

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Forster Street
Weather: Clear

File Name : 06_SJO_Cam Cap_For Tues AM
Site Code : 05723399
Start Date : 4/25/2023
Page No : 1

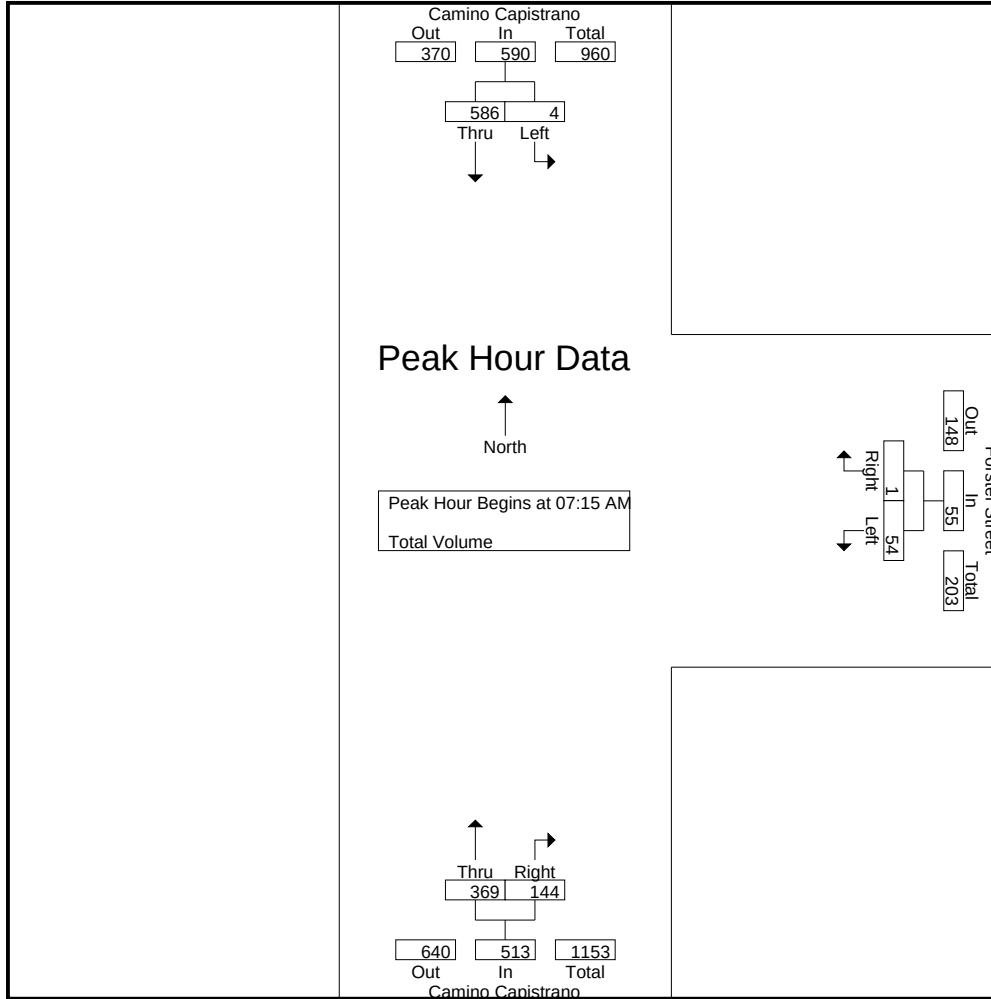
Groups Printed- Total Volume

	Camino Capistrano Southbound			Forster Street Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	89	91	13	0	13	51	17	68	172
07:15 AM	0	118	118	14	1	15	60	38	98	231
07:30 AM	1	178	179	12	0	12	113	63	176	367
07:45 AM	3	167	170	19	0	19	112	24	136	325
Total	6	552	558	58	1	59	336	142	478	1095
08:00 AM	0	123	123	9	0	9	84	19	103	235
08:15 AM	0	116	116	10	1	11	79	23	102	229
08:30 AM	0	80	80	12	1	13	72	15	87	180
08:45 AM	2	78	80	11	0	11	66	19	85	176
Total	2	397	399	42	2	44	301	76	377	820
Grand Total	8	949	957	100	3	103	637	218	855	1915
Apprch %	0.8	99.2		97.1	2.9		74.5	25.5		
Total %	0.4	49.6	50	5.2	0.2	5.4	33.3	11.4	44.6	

	Camino Capistrano Southbound			Forster Street Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	118	118	14	1	15	60	38	98	231
07:30 AM	1	178	179	12	0	12	113	63	176	367
07:45 AM	3	167	170	19	0	19	112	24	136	325
08:00 AM	0	123	123	9	0	9	84	19	103	235
Total Volume	4	586	590	54	1	55	369	144	513	1158
% App. Total	0.7	99.3		98.2	1.8		71.9	28.1		
PHF	.333	.823	.824	.711	.250	.724	.816	.571	.729	.789

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Forster Street
Weather: Clear

File Name : 06_SJO_Cam Cap_For Tues AM
Site Code : 05723399
Start Date : 4/25/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:30 AM		
+0 mins.	0	118	118	13	0	13	113	63	176
+15 mins.	1	178	179	14	1	15	112	24	136
+30 mins.	3	167	170	12	0	12	84	19	103
+45 mins.	0	123	123	19	0	19	79	23	102
Total Volume	4	586	590	58	1	59	388	129	517
% App. Total	0.7	99.3		98.3	1.7		75	25	
PHF	.333	.823	.824	.763	.250	.776	.858	.512	.734

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Forster Street
Weather: Clear

File Name : 06_SJO_Cam Cap_For Tues PM
Site Code : 05723399
Start Date : 4/25/2023
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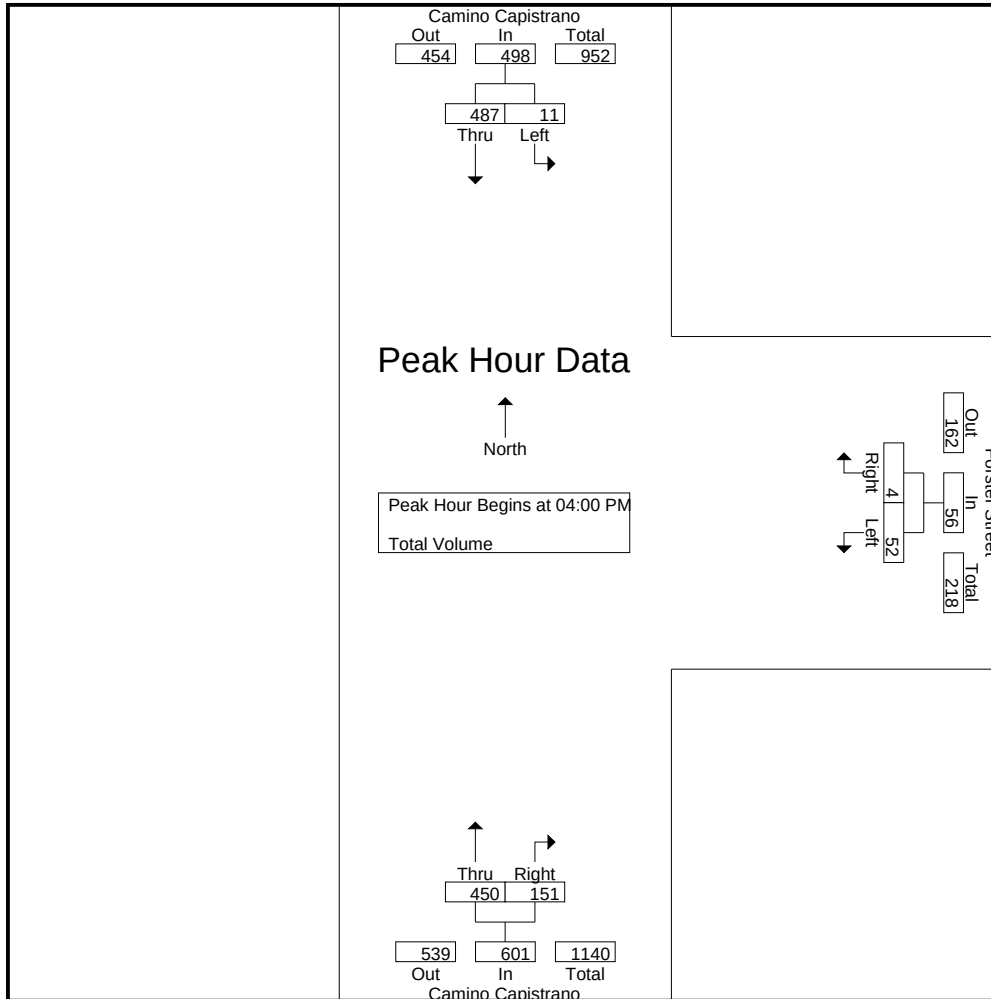
Groups Printed- Total Volume

	Camino Capistrano Southbound			Forster Street Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	4	121	125	20	0	20	109	49	158	303
04:15 PM	2	128	130	15	0	15	106	49	155	300
04:30 PM	4	135	139	9	3	12	113	18	131	282
04:45 PM	1	103	104	8	1	9	122	35	157	270
Total	11	487	498	52	4	56	450	151	601	1155
05:00 PM	0	124	124	7	1	8	114	26	140	272
05:15 PM	3	144	147	14	0	14	119	37	156	317
05:30 PM	1	113	114	12	1	13	106	18	124	251
05:45 PM	4	111	115	14	2	16	110	22	132	263
Total	8	492	500	47	4	51	449	103	552	1103
Grand Total	19	979	998	99	8	107	899	254	1153	2258
Apprch %	1.9	98.1		92.5	7.5		78	22		
Total %	0.8	43.4	44.2	4.4	0.4	4.7	39.8	11.2	51.1	

	Camino Capistrano Southbound			Forster Street Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	4	121	125	20	0	20	109	49	158	303
04:15 PM	2	128	130	15	0	15	106	49	155	300
04:30 PM	4	135	139	9	3	12	113	18	131	282
04:45 PM	1	103	104	8	1	9	122	35	157	270
Total Volume	11	487	498	52	4	56	450	151	601	1155
% App. Total	2.2	97.8		92.9	7.1		74.9	25.1		
PHF	.688	.902	.896	.650	.333	.700	.922	.770	.951	.953

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Forster Street
Weather: Clear

File Name : 06_SJO_Cam Cap_For Tues PM
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Start Date : 4/25/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:00 PM		
+0 mins.	4	135	139	20	0	20	109	49	158
+15 mins.	1	103	104	15	0	15	106	49	155
+30 mins.	0	124	124	9	3	12	113	18	131
+45 mins.	3	144	147	8	1	9	122	35	157
Total Volume	8	506	514	52	4	56	450	151	601
% App. Total	1.6	98.4		92.9	7.1		74.9	25.1	
PHF	.500	.878	.874	.650	.333	.700	.922	.770	.951

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Forster Street
Weather: Clear

File Name : 06_SJO_Cam Cap_For Wed AM
Site Code : 05723399
Start Date : 4/26/2023
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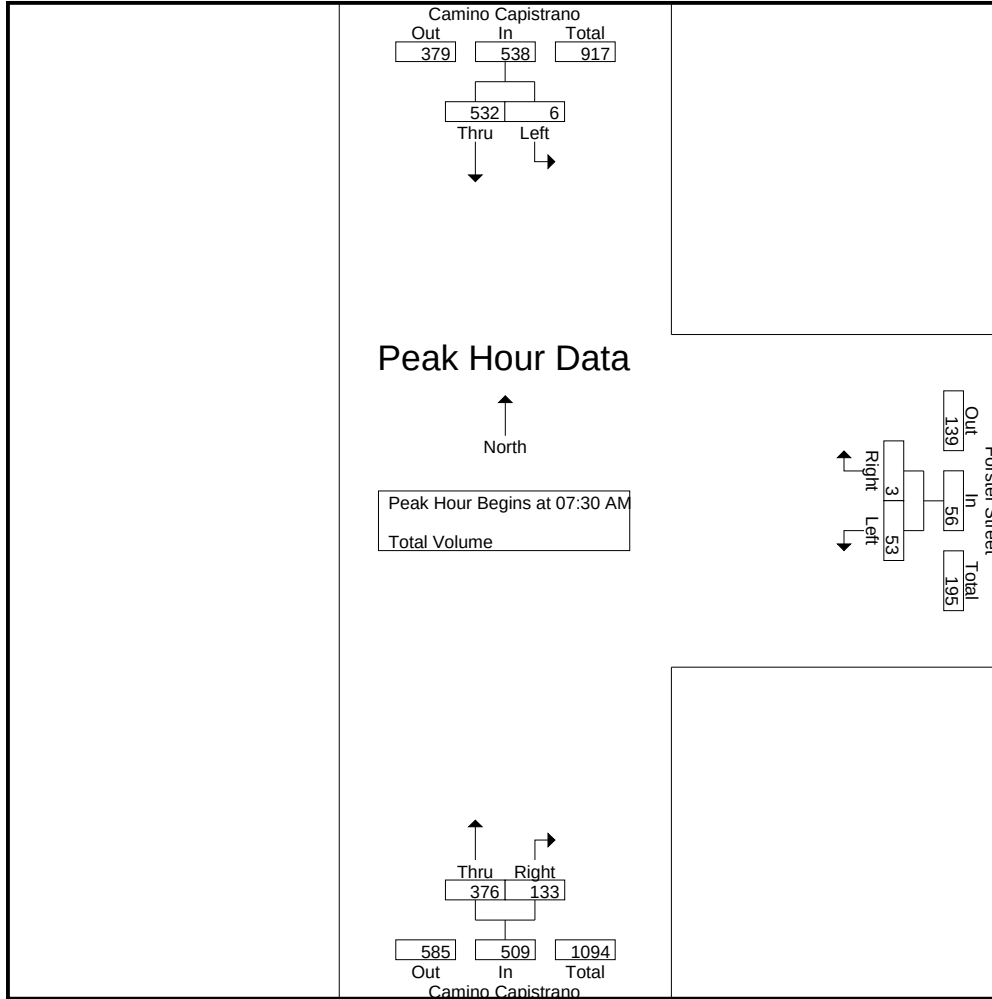
Groups Printed- Total Volume

	Camino Capistrano Southbound			Forster Street Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	94	94	14	0	14	48	14	62	170
07:15 AM	2	129	131	13	1	14	47	41	88	233
07:30 AM	1	164	165	12	1	13	96	66	162	340
07:45 AM	3	143	146	14	0	14	98	23	121	281
Total	6	530	536	53	2	55	289	144	433	1024
08:00 AM	1	113	114	12	0	12	82	22	104	230
08:15 AM	1	112	113	15	2	17	100	22	122	252
08:30 AM	2	106	108	11	0	11	71	22	93	212
08:45 AM	3	81	84	8	1	9	80	21	101	194
Total	7	412	419	46	3	49	333	87	420	888
Grand Total	13	942	955	99	5	104	622	231	853	1912
Apprch %	1.4	98.6		95.2	4.8		72.9	27.1		
Total %	0.7	49.3	49.9	5.2	0.3	5.4	32.5	12.1	44.6	

	Camino Capistrano Southbound			Forster Street Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	164	165	12	1	13	96	66	162	340
07:45 AM	3	143	146	14	0	14	98	23	121	281
08:00 AM	1	113	114	12	0	12	82	22	104	230
08:15 AM	1	112	113	15	2	17	100	22	122	252
Total Volume	6	532	538	53	3	56	376	133	509	1103
% App. Total	1.1	98.9		94.6	5.4		73.9	26.1		
PHF	.500	.811	.815	.883	.375	.824	.940	.504	.785	.811

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Forster Street
Weather: Clear

File Name : 06_SJO_Cam Cap_For Wed AM
Site Code : 05723399
Start Date : 4/26/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:30 AM		
+0 mins.	2	129	131	12	1	13	96	66	162
+15 mins.	1	164	165	14	0	14	98	23	121
+30 mins.	3	143	146	12	0	12	82	22	104
+45 mins.	1	113	114	15	2	17	100	22	122
Total Volume	7	549	556	53	3	56	376	133	509
% App. Total	1.3	98.7		94.6	5.4		73.9	26.1	
PHF	.583	.837	.842	.883	.375	.824	.940	.504	.785

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Forster Street
Weather: Clear

File Name : 06_SJO_Cam Cap_For Wed PM
Site Code : 05723399
Start Date : 4/26/2023
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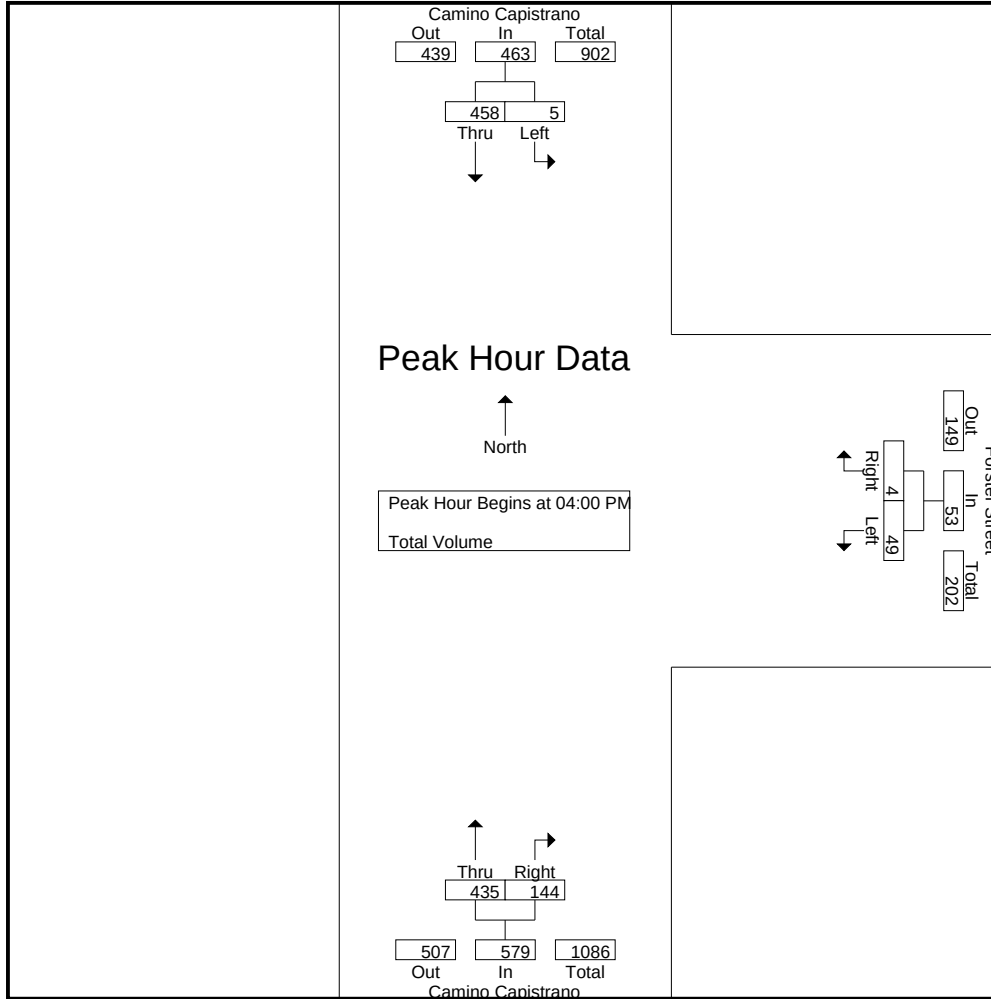
Groups Printed- Total Volume

	Camino Capistrano Southbound			Forster Street Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	113	114	11	1	12	118	55	173	299
04:15 PM	2	123	125	7	2	9	89	27	116	250
04:30 PM	1	106	107	16	1	17	119	29	148	272
04:45 PM	1	116	117	15	0	15	109	33	142	274
Total	5	458	463	49	4	53	435	144	579	1095
05:00 PM	1	106	107	9	2	11	97	28	125	243
05:15 PM	1	131	132	14	1	15	103	33	136	283
05:30 PM	2	105	107	3	0	3	101	24	125	235
05:45 PM	1	103	104	5	0	5	98	25	123	232
Total	5	445	450	31	3	34	399	110	509	993
Grand Total	10	903	913	80	7	87	834	254	1088	2088
Apprch %	1.1	98.9		92	8		76.7	23.3		
Total %	0.5	43.2	43.7	3.8	0.3	4.2	39.9	12.2	52.1	

	Camino Capistrano Southbound			Forster Street Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	113	114	11	1	12	118	55	173	299
04:15 PM	2	123	125	7	2	9	89	27	116	250
04:30 PM	1	106	107	16	1	17	119	29	148	272
04:45 PM	1	116	117	15	0	15	109	33	142	274
Total Volume	5	458	463	49	4	53	435	144	579	1095
% App. Total	1.1	98.9		92.5	7.5		75.1	24.9		
PHF	.625	.931	.926	.766	.500	.779	.914	.655	.837	.916

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Forster Street
Weather: Clear

File Name : 06_SJO_Cam Cap_For Wed PM
Site Code : 05723399
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:00 PM		
+0 mins.	1	113	114	16	1	17	118	55	173
+15 mins.	2	123	125	15	0	15	89	27	116
+30 mins.	1	106	107	9	2	11	119	29	148
+45 mins.	1	116	117	14	1	15	109	33	142
Total Volume	5	458	463	54	4	58	435	144	579
% App. Total	1.1	98.9		93.1	6.9		75.1	24.9	
PHF	.625	.931	.926	.844	.500	.853	.914	.655	.837

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Forster Street
Weather: Clear

File Name : 06_SJO_Cam Cap_For Thu AM
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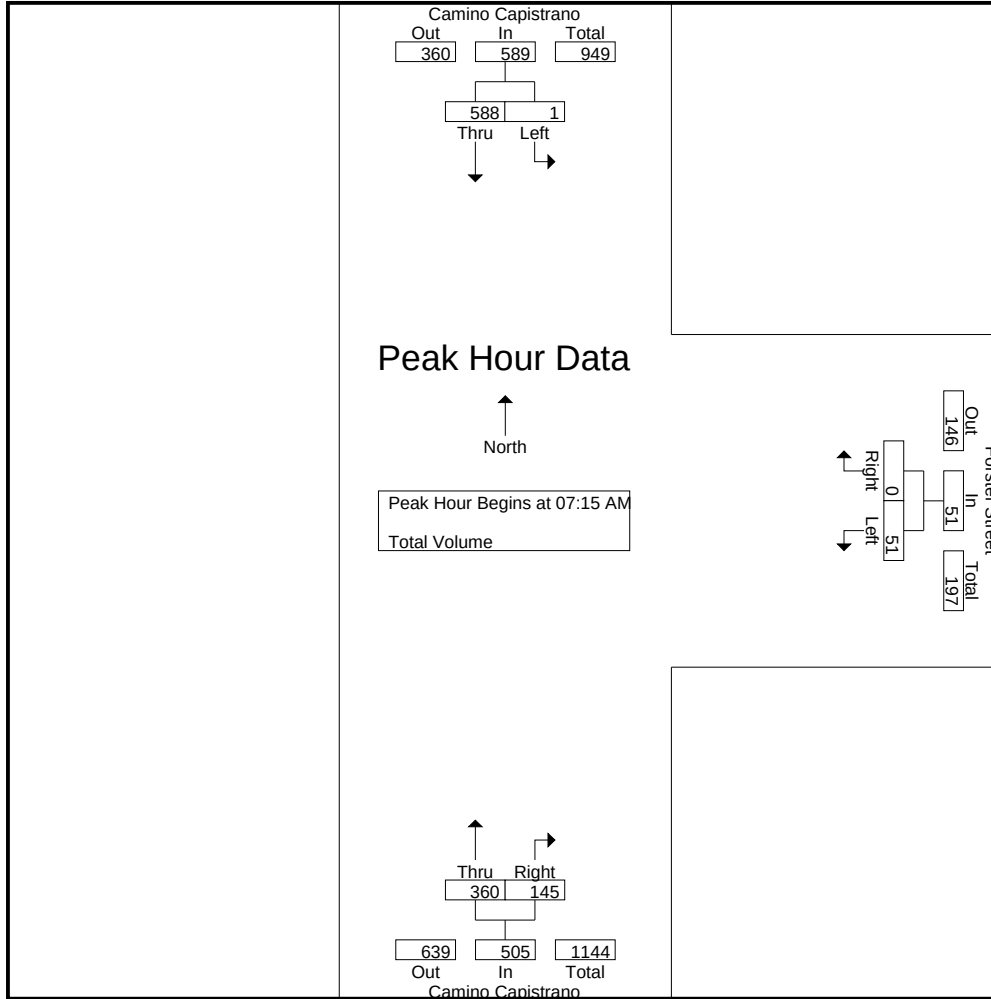
Groups Printed- Total Volume

	Camino Capistrano Southbound			Forster Street Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	84	84	10	0	10	39	12	51	145
07:15 AM	0	156	156	19	0	19	52	49	101	276
07:30 AM	0	160	160	18	0	18	102	68	170	348
07:45 AM	1	155	156	9	0	9	101	16	117	282
Total	1	555	556	56	0	56	294	145	439	1051
08:00 AM	0	117	117	5	0	5	105	12	117	239
08:15 AM	1	113	114	12	0	12	92	25	117	243
08:30 AM	3	104	107	9	0	9	67	17	84	200
08:45 AM	1	90	91	14	3	17	83	23	106	214
Total	5	424	429	40	3	43	347	77	424	896
Grand Total	6	979	985	96	3	99	641	222	863	1947
Apprch %	0.6	99.4		97	3		74.3	25.7		
Total %	0.3	50.3	50.6	4.9	0.2	5.1	32.9	11.4	44.3	

	Camino Capistrano Southbound			Forster Street Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	156	156	19	0	19	52	49	101	276
07:30 AM	0	160	160	18	0	18	102	68	170	348
07:45 AM	1	155	156	9	0	9	101	16	117	282
08:00 AM	0	117	117	5	0	5	105	12	117	239
Total Volume	1	588	589	51	0	51	360	145	505	1145
% App. Total	0.2	99.8		100	0		71.3	28.7		
PHF	.250	.919	.920	.671	.000	.671	.857	.533	.743	.823

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Forster Street
Weather: Clear

File Name : 06_SJO_Cam Cap_For Thu AM
Site Code : 05723399
Start Date : 4/27/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:30 AM		
+0 mins.	0	156	156	10	0	10	102	68	170
+15 mins.	0	160	160	19	0	19	101	16	117
+30 mins.	1	155	156	18	0	18	105	12	117
+45 mins.	0	117	117	9	0	9	92	25	117
Total Volume	1	588	589	56	0	56	400	121	521
% App. Total	0.2	99.8		100	0		76.8	23.2	
PHF	.250	.919	.920	.737	.000	.737	.952	.445	.766

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Forster Street
Weather: Clear

File Name : 06_SJO_Cam Cap_For Thu PM
Site Code : 05723399
Start Date : 4/27/2023
Page No : 1

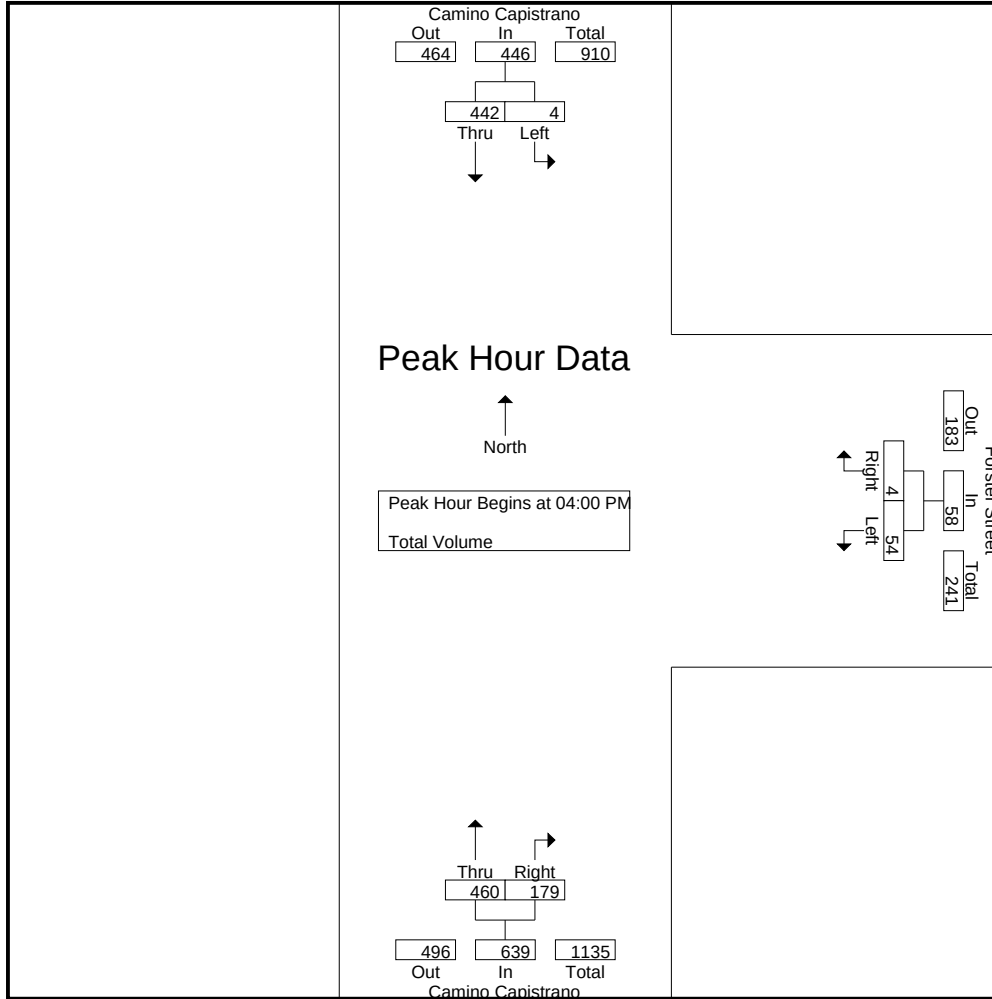
Groups Printed- Total Volume

	Camino Capistrano Southbound			Forster Street Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	114	115	10	2	12	109	57	166	293
04:15 PM	2	87	89	10	2	12	113	50	163	264
04:30 PM	1	128	129	17	0	17	126	38	164	310
04:45 PM	0	113	113	17	0	17	112	34	146	276
Total	4	442	446	54	4	58	460	179	639	1143
05:00 PM	2	111	113	12	0	12	114	36	150	275
05:15 PM	2	102	104	10	1	11	112	33	145	260
05:30 PM	2	95	97	13	0	13	94	23	117	227
05:45 PM	2	96	98	12	1	13	113	28	141	252
Total	8	404	412	47	2	49	433	120	553	1014
Grand Total	12	846	858	101	6	107	893	299	1192	2157
Apprch %	1.4	98.6		94.4	5.6		74.9	25.1		
Total %	0.6	39.2	39.8	4.7	0.3	5	41.4	13.9	55.3	

	Camino Capistrano Southbound			Forster Street Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	114	115	10	2	12	109	57	166	293
04:15 PM	2	87	89	10	2	12	113	50	163	264
04:30 PM	1	128	129	17	0	17	126	38	164	310
04:45 PM	0	113	113	17	0	17	112	34	146	276
Total Volume	4	442	446	54	4	58	460	179	639	1143
% App. Total	0.9	99.1		93.1	6.9		72	28		
PHF	.500	.863	.864	.794	.500	.853	.913	.785	.962	.922

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Forster Street
Weather: Clear

File Name : 06_SJO_Cam Cap_For Thu PM
Site Code : 05723399
Start Date : 4/27/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:00 PM		
+0 mins.	1	128	129	10	2	12	109	57	166
+15 mins.	0	113	113	10	2	12	113	50	163
+30 mins.	2	111	113	17	0	17	126	38	164
+45 mins.	2	102	104	17	0	17	112	34	146
Total Volume	5	454	459	54	4	58	460	179	639
% App. Total	1.1	98.9		93.1	6.9		72	28	
PHF	.625	.887	.890	.794	.500	.853	.913	.785	.962

City of San Juan Capistrano
N/S: Del Obispo Street
E/W: Driveway
Weather: Clear

File Name : 07_SJO_Del O_DW Tues AM
Site Code : 05723399
Start Date : 4/25/2023
Page No : 1

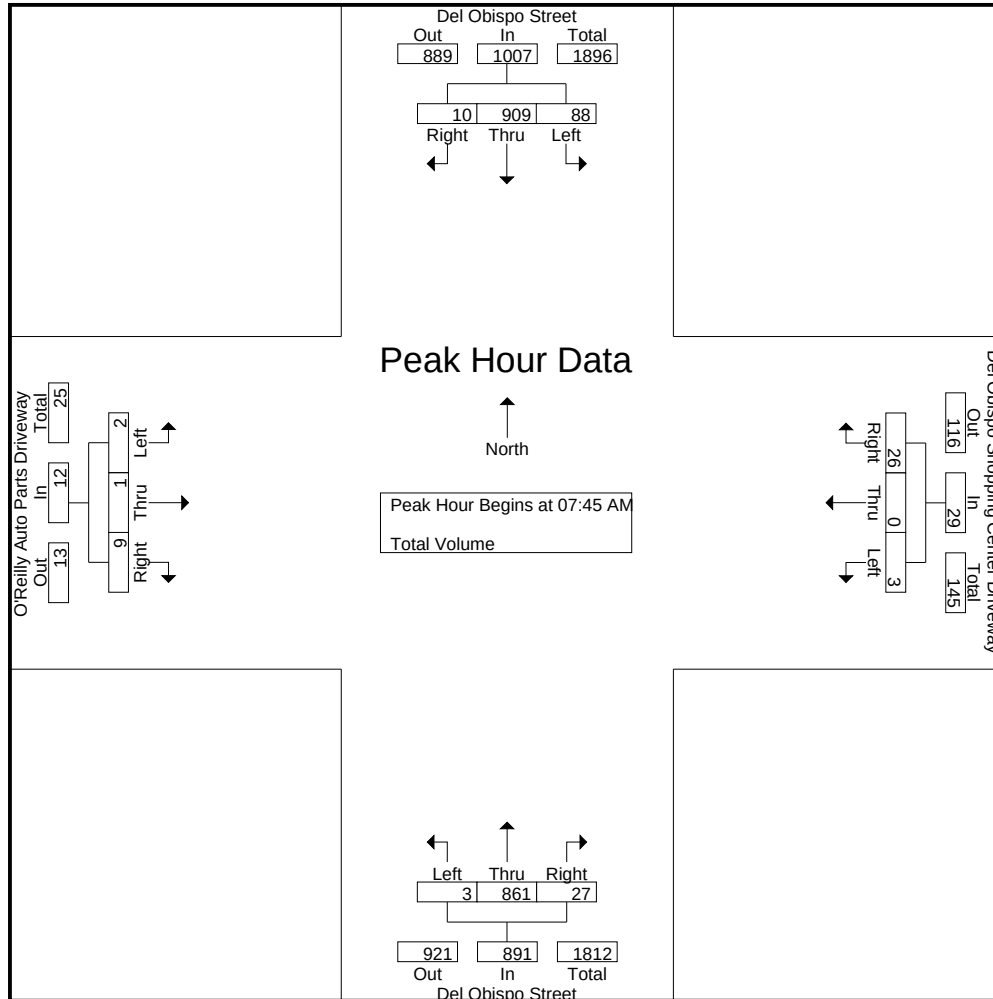
Groups Printed- Total Volume

	Del Obispo Street Southbound				Del Obispo Shopping Center Driveway Westbound				Del Obispo Street Northbound				O'Reilly Auto Parts Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	167	1	173	1	0	0	1	1	139	1	141	0	0	2	2	317
07:15 AM	13	252	2	267	0	0	3	3	0	156	2	158	0	0	1	1	429
07:30 AM	25	227	3	255	0	0	4	4	1	219	0	220	1	0	1	2	481
07:45 AM	17	224	1	242	0	0	6	6	1	215	2	218	0	0	3	3	469
Total	60	870	7	937	1	0	13	14	3	729	5	737	1	0	7	8	1696
08:00 AM	24	243	4	271	1	0	4	5	1	232	8	241	1	0	1	2	519
08:15 AM	27	214	3	244	1	0	6	7	1	202	9	212	1	0	2	3	466
08:30 AM	20	228	2	250	1	0	10	11	0	212	8	220	0	1	3	4	485
08:45 AM	18	190	1	209	2	0	8	10	0	141	8	149	1	0	2	3	371
Total	89	875	10	974	5	0	28	33	2	787	33	822	3	1	8	12	1841
Grand Total	149	1745	17	1911	6	0	41	47	5	1516	38	1559	4	1	15	20	3537
Apprch %	7.8	91.3	0.9		12.8	0	87.2		0.3	97.2	2.4		20	5	75		
Total %	4.2	49.3	0.5	54	0.2	0	1.2	1.3	0.1	42.9	1.1	44.1	0.1	0	0.4	0.6	

	Del Obispo Street Southbound				Del Obispo Shopping Center Driveway Westbound				Del Obispo Street Northbound				O'Reilly Auto Parts Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	17	224	1	242	0	0	6	6	1	215	2	218	0	0	3	3	469
08:00 AM	24	243	4	271	1	0	4	5	1	232	8	241	1	0	1	2	519
08:15 AM	27	214	3	244	1	0	6	7	1	202	9	212	1	0	2	3	466
08:30 AM	20	228	2	250	1	0	10	11	0	212	8	220	0	1	3	4	485
Total Volume	88	909	10	1007	3	0	26	29	3	861	27	891	2	1	9	12	1939
% App. Total	8.7	90.3	1		10.3	0	89.7		0.3	96.6	3		16.7	8.3	75		
PHF	.815	.935	.625	.929	.750	.000	.650	.659	.750	.928	.750	.924	.500	.250	.750	.750	.934

City of San Juan Capistrano
N/S: Del Obispo Street
E/W: Driveway
Weather: Clear

File Name : 07_SJO_Del O_DW Tues AM
Site Code : 05723399
Start Date : 4/25/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:30 AM				07:45 AM			
+0 mins.	13	252	2	267	1	0	4	5	1	219	0	220	0	0	3	3
+15 mins.	25	227	3	255	1	0	6	7	1	215	2	218	1	0	1	2
+30 mins.	17	224	1	242	1	0	10	11	1	232	8	241	1	0	2	3
+45 mins.	24	243	4	271	2	0	8	10	1	202	9	212	0	1	3	4
Total Volume	79	946	10	1035	5	0	28	33	4	868	19	891	2	1	9	12
% App. Total	7.6	91.4	1		15.2	0	84.8		0.4	97.4	2.1		16.7	8.3	75	
PHF	.790	.938	.625	.955	.625	.000	.700	.750	1.000	.935	.528	.924	.500	.250	.750	.750

City of San Juan Capistrano
N/S: Del Obispo Street
E/W: Driveway
Weather: Clear

File Name : 07_SJO_Del O_DW Tues PM
Site Code : 05723399
Start Date : 4/25/2023
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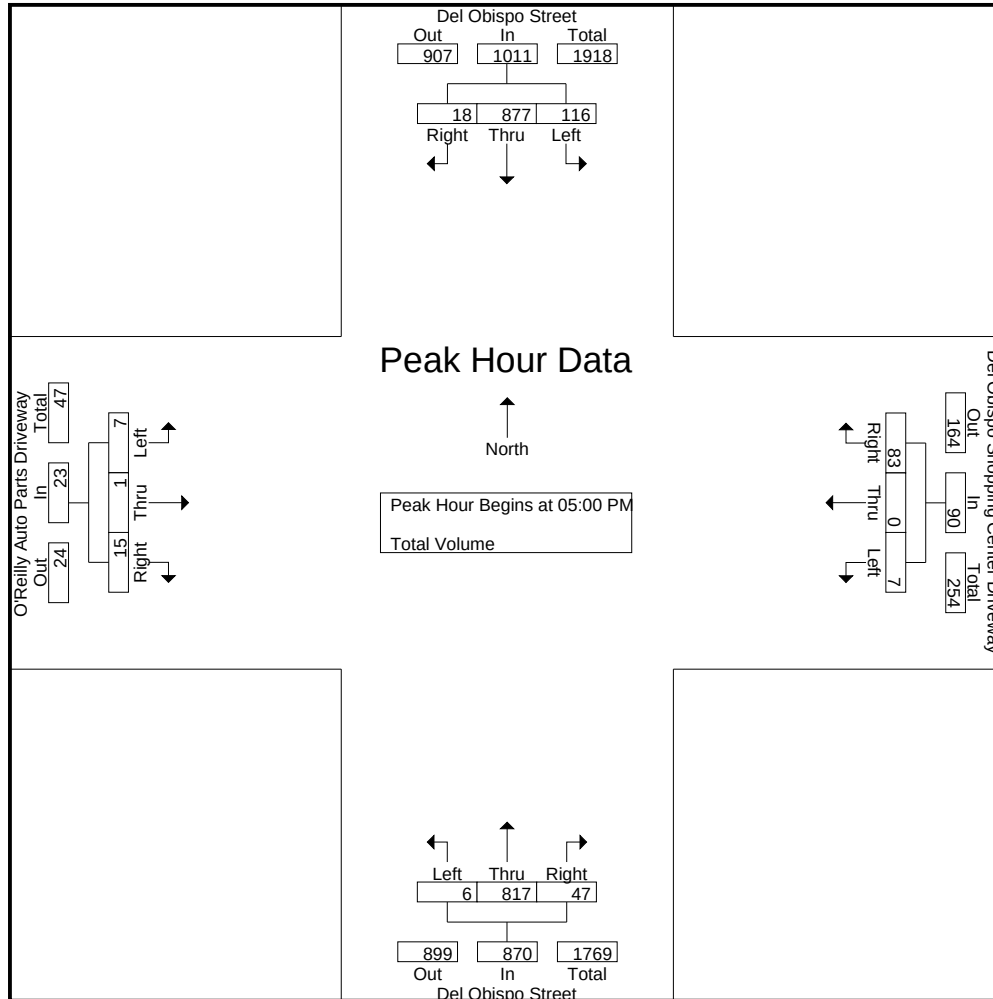
Groups Printed- Total Volume

	Del Obispo Street Southbound				Del Obispo Shopping Center Driveway Westbound				Del Obispo Street Northbound				O'Reilly Auto Parts Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	37	222	4	263	0	0	19	19	3	172	13	188	0	0	6	6	476
04:15 PM	25	223	4	252	3	0	18	21	4	192	15	211	1	0	2	3	487
04:30 PM	30	189	3	222	0	0	14	14	3	178	12	193	0	0	10	10	439
04:45 PM	40	202	0	242	3	0	19	22	1	171	11	183	0	0	4	4	451
Total	132	836	11	979	6	0	70	76	11	713	51	775	1	0	22	23	1853
05:00 PM	31	206	5	242	1	0	21	22	3	239	12	254	0	0	4	4	522
05:15 PM	31	228	6	265	2	0	20	22	1	193	7	201	2	1	3	6	494
05:30 PM	26	216	1	243	2	0	21	23	2	203	11	216	3	0	4	7	489
05:45 PM	28	227	6	261	2	0	21	23	0	182	17	199	2	0	4	6	489
Total	116	877	18	1011	7	0	83	90	6	817	47	870	7	1	15	23	1994
Grand Total	248	1713	29	1990	13	0	153	166	17	1530	98	1645	8	1	37	46	3847
Apprch %	12.5	86.1	1.5		7.8	0	92.2		1	93	6		17.4	2.2	80.4		
Total %	6.4	44.5	0.8	51.7	0.3	0	4	4.3	0.4	39.8	2.5	42.8	0.2	0	1	1.2	

	Del Obispo Street Southbound				Del Obispo Shopping Center Driveway Westbound				Del Obispo Street Northbound				O'Reilly Auto Parts Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	31	206	5	242	1	0	21	22	3	239	12	254	0	0	4	4	522
05:15 PM	31	228	6	265	2	0	20	22	1	193	7	201	2	1	3	6	494
05:30 PM	26	216	1	243	2	0	21	23	2	203	11	216	3	0	4	7	489
05:45 PM	28	227	6	261	2	0	21	23	0	182	17	199	2	0	4	6	489
Total Volume	116	877	18	1011	7	0	83	90	6	817	47	870	7	1	15	23	1994
% App. Total	11.5	86.7	1.8		7.8	0	92.2		0.7	93.9	5.4		30.4	4.3	65.2		
PHF	.935	.962	.750	.954	.875	.000	.988	.978	.500	.855	.691	.856	.583	.250	.938	.821	.955

City of San Juan Capistrano
N/S: Del Obispo Street
E/W: Driveway
Weather: Clear

File Name : 07_SJO_Del O_DW Tues PM
Site Code : 05723399
Start Date : 4/25/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:30 PM			
+0 mins.	31	206	5	242	1	0	21	22	3	239	12	254	0	0	10	10
+15 mins.	31	228	6	265	2	0	20	22	1	193	7	201	0	0	4	4
+30 mins.	26	216	1	243	2	0	21	23	2	203	11	216	0	0	4	4
+45 mins.	28	227	6	261	2	0	21	23	0	182	17	199	2	1	3	6
Total Volume	116	877	18	1011	7	0	83	90	6	817	47	870	2	1	21	24
% App. Total	11.5	86.7	1.8		7.8	0	92.2		0.7	93.9	5.4		8.3	4.2	87.5	
PHF	.935	.962	.750	.954	.875	.000	.988	.978	.500	.855	.691	.856	.250	.250	.525	.600

City of San Juan Capistrano
N/S: Del Obispo Street
E/W: Driveway
Weather: Clear

File Name : 07_SJO_Del O_DW Wed AM
Site Code : 05723399
Start Date : 4/26/2023
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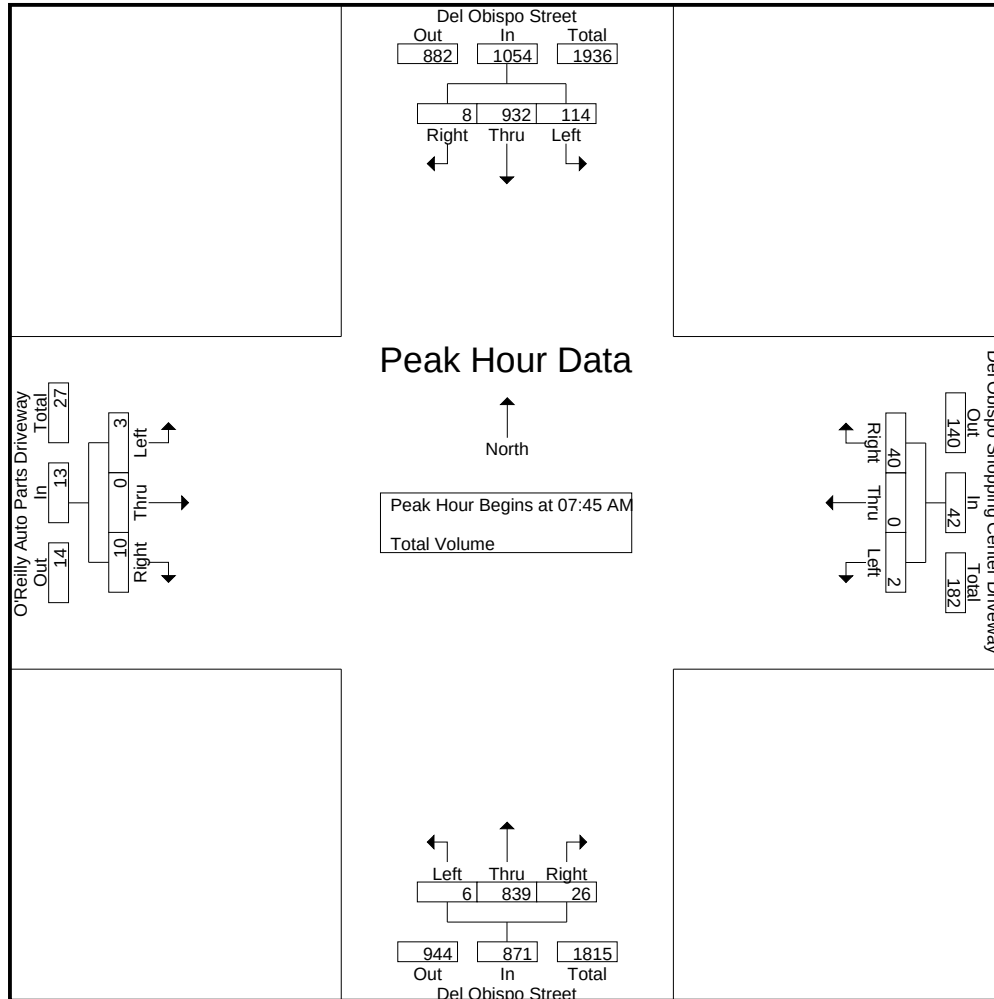
Groups Printed- Total Volume

	Del Obispo Street Southbound				Del Obispo Shopping Center Driveway Westbound				Del Obispo Street Northbound				O'Reilly Auto Parts Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	166	0	177	0	0	4	4	0	156	1	157	0	0	1	1	339
07:15 AM	19	201	0	220	0	0	6	6	2	145	1	148	0	1	0	1	375
07:30 AM	22	175	2	199	1	0	6	7	0	196	1	197	0	0	0	0	403
07:45 AM	24	234	1	259	0	0	4	4	3	203	6	212	2	0	2	4	479
Total	76	776	3	855	1	0	20	21	5	700	9	714	2	1	3	6	1596
08:00 AM	19	239	2	260	1	0	11	12	1	214	10	225	0	0	1	1	498
08:15 AM	32	262	2	296	0	0	11	11	2	232	4	238	1	0	4	5	550
08:30 AM	39	197	3	239	1	0	14	15	0	190	6	196	0	0	3	3	453
08:45 AM	17	217	1	235	2	0	9	11	1	183	5	189	1	0	0	1	436
Total	107	915	8	1030	4	0	45	49	4	819	25	848	2	0	8	10	1937
Grand Total	183	1691	11	1885	5	0	65	70	9	1519	34	1562	4	1	11	16	3533
Apprch %	9.7	89.7	0.6		7.1	0	92.9		0.6	97.2	2.2		25	6.2	68.8		
Total %	5.2	47.9	0.3	53.4	0.1	0	1.8	2	0.3	43	1	44.2	0.1	0	0.3	0.5	

	Del Obispo Street Southbound				Del Obispo Shopping Center Driveway Westbound				Del Obispo Street Northbound				O'Reilly Auto Parts Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	24	234	1	259	0	0	4	4	3	203	6	212	2	0	2	4	479
08:00 AM	19	239	2	260	1	0	11	12	1	214	10	225	0	0	1	1	498
08:15 AM	32	262	2	296	0	0	11	11	2	232	4	238	1	0	4	5	550
08:30 AM	39	197	3	239	1	0	14	15	0	190	6	196	0	0	3	3	453
Total Volume	114	932	8	1054	2	0	40	42	6	839	26	871	3	0	10	13	1980
% App. Total	10.8	88.4	0.8		4.8	0	95.2		0.7	96.3	3		23.1	0	76.9		
PHF	.731	.889	.667	.890	.500	.000	.714	.700	.500	.904	.650	.915	.375	.000	.625	.650	.900

City of San Juan Capistrano
N/S: Del Obispo Street
E/W: Driveway
Weather: Clear

File Name : 07_SJO_Del O_DW Wed AM
Site Code : 05723399
Start Date : 4/26/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:30 AM				07:45 AM			
+0 mins.	24	234	1	259	1	0	11	12	0	196	1	197	2	0	2	4
+15 mins.	19	239	2	260	0	0	11	11	3	203	6	212	0	0	1	1
+30 mins.	32	262	2	296	1	0	14	15	1	214	10	225	1	0	4	5
+45 mins.	39	197	3	239	2	0	9	11	2	232	4	238	0	0	3	3
Total Volume	114	932	8	1054	4	0	45	49	6	845	21	872	3	0	10	13
% App. Total	10.8	88.4	0.8		8.2	0	91.8		0.7	96.9	2.4		23.1	0	76.9	
PHF	.731	.889	.667	.890	.500	.000	.804	.817	.500	.911	.525	.916	.375	.000	.625	.650

City of San Juan Capistrano
N/S: Del Obispo Street
E/W: Driveway
Weather: Clear

File Name : 07_SJO_Del O_DW Wed PM
Site Code : 05723399
Start Date : 4/26/2023
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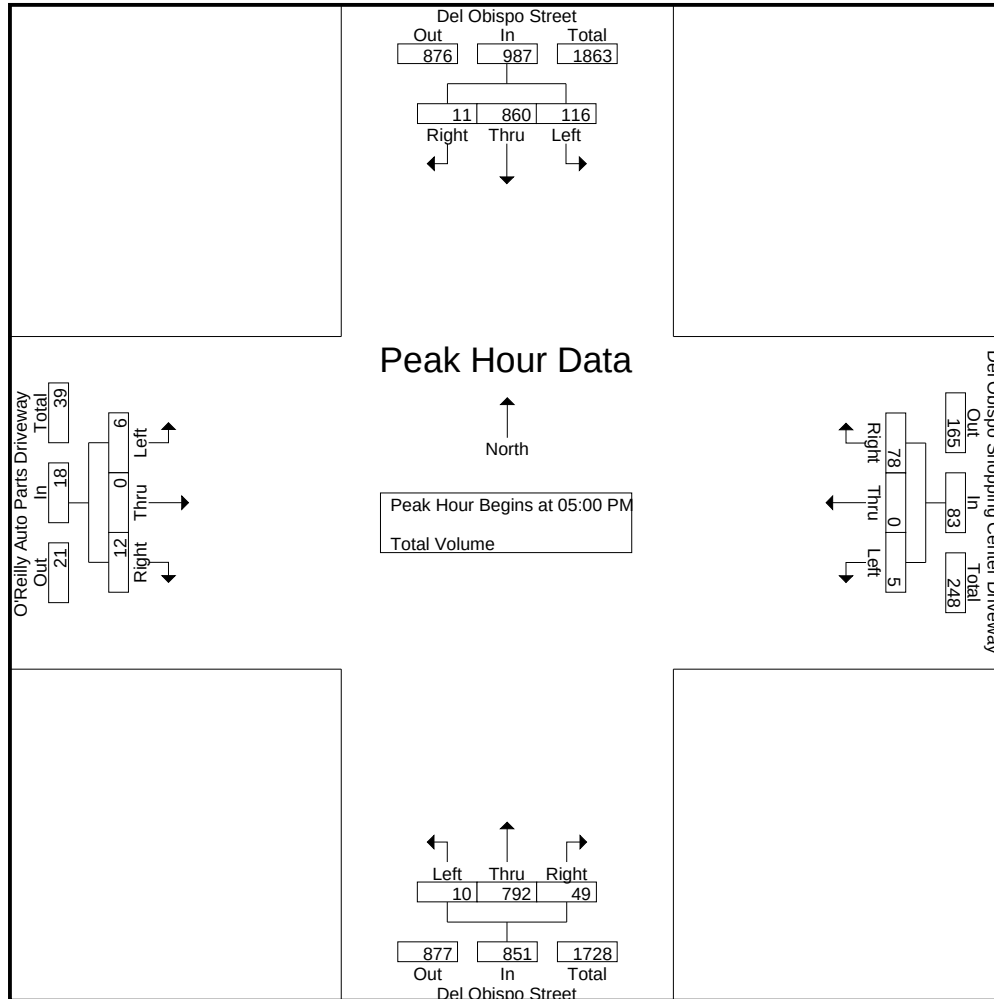
Groups Printed- Total Volume

	Del Obispo Street Southbound				Del Obispo Shopping Center Driveway Westbound				Del Obispo Street Northbound				O'Reilly Auto Parts Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	219	2	253	2	0	12	14	4	174	5	183	0	0	5	5	455
04:15 PM	44	201	7	252	1	0	14	15	1	177	22	200	2	0	8	10	477
04:30 PM	27	200	3	230	0	0	21	21	3	190	8	201	2	0	4	6	458
04:45 PM	29	172	3	204	3	0	21	24	1	158	19	178	4	0	0	4	410
Total	132	792	15	939	6	0	68	74	9	699	54	762	8	0	17	25	1800
05:00 PM	35	226	4	265	0	0	28	28	3	204	8	215	3	0	1	4	512
05:15 PM	23	199	3	225	1	0	23	24	2	197	19	218	1	0	7	8	475
05:30 PM	30	216	0	246	2	0	11	13	0	193	14	207	1	0	2	3	469
05:45 PM	28	219	4	251	2	0	16	18	5	198	8	211	1	0	2	3	483
Total	116	860	11	987	5	0	78	83	10	792	49	851	6	0	12	18	1939
Grand Total	248	1652	26	1926	11	0	146	157	19	1491	103	1613	14	0	29	43	3739
Apprch %	12.9	85.8	1.3		7	0	93		1.2	92.4	6.4		32.6	0	67.4		
Total %	6.6	44.2	0.7	51.5	0.3	0	3.9	4.2	0.5	39.9	2.8	43.1	0.4	0	0.8	1.2	

	Del Obispo Street Southbound				Del Obispo Shopping Center Driveway Westbound				Del Obispo Street Northbound				O'Reilly Auto Parts Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	35	226	4	265	0	0	28	28	3	204	8	215	3	0	1	4	512
05:15 PM	23	199	3	225	1	0	23	24	2	197	19	218	1	0	7	8	475
05:30 PM	30	216	0	246	2	0	11	13	0	193	14	207	1	0	2	3	469
05:45 PM	28	219	4	251	2	0	16	18	5	198	8	211	1	0	2	3	483
Total Volume	116	860	11	987	5	0	78	83	10	792	49	851	6	0	12	18	1939
% App. Total	11.8	87.1	1.1		6	0	94		1.2	93.1	5.8		33.3	0	66.7		
PHF	.829	.951	.688	.931	.625	.000	.696	.741	.500	.971	.645	.976	.500	.000	.429	.563	.947

City of San Juan Capistrano
N/S: Del Obispo Street
E/W: Driveway
Weather: Clear

File Name : 07_SJO_Del O_DW Wed PM
Site Code : 05723399
Start Date : 4/26/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:00 PM			
+0 mins.	35	226	4	265	0	0	21	21	3	204	8	215	0	0	5	5
+15 mins.	23	199	3	225	3	0	21	24	2	197	19	218	2	0	8	10
+30 mins.	30	216	0	246	0	0	28	28	0	193	14	207	2	0	4	6
+45 mins.	28	219	4	251	1	0	23	24	5	198	8	211	4	0	0	4
Total Volume	116	860	11	987	4	0	93	97	10	792	49	851	8	0	17	25
% App. Total	11.8	87.1	1.1		4.1	0	95.9		1.2	93.1	5.8		32	0	68	
PHF	.829	.951	.688	.931	.333	.000	.830	.866	.500	.971	.645	.976	.500	.000	.531	.625

City of San Juan Capistrano
N/S: Del Obispo Street
E/W: Driveway
Weather: Clear

File Name : 07_SJO_Del O_DW Thu AM
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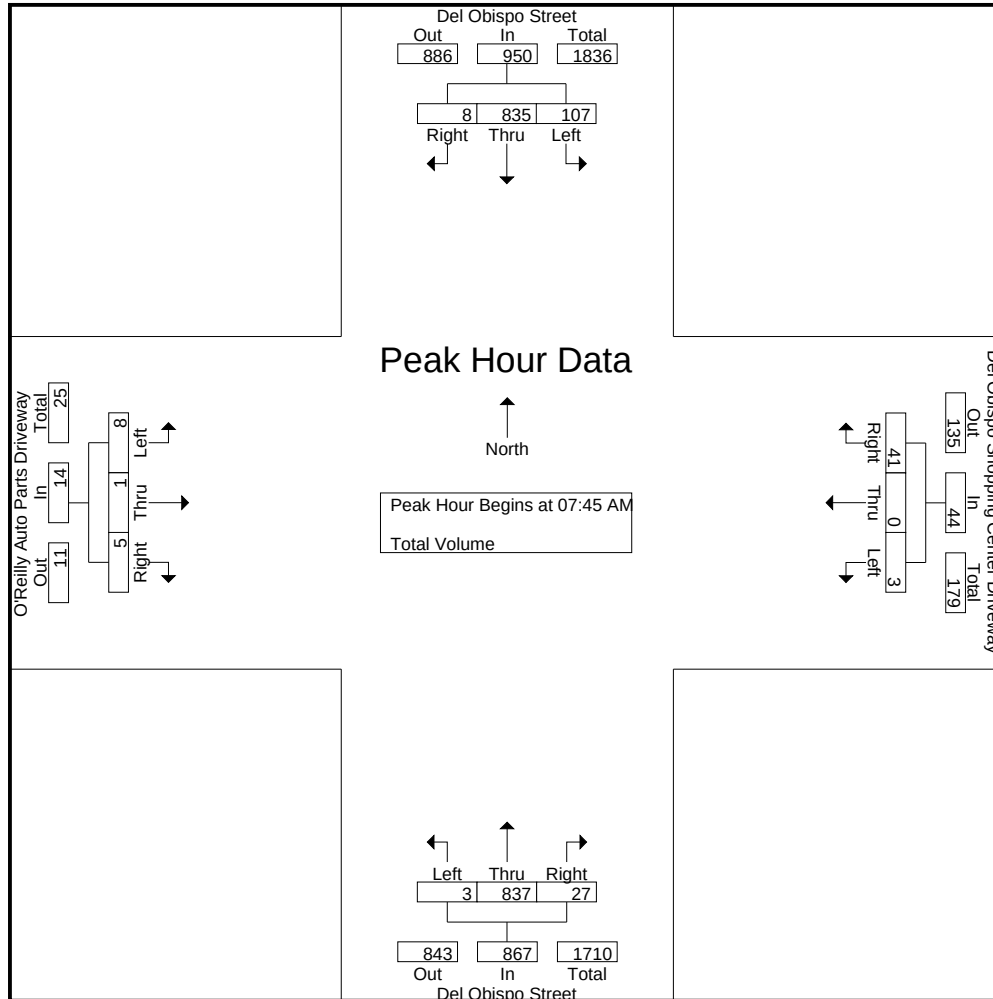
Groups Printed- Total Volume

	Del Obispo Street Southbound				Del Obispo Shopping Center Driveway Westbound				Del Obispo Street Northbound				O'Reilly Auto Parts Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	181	0	192	0	0	4	4	1	161	3	165	0	0	0	0	361
07:15 AM	7	247	0	254	1	0	3	4	0	153	4	157	0	0	0	0	415
07:30 AM	19	223	2	244	3	0	3	6	1	181	1	183	1	0	1	2	435
07:45 AM	21	187	2	210	0	0	9	9	1	200	4	205	0	0	2	2	426
Total	58	838	4	900	4	0	19	23	3	695	12	710	1	0	3	4	1637
08:00 AM	27	220	3	250	3	0	5	8	2	219	9	230	2	1	2	5	493
08:15 AM	24	219	3	246	0	0	10	10	0	227	5	232	5	0	1	6	494
08:30 AM	35	209	0	244	0	0	17	17	0	191	9	200	1	0	0	1	462
08:45 AM	24	175	3	202	1	0	10	11	3	183	8	194	1	0	3	4	411
Total	110	823	9	942	4	0	42	46	5	820	31	856	9	1	6	16	1860
Grand Total	168	1661	13	1842	8	0	61	69	8	1515	43	1566	10	1	9	20	3497
Apprch %	9.1	90.2	0.7		11.6	0	88.4		0.5	96.7	2.7		50	5	45		
Total %	4.8	47.5	0.4	52.7	0.2	0	1.7	2	0.2	43.3	1.2	44.8	0.3	0	0.3	0.6	

	Del Obispo Street Southbound				Del Obispo Shopping Center Driveway Westbound				Del Obispo Street Northbound				O'Reilly Auto Parts Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	21	187	2	210	0	0	9	9	1	200	4	205	0	0	2	2	426
08:00 AM	27	220	3	250	3	0	5	8	2	219	9	230	2	1	2	5	493
08:15 AM	24	219	3	246	0	0	10	10	0	227	5	232	5	0	1	6	494
08:30 AM	35	209	0	244	0	0	17	17	0	191	9	200	1	0	0	1	462
Total Volume	107	835	8	950	3	0	41	44	3	837	27	867	8	1	5	14	1875
% App. Total	11.3	87.9	0.8		6.8	0	93.2		0.3	96.5	3.1		57.1	7.1	35.7		
PHF	.764	.949	.667	.950	.250	.000	.603	.647	.375	.922	.750	.934	.400	.250	.625	.583	.949

City of San Juan Capistrano
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	7	247	0	254	3	0	5	8	1	200	4	205	2	1	2	5
+15 mins.	19	223	2	244	0	0	10	10	2	219	9	230	5	0	1	6
+30 mins.	21	187	2	210	0	0	17	17	0	227	5	232	1	0	0	1
+45 mins.	27	220	3	250	1	0	10	11	0	191	9	200	1	0	3	4
Total Volume	74	877	7	958	4	0	42	46	3	837	27	867	9	1	6	16
% App. Total	7.7	91.5	0.7		8.7	0	91.3		0.3	96.5	3.1		56.2	6.2	37.5	
PHF	.685	.888	.583	.943	.333	.000	.618	.676	.375	.922	.750	.934	.450	.250	.500	.667

City of San Juan Capistrano
N/S: Del Obispo Street
E/W: Driveway
Weather: Clear

File Name : 07_SJO_Del O_DW Thu PM
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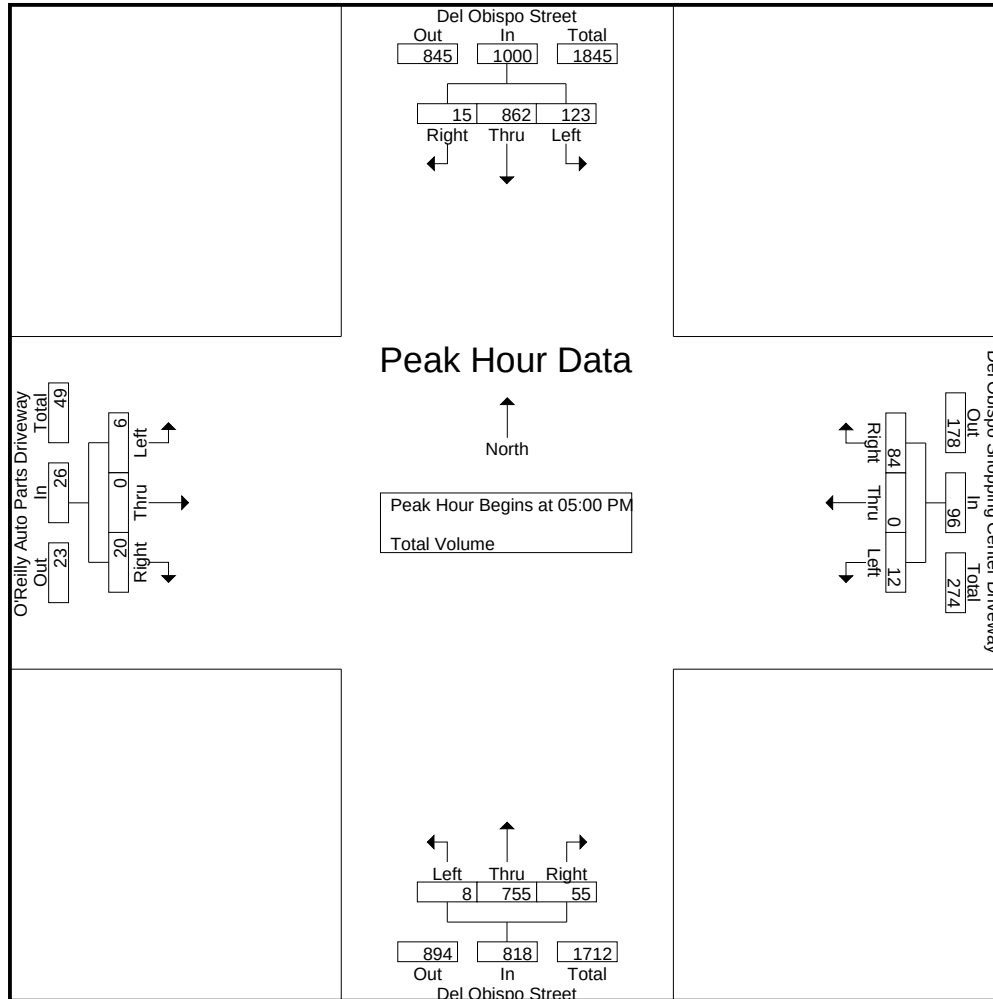
Groups Printed- Total Volume

	Del Obispo Street Southbound				Del Obispo Shopping Center Driveway Westbound				Del Obispo Street Northbound				O'Reilly Auto Parts Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	245	3	273	2	0	15	17	1	102	19	122	1	0	1	2	414
04:15 PM	29	229	2	260	0	0	12	12	3	148	9	160	0	0	6	6	438
04:30 PM	35	205	2	242	0	0	18	18	5	155	19	179	1	0	5	6	445
04:45 PM	35	184	2	221	2	0	24	26	0	178	15	193	0	0	2	2	442
Total	124	863	9	996	4	0	69	73	9	583	62	654	2	0	14	16	1739
05:00 PM	35	207	6	248	1	0	28	29	3	208	16	227	0	0	5	5	509
05:15 PM	32	205	4	241	8	0	13	21	2	189	12	203	3	0	6	9	474
05:30 PM	31	242	2	275	1	0	19	20	1	191	8	200	3	0	5	8	503
05:45 PM	25	208	3	236	2	0	24	26	2	167	19	188	0	0	4	4	454
Total	123	862	15	1000	12	0	84	96	8	755	55	818	6	0	20	26	1940
Grand Total	247	1725	24	1996	16	0	153	169	17	1338	117	1472	8	0	34	42	3679
Apprch %	12.4	86.4	1.2		9.5	0	90.5		1.2	90.9	7.9		19	0	81		
Total %	6.7	46.9	0.7	54.3	0.4	0	4.2	4.6	0.5	36.4	3.2	40	0.2	0	0.9	1.1	

	Del Obispo Street Southbound				Del Obispo Shopping Center Driveway Westbound				Del Obispo Street Northbound				O'Reilly Auto Parts Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	35	207	6	248	1	0	28	29	3	208	16	227	0	0	5	5	509
05:15 PM	32	205	4	241	8	0	13	21	2	189	12	203	3	0	6	9	474
05:30 PM	31	242	2	275	1	0	19	20	1	191	8	200	3	0	5	8	503
05:45 PM	25	208	3	236	2	0	24	26	2	167	19	188	0	0	4	4	454
Total Volume	123	862	15	1000	12	0	84	96	8	755	55	818	6	0	20	26	1940
% App. Total	12.3	86.2	1.5		12.5	0	87.5		1	92.3	6.7		23.1	0	76.9		
PHF	.879	.890	.625	.909	.375	.000	.750	.828	.667	.907	.724	.901	.500	.000	.833	.722	.953

City of San Juan Capistrano
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	35	207	6	248	2	0	24	26	0	178	15	193	0	0	5	5
+15 mins.	32	205	4	241	1	0	28	29	3	208	16	227	3	0	6	9
+30 mins.	31	242	2	275	8	0	13	21	2	189	12	203	3	0	5	8
+45 mins.	25	208	3	236	1	0	19	20	1	191	8	200	0	0	4	4
Total Volume	123	862	15	1000	12	0	84	96	6	766	51	823	6	0	20	26
% App. Total	12.3	86.2	1.5		12.5	0	87.5		0.7	93.1	6.2		23.1	0	76.9	
PHF	.879	.890	.625	.909	.375	.000	.750	.828	.500	.921	.797	.906	.500	.000	.833	.722

City of San Juan Capistrano
N/S: Alipaz Street
E/W: Del Obispo Street
Weather: Clear

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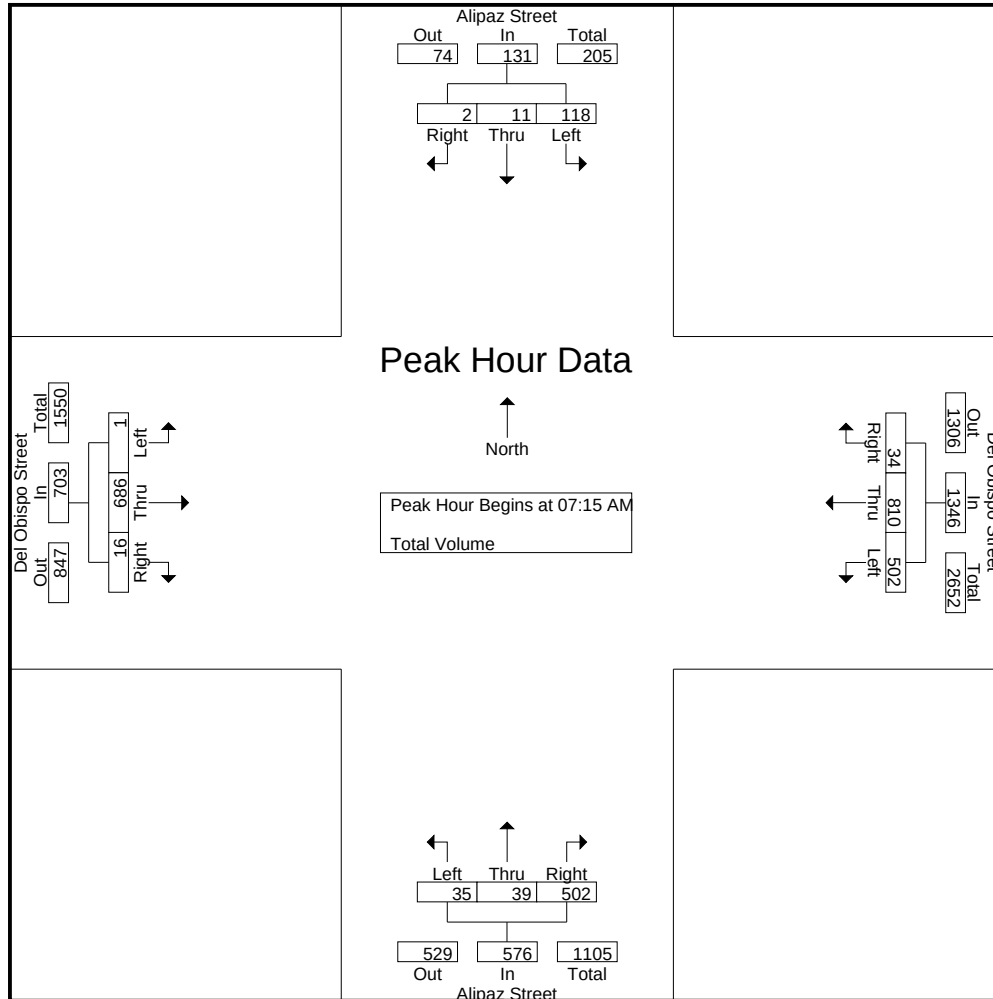
Groups Printed- Total Volume

	Alipaz Street Southbound				Del Obispo Street Westbound				Alipaz Street Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	1	3	16	90	121	4	215	0	1	79	80	0	93	5	98	409
07:15 AM	20	7	0	27	138	153	7	298	9	1	100	110	1	145	7	153	588
07:30 AM	36	4	1	41	185	235	11	431	11	16	129	156	0	175	6	181	809
07:45 AM	39	0	1	40	94	220	11	325	9	20	142	171	0	198	1	199	735
Total	107	12	5	124	507	729	33	1269	29	38	450	517	1	611	19	631	2541
08:00 AM	23	0	0	23	85	202	5	292	6	2	131	139	0	168	2	170	624
08:15 AM	17	3	1	21	88	153	9	250	3	5	112	120	0	164	1	165	556
08:30 AM	4	1	1	6	118	179	4	301	1	0	142	143	0	146	3	149	599
08:45 AM	7	0	0	7	57	154	7	218	1	0	88	89	1	130	0	131	445
Total	51	4	2	57	348	688	25	1061	11	7	473	491	1	608	6	615	2224
Grand Total	158	16	7	181	855	1417	58	2330	40	45	923	1008	2	1219	25	1246	4765
Apprch %	87.3	8.8	3.9		36.7	60.8	2.5		4	4.5	91.6		0.2	97.8	2		
Total %	3.3	0.3	0.1	3.8	17.9	29.7	1.2	48.9	0.8	0.9	19.4	21.2	0	25.6	0.5	26.1	

	Alipaz Street Southbound				Del Obispo Street Westbound				Alipaz Street Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	20	7	0	27	138	153	7	298	9	1	100	110	1	145	7	153	588
07:30 AM	36	4	1	41	185	235	11	431	11	16	129	156	0	175	6	181	809
07:45 AM	39	0	1	40	94	220	11	325	9	20	142	171	0	198	1	199	735
08:00 AM	23	0	0	23	85	202	5	292	6	2	131	139	0	168	2	170	624
Total Volume	118	11	2	131	502	810	34	1346	35	39	502	576	1	686	16	703	2756
% App. Total	90.1	8.4	1.5		37.3	60.2	2.5		6.1	6.8	87.2		0.1	97.6	2.3		
PHF	.756	.393	.500	.799	.678	.862	.773	.781	.795	.488	.884	.842	.250	.866	.571	.883	.852

City of San Juan Capistrano
N/S: Alipaz Street
E/W: Del Obispo Street
Weather: Clear

File Name : 08_SJO_Ali_Del O Tue AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	20	7	0	27	138	153	7	298	11	16	129	156	0	175	6	181
+15 mins.	36	4	1	41	185	235	11	431	9	20	142	171	0	198	1	199
+30 mins.	39	0	1	40	94	220	11	325	6	2	131	139	0	168	2	170
+45 mins.	23	0	0	23	85	202	5	292	3	5	112	120	0	164	1	165
Total Volume	118	11	2	131	502	810	34	1346	29	43	514	586	0	705	10	715
% App. Total	90.1	8.4	1.5		37.3	60.2	2.5		4.9	7.3	87.7		0	98.6	1.4	
PHF	.756	.393	.500	.799	.678	.862	.773	.781	.659	.538	.905	.857	.000	.890	.417	.898

City of San Juan Capistrano
N/S: Alipaz Street
E/W: Del Obispo Street
Weather: Clear

File Name : 08_SJO_Ali_Del O Tue PM
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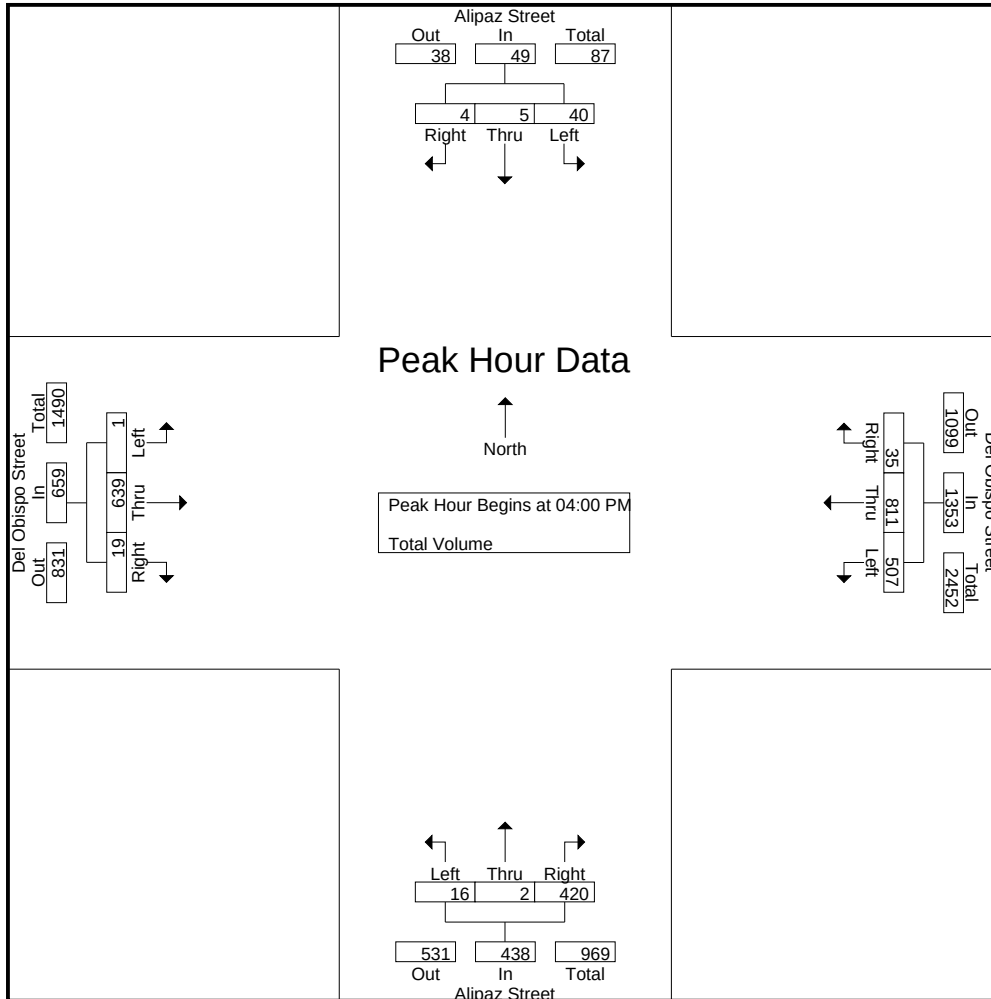
Groups Printed- Total Volume

	Alipaz Street Southbound				Del Obispo Street Westbound				Alipaz Street Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	3	2	14	158	209	9	376	5	0	99	104	1	167	8	176	670
04:15 PM	8	1	1	10	117	197	10	324	5	1	115	121	0	176	3	179	634
04:30 PM	13	0	0	13	108	202	9	319	5	1	108	114	0	140	3	143	589
04:45 PM	10	1	1	12	124	203	7	334	1	0	98	99	0	156	5	161	606
Total	40	5	4	49	507	811	35	1353	16	2	420	438	1	639	19	659	2499
05:00 PM	10	2	2	14	131	193	15	339	2	0	104	106	0	145	1	146	605
05:15 PM	5	4	2	11	142	226	10	378	1	4	112	117	1	143	2	146	652
05:30 PM	6	3	1	10	140	188	8	336	4	0	112	116	1	120	2	123	585
05:45 PM	6	0	0	6	116	183	11	310	5	2	106	113	0	150	2	152	581
Total	27	9	5	41	529	790	44	1363	12	6	434	452	2	558	7	567	2423
Grand Total	67	14	9	90	1036	1601	79	2716	28	8	854	890	3	1197	26	1226	4922
Apprch %	74.4	15.6	10		38.1	58.9	2.9		3.1	0.9	96		0.2	97.6	2.1		
Total %	1.4	0.3	0.2	1.8	21	32.5	1.6	55.2	0.6	0.2	17.4	18.1	0.1	24.3	0.5	24.9	

	Alipaz Street Southbound				Del Obispo Street Westbound				Alipaz Street Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	9	3	2	14	158	209	9	376	5	0	99	104	1	167	8	176	670
04:15 PM	8	1	1	10	117	197	10	324	5	1	115	121	0	176	3	179	634
04:30 PM	13	0	0	13	108	202	9	319	5	1	108	114	0	140	3	143	589
04:45 PM	10	1	1	12	124	203	7	334	1	0	98	99	0	156	5	161	606
Total Volume	40	5	4	49	507	811	35	1353	16	2	420	438	1	639	19	659	2499
% App. Total	81.6	10.2	8.2		37.5	59.9	2.6		3.7	0.5	95.9		0.2	97	2.9		
PHF	.769	.417	.500	.875	.802	.970	.875	.900	.800	.500	.913	.905	.250	.908	.594	.920	.932

City of San Juan Capistrano
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Weather: Clear

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	13	0	0	13	124	203	7	334	2	0	104	106	1	167	8	176
+15 mins.	10	1	1	12	131	193	15	339	1	4	112	117	0	176	3	179
+30 mins.	10	2	2	14	142	226	10	378	4	0	112	116	0	140	3	143
+45 mins.	5	4	2	11	140	188	8	336	5	2	106	113	0	156	5	161
Total Volume	38	7	5	50	537	810	40	1387	12	6	434	452	1	639	19	659
% App. Total	76	14	10		38.7	58.4	2.9		2.7	1.3	96		0.2	97	2.9	
PHF	.731	.438	.625	.893	.945	.896	.667	.917	.600	.375	.969	.966	.250	.908	.594	.920

City of San Juan Capistrano
N/S: Alipaz Street
E/W: Del Obispo Street
Weather: Clear

File Name : 08_SJO_Ali_Del O WedAM
Site Code : 05723399
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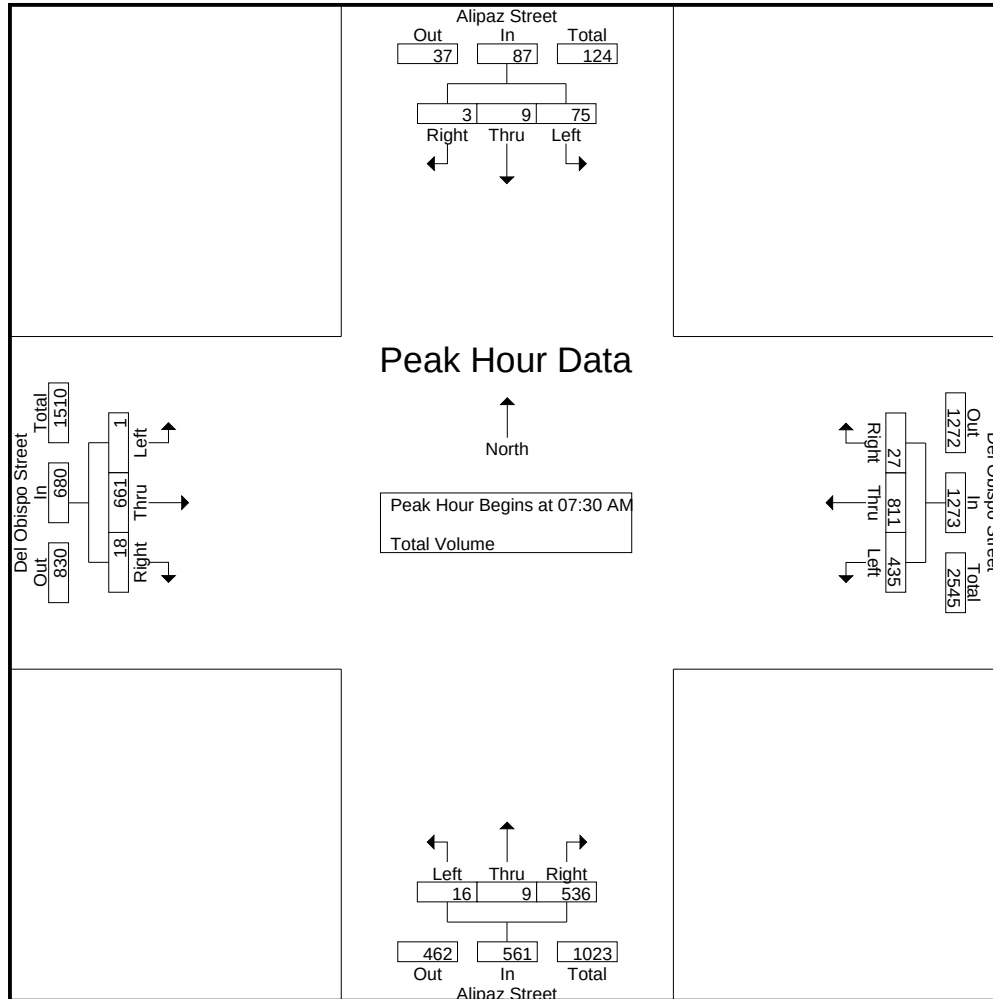
Groups Printed- Total Volume

	Alipaz Street Southbound				Del Obispo Street Westbound				Alipaz Street Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	2	2	20	93	136	9	238	2	1	79	82	0	104	4	108	448
07:15 AM	14	5	1	20	152	109	7	268	5	0	119	124	0	127	3	130	542
07:30 AM	19	9	2	30	179	150	8	337	3	3	141	147	0	131	7	138	652
07:45 AM	24	0	0	24	78	192	4	274	5	4	148	157	0	182	5	187	642
Total	73	16	5	94	502	587	28	1117	15	8	487	510	0	544	19	563	2284
08:00 AM	23	0	0	23	81	228	7	316	3	1	114	118	1	166	4	171	628
08:15 AM	9	0	1	10	97	241	8	346	5	1	133	139	0	182	2	184	679
08:30 AM	10	2	1	13	107	192	5	304	5	1	114	120	0	149	3	152	589
08:45 AM	5	1	0	6	73	180	9	262	1	0	96	97	0	145	3	148	513
Total	47	3	2	52	358	841	29	1228	14	3	457	474	1	642	12	655	2409
Grand Total	120	19	7	146	860	1428	57	2345	29	11	944	984	1	1186	31	1218	4693
Apprch %	82.2	13	4.8		36.7	60.9	2.4		2.9	1.1	95.9		0.1	97.4	2.5		
Total %	2.6	0.4	0.1	3.1	18.3	30.4	1.2	50	0.6	0.2	20.1	21	0	25.3	0.7	26	

	Alipaz Street Southbound				Del Obispo Street Westbound				Alipaz Street Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	19	9	2	30	179	150	8	337	3	3	141	147	0	131	7	138	652
07:45 AM	24	0	0	24	78	192	4	274	5	4	148	157	0	182	5	187	642
08:00 AM	23	0	0	23	81	228	7	316	3	1	114	118	1	166	4	171	628
08:15 AM	9	0	1	10	97	241	8	346	5	1	133	139	0	182	2	184	679
Total Volume	75	9	3	87	435	811	27	1273	16	9	536	561	1	661	18	680	2601
% App. Total	86.2	10.3	3.4		34.2	63.7	2.1		2.9	1.6	95.5		0.1	97.2	2.6		
PHF	.781	.250	.375	.725	.608	.841	.844	.920	.800	.563	.905	.893	.250	.908	.643	.909	.958

City of San Juan Capistrano
N/S: Alipaz Street
E/W: Del Obispo Street
Weather: Clear

File Name : 08_SJO_Ali_Del O WedAM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	14	5	1	20	179	150	8	337	3	3	141	147	0	182	5	187
+15 mins.	19	9	2	30	78	192	4	274	5	4	148	157	1	166	4	171
+30 mins.	24	0	0	24	81	228	7	316	3	1	114	118	0	182	2	184
+45 mins.	23	0	0	23	97	241	8	346	5	1	133	139	0	149	3	152
Total Volume	80	14	3	97	435	811	27	1273	16	9	536	561	1	679	14	694
% App. Total	82.5	14.4	3.1		34.2	63.7	2.1		2.9	1.6	95.5		0.1	97.8	2	
PHF	.833	.389	.375	.808	.608	.841	.844	.920	.800	.563	.905	.893	.250	.933	.700	.928

City of San Juan Capistrano
N/S: Alipaz Street
E/W: Del Obispo Street
Weather: Clear

File Name : 08_SJO_Ali_Del O Wed PM
Site Code : 05723399
Start Date : 4/26/2023
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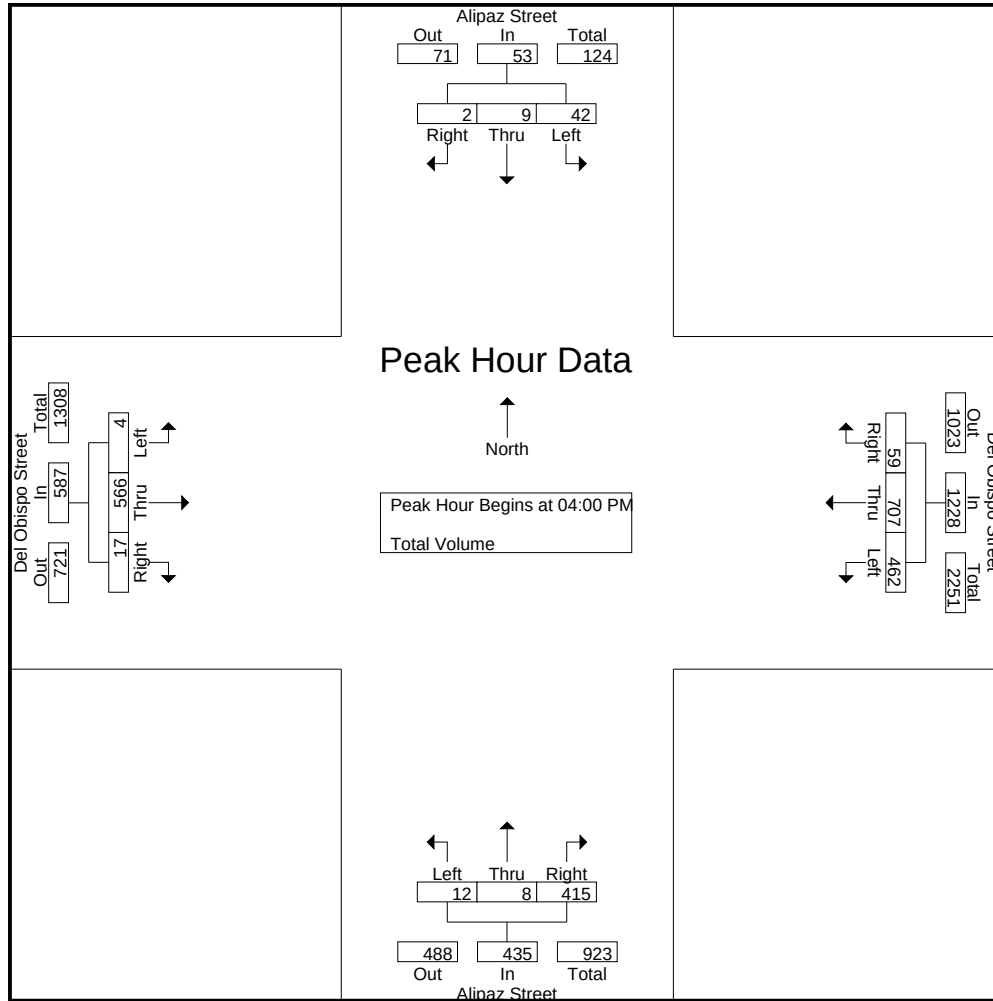
Groups Printed- Total Volume

	Alipaz Street Southbound				Del Obispo Street Westbound				Alipaz Street Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	5	0	14	142	186	20	348	3	4	120	127	0	162	5	167	656
04:15 PM	7	1	0	8	94	182	15	291	3	0	90	93	1	138	5	144	536
04:30 PM	12	0	1	13	120	167	9	296	2	1	106	109	0	130	3	133	551
04:45 PM	14	3	1	18	106	172	15	293	4	3	99	106	3	136	4	143	560
Total	42	9	2	53	462	707	59	1228	12	8	415	435	4	566	17	587	2303
05:00 PM	12	4	0	16	111	204	12	327	5	4	92	101	0	113	3	116	560
05:15 PM	14	1	1	16	105	234	14	353	3	1	99	103	0	149	6	155	627
05:30 PM	6	1	0	7	112	178	12	302	1	0	94	95	2	144	2	148	552
05:45 PM	14	2	1	17	95	163	6	264	7	1	92	100	0	142	6	148	529
Total	46	8	2	56	423	779	44	1246	16	6	377	399	2	548	17	567	2268
Grand Total	88	17	4	109	885	1486	103	2474	28	14	792	834	6	1114	34	1154	4571
Apprch %	80.7	15.6	3.7		35.8	60.1	4.2		3.4	1.7	95		0.5	96.5	2.9		
Total %	1.9	0.4	0.1	2.4	19.4	32.5	2.3	54.1	0.6	0.3	17.3	18.2	0.1	24.4	0.7	25.2	

	Alipaz Street Southbound				Del Obispo Street Westbound				Alipaz Street Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	9	5	0	14	142	186	20	348	3	4	120	127	0	162	5	167	656
04:15 PM	7	1	0	8	94	182	15	291	3	0	90	93	1	138	5	144	536
04:30 PM	12	0	1	13	120	167	9	296	2	1	106	109	0	130	3	133	551
04:45 PM	14	3	1	18	106	172	15	293	4	3	99	106	3	136	4	143	560
Total Volume	42	9	2	53	462	707	59	1228	12	8	415	435	4	566	17	587	2303
% App. Total	79.2	17	3.8		37.6	57.6	4.8		2.8	1.8	95.4		0.7	96.4	2.9		
PHF	.750	.450	.500	.736	.813	.950	.738	.882	.750	.500	.865	.856	.333	.873	.850	.879	.878

City of San Juan Capistrano
N/S: Alipaz Street
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Weather: Clear

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	12	0	1	13	106	172	15	293	3	4	120	127	0	162	5	167
+15 mins.	14	3	1	18	111	204	12	327	3	0	90	93	1	138	5	144
+30 mins.	12	4	0	16	105	234	14	353	2	1	106	109	0	130	3	133
+45 mins.	14	1	1	16	112	178	12	302	4	3	99	106	3	136	4	143
Total Volume	52	8	3	63	434	788	53	1275	12	8	415	435	4	566	17	587
% App. Total	82.5	12.7	4.8		34	61.8	4.2		2.8	1.8	95.4		0.7	96.4	2.9	
PHF	.929	.500	.750	.875	.969	.842	.883	.903	.750	.500	.865	.856	.333	.873	.850	.879

City of San Juan Capistrano
N/S: Alipaz Street
E/W: Del Obispo Street
Weather: Clear

File Name : 08_SJO_Ali_Del O Thu AM
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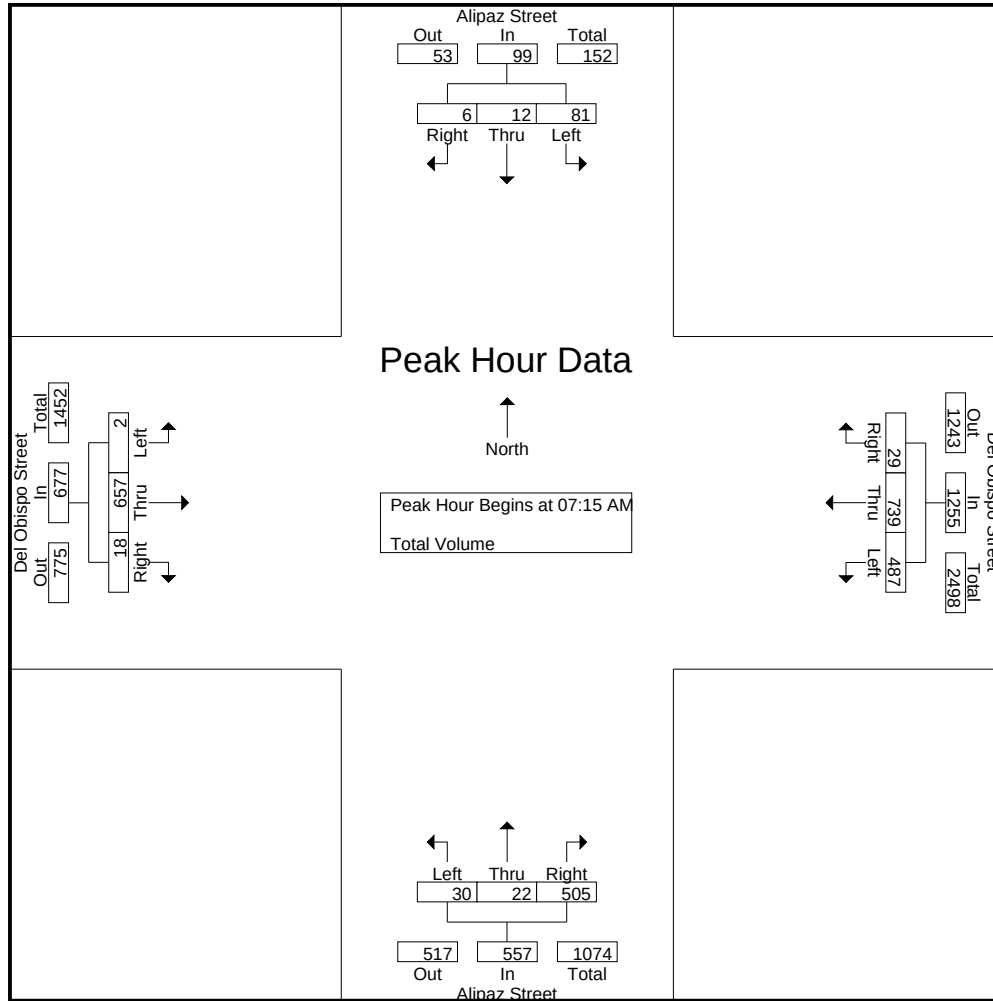
Groups Printed- Total Volume

	Alipaz Street Southbound				Del Obispo Street Westbound				Alipaz Street Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	3	1	20	91	122	5	218	4	1	109	114	0	85	3	88	440
07:15 AM	20	5	2	27	175	158	8	341	5	1	99	105	0	127	4	131	604
07:30 AM	20	5	2	27	156	223	7	386	9	6	147	162	0	167	8	175	750
07:45 AM	29	0	0	29	87	167	8	262	12	14	134	160	2	197	3	202	653
Total	85	13	5	103	509	670	28	1207	30	22	489	541	2	576	18	596	2447
08:00 AM	12	2	2	16	69	191	6	266	4	1	125	130	0	166	3	169	581
08:15 AM	18	0	2	20	89	169	4	262	0	3	114	117	0	168	3	171	570
08:30 AM	17	4	2	23	111	145	5	261	1	3	121	125	1	161	3	165	574
08:45 AM	8	3	3	14	69	163	11	243	6	1	108	115	0	146	3	149	521
Total	55	9	9	73	338	668	26	1032	11	8	468	487	1	641	12	654	2246
Grand Total	140	22	14	176	847	1338	54	2239	41	30	957	1028	3	1217	30	1250	4693
Apprch %	79.5	12.5	8		37.8	59.8	2.4		4	2.9	93.1		0.2	97.4	2.4		
Total %	3	0.5	0.3	3.8	18	28.5	1.2	47.7	0.9	0.6	20.4	21.9	0.1	25.9	0.6	26.6	

	Alipaz Street Southbound				Del Obispo Street Westbound				Alipaz Street Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	20	5	2	27	175	158	8	341	5	1	99	105	0	127	4	131	604
07:30 AM	20	5	2	27	156	223	7	386	9	6	147	162	0	167	8	175	750
07:45 AM	29	0	0	29	87	167	8	262	12	14	134	160	2	197	3	202	653
08:00 AM	12	2	2	16	69	191	6	266	4	1	125	130	0	166	3	169	581
Total Volume	81	12	6	99	487	739	29	1255	30	22	505	557	2	657	18	677	2588
% App. Total	81.8	12.1	6.1		38.8	58.9	2.3		5.4	3.9	90.7		0.3	97	2.7		
PHF	.698	.600	.750	.853	.696	.828	.906	.813	.625	.393	.859	.860	.250	.834	.563	.838	.863

City of San Juan Capistrano
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Weather: Clear

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	16	3	1	20	175	158	8	341	9	6	147	162	0	167	8	175
+15 mins.	20	5	2	27	156	223	7	386	12	14	134	160	2	197	3	202
+30 mins.	20	5	2	27	87	167	8	262	4	1	125	130	0	166	3	169
+45 mins.	29	0	0	29	69	191	6	266	0	3	114	117	0	168	3	171
Total Volume	85	13	5	103	487	739	29	1255	25	24	520	569	2	698	17	717
% App. Total	82.5	12.6	4.9		38.8	58.9	2.3		4.4	4.2	91.4		0.3	97.4	2.4	
PHF	.733	.650	.625	.888	.696	.828	.906	.813	.521	.429	.884	.878	.250	.886	.531	.887

City of San Juan Capistrano
N/S: Alipaz Street
E/W: Del Obispo Street
Weather: Clear

File Name : 08_SJO_Ali_Del O Thu PM
Site Code : 05723399
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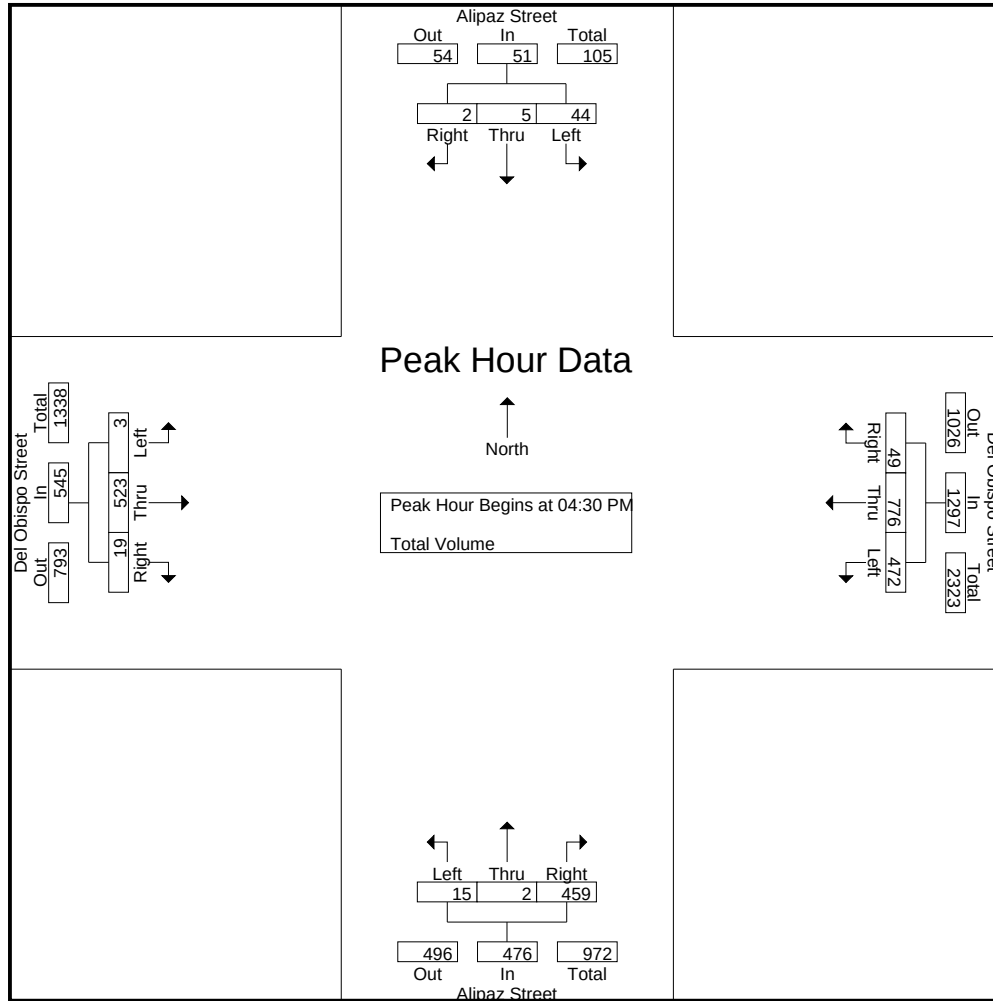
Groups Printed- Total Volume

	Alipaz Street Southbound				Del Obispo Street Westbound				Alipaz Street Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	5	0	14	130	185	12	327	4	2	97	103	0	151	4	155	599
04:15 PM	7	3	0	10	115	190	10	315	1	2	92	95	1	157	6	164	584
04:30 PM	14	1	1	16	127	195	11	333	3	1	108	112	1	133	6	140	601
04:45 PM	10	3	1	14	90	181	10	281	4	0	113	117	1	147	5	153	565
Total	40	12	2	54	462	751	43	1256	12	5	410	427	3	588	21	612	2349
05:00 PM	12	1	0	13	124	198	12	334	5	0	115	120	1	104	3	108	575
05:15 PM	8	0	0	8	131	202	16	349	3	1	123	127	0	139	5	144	628
05:30 PM	7	1	0	8	135	159	11	305	3	1	110	114	1	123	6	130	557
05:45 PM	4	3	0	7	124	197	17	338	2	1	108	111	0	149	2	151	607
Total	31	5	0	36	514	756	56	1326	13	3	456	472	2	515	16	533	2367
Grand Total	71	17	2	90	976	1507	99	2582	25	8	866	899	5	1103	37	1145	4716
Apprch %	78.9	18.9	2.2		37.8	58.4	3.8		2.8	0.9	96.3		0.4	96.3	3.2		
Total %	1.5	0.4	0	1.9	20.7	32	2.1	54.7	0.5	0.2	18.4	19.1	0.1	23.4	0.8	24.3	

	Alipaz Street Southbound				Del Obispo Street Westbound				Alipaz Street Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	14	1	1	16	127	195	11	333	3	1	108	112	1	133	6	140	601
04:45 PM	10	3	1	14	90	181	10	281	4	0	113	117	1	147	5	153	565
05:00 PM	12	1	0	13	124	198	12	334	5	0	115	120	1	104	3	108	575
05:15 PM	8	0	0	8	131	202	16	349	3	1	123	127	0	139	5	144	628
Total Volume	44	5	2	51	472	776	49	1297	15	2	459	476	3	523	19	545	2369
% App. Total	86.3	9.8	3.9		36.4	59.8	3.8		3.2	0.4	96.4		0.6	96	3.5		
PHF	.786	.417	.500	.797	.901	.960	.766	.929	.750	.500	.933	.937	.750	.889	.792	.891	.943

City of San Juan Capistrano
N/S: Alipaz Street
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Weather: Clear

File Name : 08_SJO_Ali_Del O Thu PM
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:45 PM				04:00 PM			
+0 mins.	9	5	0	14	124	198	12	334	4	0	113	117	0	151	4	155
+15 mins.	7	3	0	10	131	202	16	349	5	0	115	120	1	157	6	164
+30 mins.	14	1	1	16	135	159	11	305	3	1	123	127	1	133	6	140
+45 mins.	10	3	1	14	124	197	17	338	3	1	110	114	1	147	5	153
Total Volume	40	12	2	54	514	756	56	1326	15	2	461	478	3	588	21	612
% App. Total	74.1	22.2	3.7		38.8	57	4.2		3.1	0.4	96.4		0.5	96.1	3.4	
PHF	.714	.600	.500	.844	.952	.936	.824	.950	.750	.500	.937	.941	.750	.936	.875	.933

City of San Juan Capistrano
N/S: Paseo Adelanto
E/W: Del Obispo Street
Weather: Clear

File Name : 09_SJO_PA_Del O Tue AM
Site Code : 05723399
Start Date : 4/25/2023
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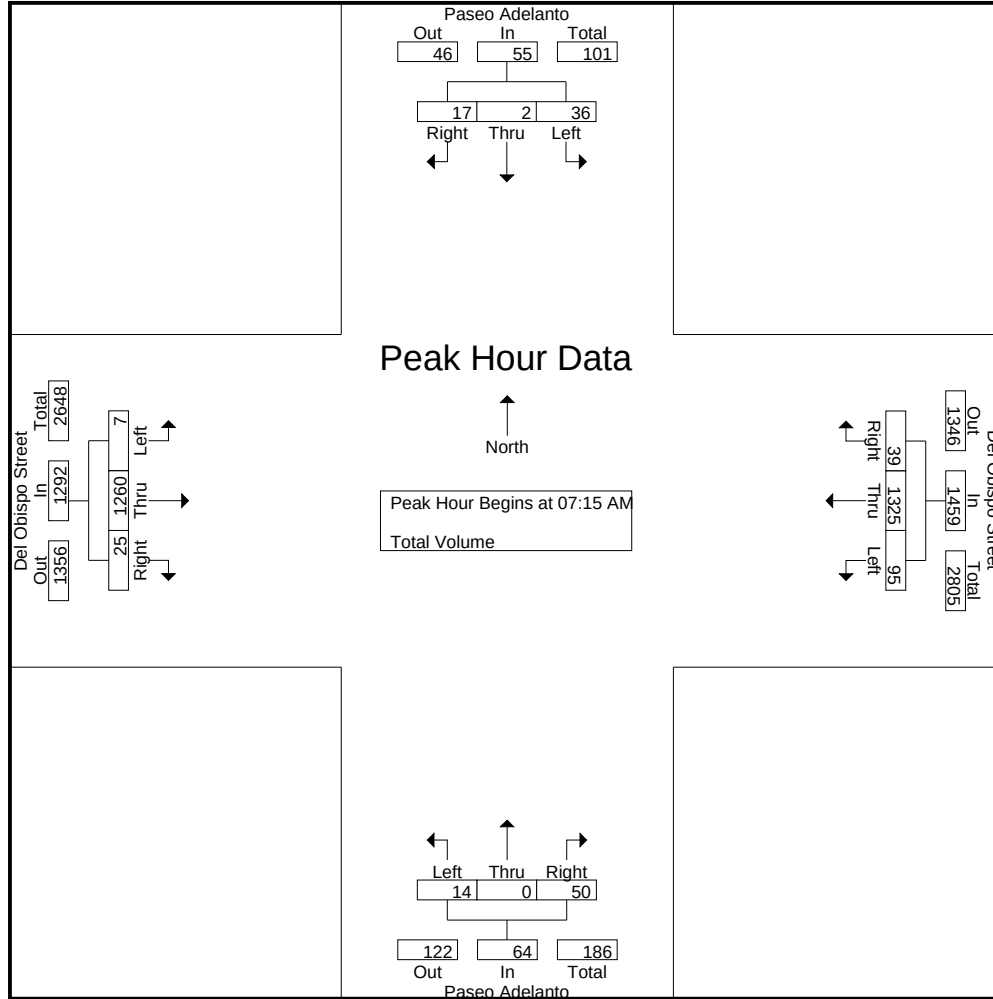
Groups Printed- Total Volume

	Paseo Adelanto Southbound				Del Obispo Street Westbound				Paseo Adelanto Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	0	0	7	28	205	5	238	5	1	12	18	1	172	6	179	442
07:15 AM	9	0	3	12	14	309	6	329	3	0	17	20	1	256	4	261	622
07:30 AM	11	0	8	19	27	415	10	452	2	0	14	16	2	327	7	336	823
07:45 AM	7	2	3	12	34	322	7	363	2	0	10	12	4	375	8	387	774
Total	34	2	14	50	103	1251	28	1382	12	1	53	66	8	1130	25	1163	2661
08:00 AM	9	0	3	12	20	279	16	315	7	0	9	16	0	302	6	308	651
08:15 AM	6	0	2	8	20	250	9	279	2	0	6	8	3	293	7	303	598
08:30 AM	11	1	6	18	32	286	12	330	6	0	9	15	4	281	11	296	659
08:45 AM	3	0	1	4	35	210	16	261	1	1	2	4	6	213	13	232	501
Total	29	1	12	42	107	1025	53	1185	16	1	26	43	13	1089	37	1139	2409
Grand Total	63	3	26	92	210	2276	81	2567	28	2	79	109	21	2219	62	2302	5070
Apprch %	68.5	3.3	28.3		8.2	88.7	3.2		25.7	1.8	72.5		0.9	96.4	2.7		
Total %	1.2	0.1	0.5	1.8	4.1	44.9	1.6	50.6	0.6	0	1.6	2.1	0.4	43.8	1.2	45.4	

	Paseo Adelanto Southbound				Del Obispo Street Westbound				Paseo Adelanto Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	0	3	12	14	309	6	329	3	0	17	20	1	256	4	261	622
07:30 AM	11	0	8	19	27	415	10	452	2	0	14	16	2	327	7	336	823
07:45 AM	7	2	3	12	34	322	7	363	2	0	10	12	4	375	8	387	774
08:00 AM	9	0	3	12	20	279	16	315	7	0	9	16	0	302	6	308	651
Total Volume	36	2	17	55	95	1325	39	1459	14	0	50	64	7	1260	25	1292	2870
% App. Total	65.5	3.6	30.9		6.5	90.8	2.7		21.9	0	78.1		0.5	97.5	1.9		
PHF	.818	.250	.531	.724	.699	.798	.609	.807	.500	.000	.735	.800	.438	.840	.781	.835	.872

City of San Juan Capistrano
N/S: Paseo Adelanto
E/W: Del Obispo Street
Weather: Clear

File Name : 09_SJO_PA_Del O Tue AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	9	0	3	12	14	309	6	329	5	1	12	18	2	327	7	336
+15 mins.	11	0	8	19	27	415	10	452	3	0	17	20	4	375	8	387
+30 mins.	7	2	3	12	34	322	7	363	2	0	14	16	0	302	6	308
+45 mins.	9	0	3	12	20	279	16	315	2	0	10	12	3	293	7	303
Total Volume	36	2	17	55	95	1325	39	1459	12	1	53	66	9	1297	28	1334
% App. Total	65.5	3.6	30.9		6.5	90.8	2.7		18.2	1.5	80.3		0.7	97.2	2.1	
PHF	.818	.250	.531	.724	.699	.798	.609	.807	.600	.250	.779	.825	.563	.865	.875	.862

City of San Juan Capistrano
N/S: Paseo Adelanto
E/W: Del Obispo Street
Weather: Clear

File Name : 09_SJO_PA_Del O Tue PM
Site Code : 05723399
Start Date : 4/25/2023
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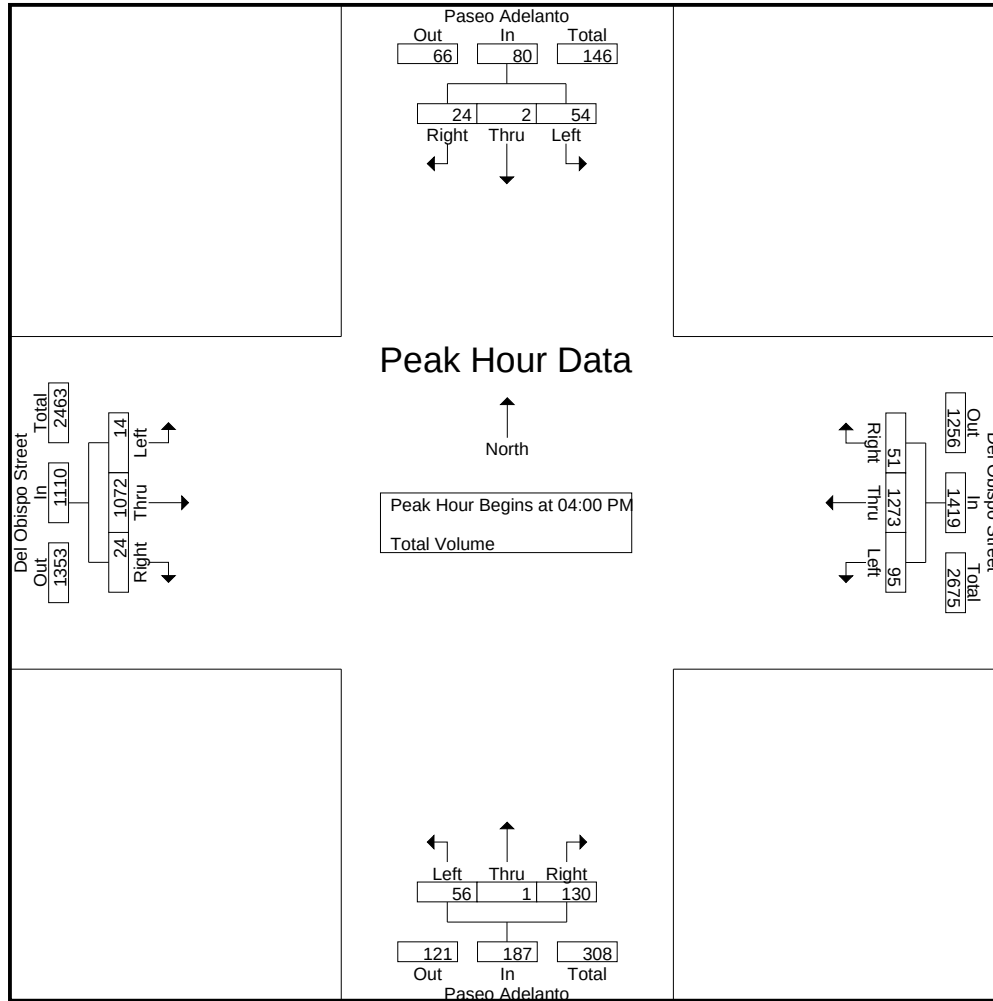
Groups Printed- Total Volume

	Paseo Adelanto Southbound				Del Obispo Street Westbound				Paseo Adelanto Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	2	8	23	32	344	12	388	14	1	35	50	5	274	7	286	747
04:15 PM	12	0	2	14	24	306	14	344	14	0	36	50	2	288	6	296	704
04:30 PM	15	0	5	20	19	305	14	338	14	0	31	45	3	252	6	261	664
04:45 PM	14	0	9	23	20	318	11	349	14	0	28	42	4	258	5	267	681
Total	54	2	24	80	95	1273	51	1419	56	1	130	187	14	1072	24	1110	2796
05:00 PM	21	1	3	25	9	318	4	331	11	2	32	45	4	250	4	258	659
05:15 PM	12	0	1	13	12	379	10	401	11	0	19	30	6	253	3	262	706
05:30 PM	17	1	4	22	19	308	6	333	10	0	15	25	2	226	8	236	616
05:45 PM	4	1	3	8	17	316	7	340	7	0	12	19	4	258	3	265	632
Total	54	3	11	68	57	1321	27	1405	39	2	78	119	16	987	18	1021	2613
Grand Total	108	5	35	148	152	2594	78	2824	95	3	208	306	30	2059	42	2131	5409
Apprch %	73	3.4	23.6		5.4	91.9	2.8		31	1	68		1.4	96.6	2		
Total %	2	0.1	0.6	2.7	2.8	48	1.4	52.2	1.8	0.1	3.8	5.7	0.6	38.1	0.8	39.4	

	Paseo Adelanto Southbound				Del Obispo Street Westbound				Paseo Adelanto Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	13	2	8	23	32	344	12	388	14	1	35	50	5	274	7	286	747
04:15 PM	12	0	2	14	24	306	14	344	14	0	36	50	2	288	6	296	704
04:30 PM	15	0	5	20	19	305	14	338	14	0	31	45	3	252	6	261	664
04:45 PM	14	0	9	23	20	318	11	349	14	0	28	42	4	258	5	267	681
Total Volume	54	2	24	80	95	1273	51	1419	56	1	130	187	14	1072	24	1110	2796
% App. Total	67.5	2.5	30		6.7	89.7	3.6		29.9	0.5	69.5		1.3	96.6	2.2		
PHF	.900	.250	.667	.870	.742	.925	.911	.914	1.00	.250	.903	.935	.700	.931	.857	.938	.936

City of San Juan Capistrano
N/S: Paseo Adelanto
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Weather: Clear

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	14	0	9	23	32	344	12	388	14	1	35	50	5	274	7	286
+15 mins.	21	1	3	25	24	306	14	344	14	0	36	50	2	288	6	296
+30 mins.	12	0	1	13	19	305	14	338	14	0	31	45	3	252	6	261
+45 mins.	17	1	4	22	20	318	11	349	14	0	28	42	4	258	5	267
Total Volume	64	2	17	83	95	1273	51	1419	56	1	130	187	14	1072	24	1110
% App. Total	77.1	2.4	20.5		6.7	89.7	3.6		29.9	0.5	69.5		1.3	96.6	2.2	
PHF	.762	.500	.472	.830	.742	.925	.911	.914	1.000	.250	.903	.935	.700	.931	.857	.938

City of San Juan Capistrano
N/S: Paseo Adelanto
E/W: Del Obispo Street
Weather: Clear

File Name : 09_SJO_PA_Del O Wed AM
Site Code : 05723399
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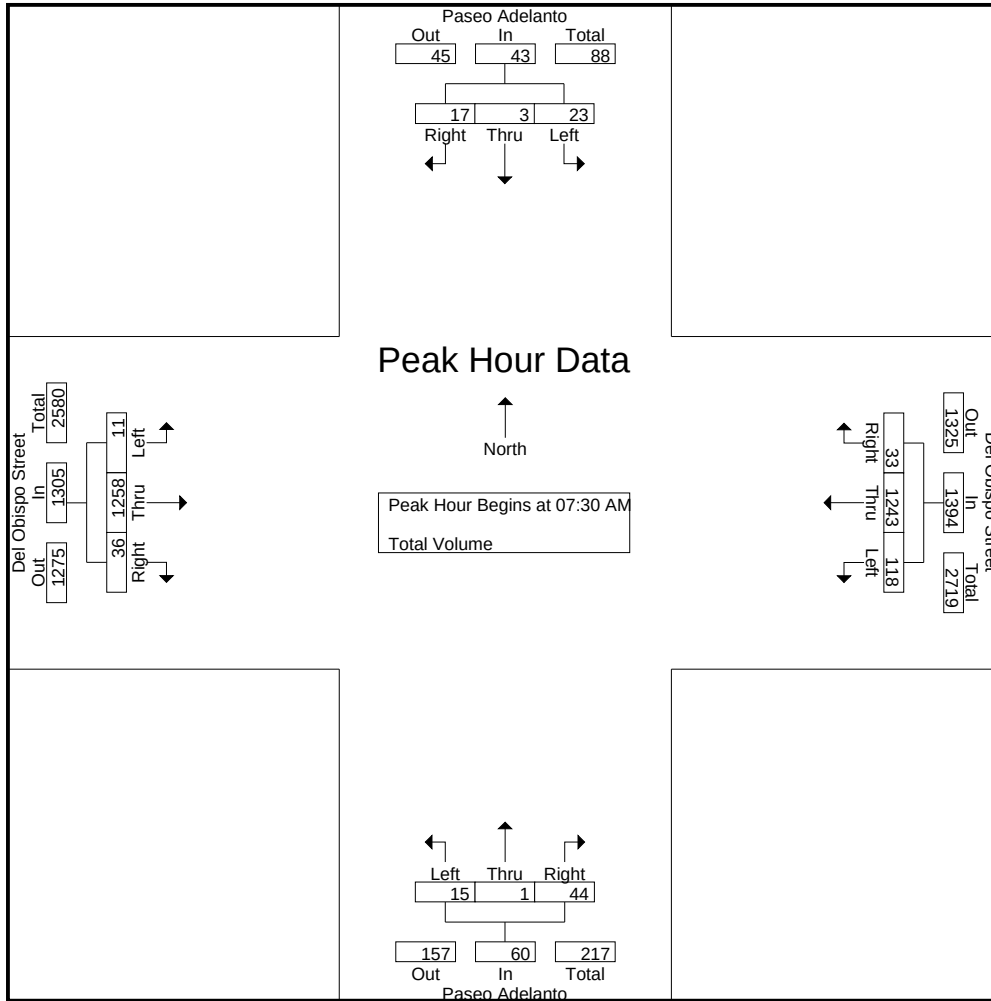
Groups Printed- Total Volume

	Paseo Adelanto Southbound				Del Obispo Street Westbound				Paseo Adelanto Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	0	2	8	18	221	7	246	0	0	11	11	1	197	1	199	464
07:15 AM	8	0	7	15	13	267	6	286	3	0	8	11	1	260	6	267	579
07:30 AM	5	0	4	9	26	329	6	361	1	0	8	9	1	292	6	299	678
07:45 AM	4	1	1	6	31	272	9	312	3	1	18	22	4	358	11	373	713
Total	23	1	14	38	88	1089	28	1205	7	1	45	53	7	1107	24	1138	2434
08:00 AM	6	0	9	15	30	296	8	334	8	0	6	14	2	291	8	301	664
08:15 AM	8	2	3	13	31	346	10	387	3	0	12	15	4	317	11	332	747
08:30 AM	8	0	1	9	41	298	9	348	8	0	3	11	2	259	8	269	637
08:45 AM	5	1	2	8	28	247	13	288	16	0	5	21	3	251	7	261	578
Total	27	3	15	45	130	1187	40	1357	35	0	26	61	11	1118	34	1163	2626
Grand Total	50	4	29	83	218	2276	68	2562	42	1	71	114	18	2225	58	2301	5060
Apprch %	60.2	4.8	34.9		8.5	88.8	2.7		36.8	0.9	62.3		0.8	96.7	2.5		
Total %	1	0.1	0.6	1.6	4.3	45	1.3	50.6	0.8	0	1.4	2.3	0.4	44	1.1	45.5	

	Paseo Adelanto Southbound				Del Obispo Street Westbound				Paseo Adelanto Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	0	4	9	26	329	6	361	1	0	8	9	1	292	6	299	678
07:45 AM	4	1	1	6	31	272	9	312	3	1	18	22	4	358	11	373	713
08:00 AM	6	0	9	15	30	296	8	334	8	0	6	14	2	291	8	301	664
08:15 AM	8	2	3	13	31	346	10	387	3	0	12	15	4	317	11	332	747
Total Volume	23	3	17	43	118	1243	33	1394	15	1	44	60	11	1258	36	1305	2802
% App. Total	53.5	7	39.5		8.5	89.2	2.4		25	1.7	73.3		0.8	96.4	2.8		
PHF	.719	.375	.472	.717	.952	.898	.825	.901	.469	.250	.611	.682	.688	.878	.818	.875	.938

City of San Juan Capistrano
N/S: Paseo Adelanto
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Weather: Clear

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	8	0	7	15	26	329	6	361	3	1	18	22	1	292	6	299
+15 mins.	5	0	4	9	31	272	9	312	8	0	6	14	4	358	11	373
+30 mins.	4	1	1	6	30	296	8	334	3	0	12	15	2	291	8	301
+45 mins.	6	0	9	15	31	346	10	387	8	0	3	11	4	317	11	332
Total Volume	23	1	21	45	118	1243	33	1394	22	1	39	62	11	1258	36	1305
% App. Total	51.1	2.2	46.7		8.5	89.2	2.4		35.5	1.6	62.9		0.8	96.4	2.8	
PHF	.719	.250	.583	.750	.952	.898	.825	.901	.688	.250	.542	.705	.688	.878	.818	.875

City of San Juan Capistrano
N/S: Paseo Adelanto
E/W: Del Obispo Street
Weather: Clear

File Name : 09_SJO_PA_Del O Wed PM
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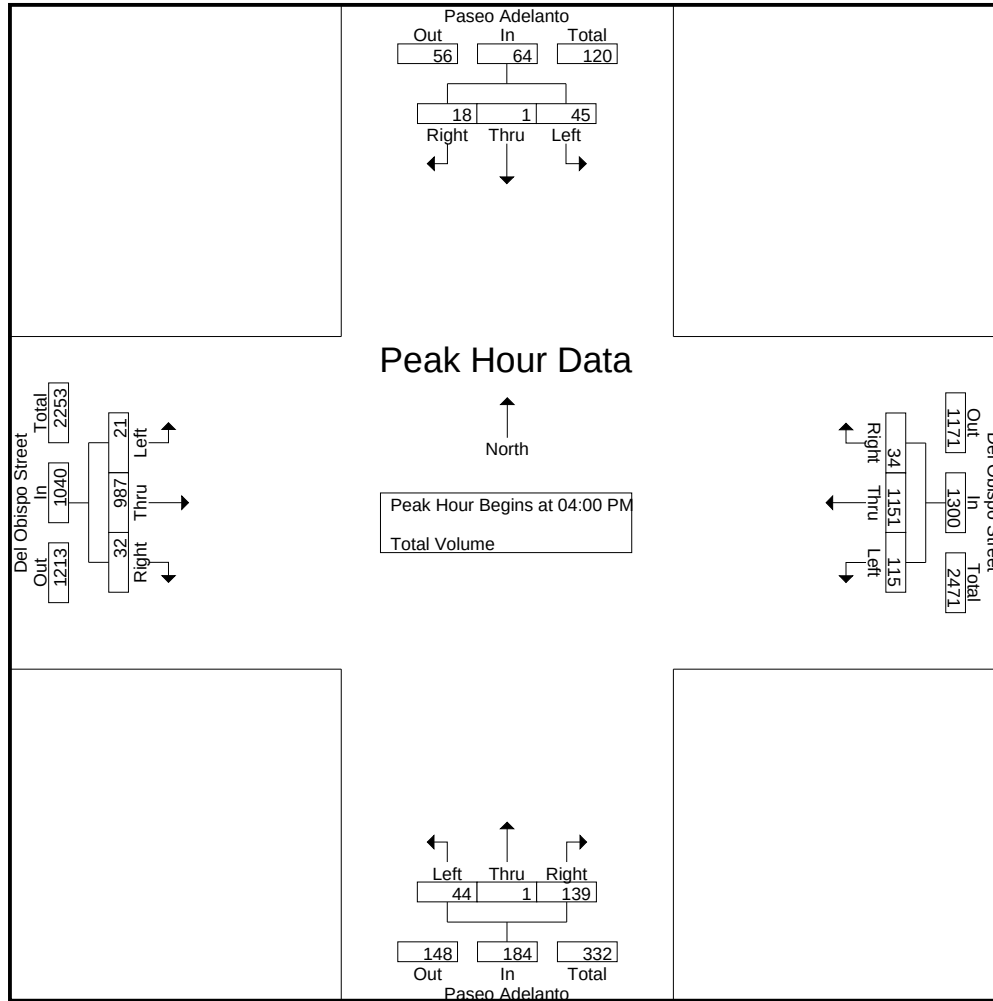
Groups Printed- Total Volume

	Paseo Adelanto Southbound				Del Obispo Street Westbound				Paseo Adelanto Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	0	8	15	45	309	5	359	12	0	45	57	4	278	10	292	723
04:15 PM	13	0	2	15	31	271	8	310	16	1	40	57	5	228	10	243	625
04:30 PM	15	1	4	20	18	281	11	310	10	0	30	40	3	238	6	247	617
04:45 PM	10	0	4	14	21	290	10	321	6	0	24	30	9	243	6	258	623
Total	45	1	18	64	115	1151	34	1300	44	1	139	184	21	987	32	1040	2588
05:00 PM	18	1	1	20	20	299	16	335	11	0	41	52	3	204	3	210	617
05:15 PM	19	1	12	32	23	333	11	367	15	0	16	31	4	253	4	261	691
05:30 PM	13	0	2	15	20	275	8	303	7	0	19	26	2	228	1	231	575
05:45 PM	18	0	6	24	24	251	7	282	10	0	26	36	2	248	9	259	601
Total	68	2	21	91	87	1158	42	1287	43	0	102	145	11	933	17	961	2484
Grand Total	113	3	39	155	202	2309	76	2587	87	1	241	329	32	1920	49	2001	5072
Apprch %	72.9	1.9	25.2		7.8	89.3	2.9		26.4	0.3	73.3		1.6	96	2.4		
Total %	2.2	0.1	0.8	3.1	4	45.5	1.5	51	1.7	0	4.8	6.5	0.6	37.9	1	39.5	

	Paseo Adelanto Southbound				Del Obispo Street Westbound				Paseo Adelanto Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	7	0	8	15	45	309	5	359	12	0	45	57	4	278	10	292	723
04:15 PM	13	0	2	15	31	271	8	310	16	1	40	57	5	228	10	243	625
04:30 PM	15	1	4	20	18	281	11	310	10	0	30	40	3	238	6	247	617
04:45 PM	10	0	4	14	21	290	10	321	6	0	24	30	9	243	6	258	623
Total Volume	45	1	18	64	115	1151	34	1300	44	1	139	184	21	987	32	1040	2588
% App. Total	70.3	1.6	28.1		8.8	88.5	2.6		23.9	0.5	75.5		2	94.9	3.1		
PHF	.750	.250	.563	.800	.639	.931	.773	.905	.688	.250	.772	.807	.583	.888	.800	.890	.895

City of San Juan Capistrano
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	18	1	1	20	18	281	11	310	12	0	45	57	4	278	10	292
+15 mins.	19	1	12	32	21	290	10	321	16	1	40	57	5	228	10	243
+30 mins.	13	0	2	15	20	299	16	335	10	0	30	40	3	238	6	247
+45 mins.	18	0	6	24	23	333	11	367	6	0	24	30	9	243	6	258
Total Volume	68	2	21	91	82	1203	48	1333	44	1	139	184	21	987	32	1040
% App. Total	74.7	2.2	23.1		6.2	90.2	3.6		23.9	0.5	75.5		2	94.9	3.1	
PHF	.895	.500	.438	.711	.891	.903	.750	.908	.688	.250	.772	.807	.583	.888	.800	.890

City of San Juan Capistrano
N/S: Paseo Adelanto
E/W: Del Obispo Street
Weather: Clear

File Name : 09_SJO_PA_Del O Thu AM
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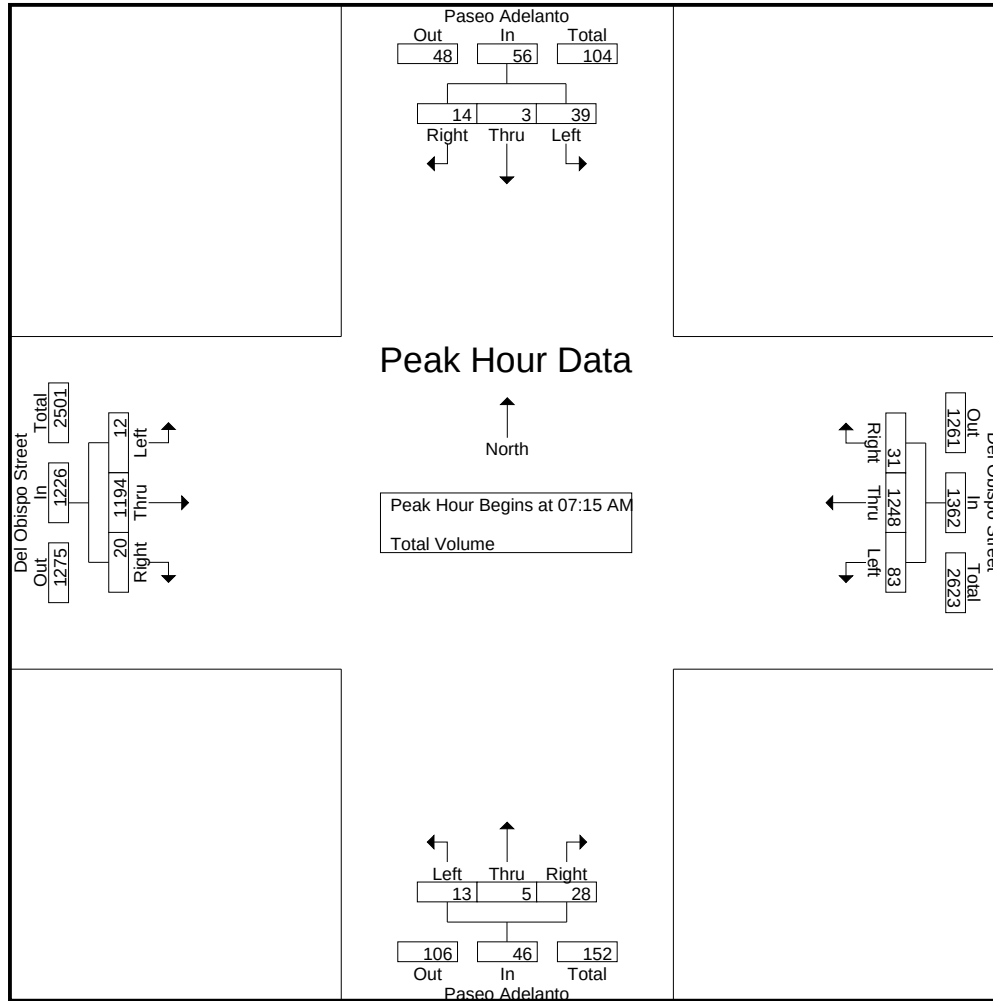
Groups Printed- Total Volume

	Paseo Adelanto Southbound				Del Obispo Street Westbound				Paseo Adelanto Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	0	4	14	18	209	7	234	3	0	15	18	1	207	3	211	477
07:15 AM	9	1	4	14	11	346	8	365	2	0	6	8	1	241	4	246	633
07:30 AM	9	0	5	14	17	377	5	399	5	2	4	11	3	315	5	323	747
07:45 AM	11	2	3	16	26	263	6	295	2	1	8	11	3	361	7	371	693
Total	39	3	16	58	72	1195	26	1293	12	3	33	48	8	1124	19	1151	2550
08:00 AM	10	0	2	12	29	262	12	303	4	2	10	16	5	277	4	286	617
08:15 AM	10	0	4	14	21	262	10	293	1	0	11	12	3	301	10	314	633
08:30 AM	10	1	4	15	32	243	12	287	6	0	9	15	3	272	10	285	602
08:45 AM	12	0	1	13	37	239	7	283	6	0	9	15	2	270	6	278	589
Total	42	1	11	54	119	1006	41	1166	17	2	39	58	13	1120	30	1163	2441
Grand Total	81	4	27	112	191	2201	67	2459	29	5	72	106	21	2244	49	2314	4991
Apprch %	72.3	3.6	24.1		7.8	89.5	2.7		27.4	4.7	67.9		0.9	97	2.1		
Total %	1.6	0.1	0.5	2.2	3.8	44.1	1.3	49.3	0.6	0.1	1.4	2.1	0.4	45	1	46.4	

	Paseo Adelanto Southbound				Del Obispo Street Westbound				Paseo Adelanto Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	1	4	14	11	346	8	365	2	0	6	8	1	241	4	246	633
07:30 AM	9	0	5	14	17	377	5	399	5	2	4	11	3	315	5	323	747
07:45 AM	11	2	3	16	26	263	6	295	2	1	8	11	3	361	7	371	693
08:00 AM	10	0	2	12	29	262	12	303	4	2	10	16	5	277	4	286	617
Total Volume	39	3	14	56	83	1248	31	1362	13	5	28	46	12	1194	20	1226	2690
% App. Total	69.6	5.4	25		6.1	91.6	2.3		28.3	10.9	60.9		1	97.4	1.6		
PHF	.886	.375	.700	.875	.716	.828	.646	.853	.650	.625	.700	.719	.600	.827	.714	.826	.900

City of San Juan Capistrano
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				08:00 AM				07:30 AM			
+0 mins.	10	0	4	14	11	346	8	365	4	2	10	16	3	315	5	323
+15 mins.	9	1	4	14	17	377	5	399	1	0	11	12	3	361	7	371
+30 mins.	9	0	5	14	26	263	6	295	6	0	9	15	5	277	4	286
+45 mins.	11	2	3	16	29	262	12	303	6	0	9	15	3	301	10	314
Total Volume	39	3	16	58	83	1248	31	1362	17	2	39	58	14	1254	26	1294
% App. Total	67.2	5.2	27.6		6.1	91.6	2.3		29.3	3.4	67.2		1.1	96.9	2	
PHF	.886	.375	.800	.906	.716	.828	.646	.853	.708	.250	.886	.906	.700	.868	.650	.872

City of San Juan Capistrano
N/S: Paseo Adelanto
E/W: Del Obispo Street
Weather: Clear

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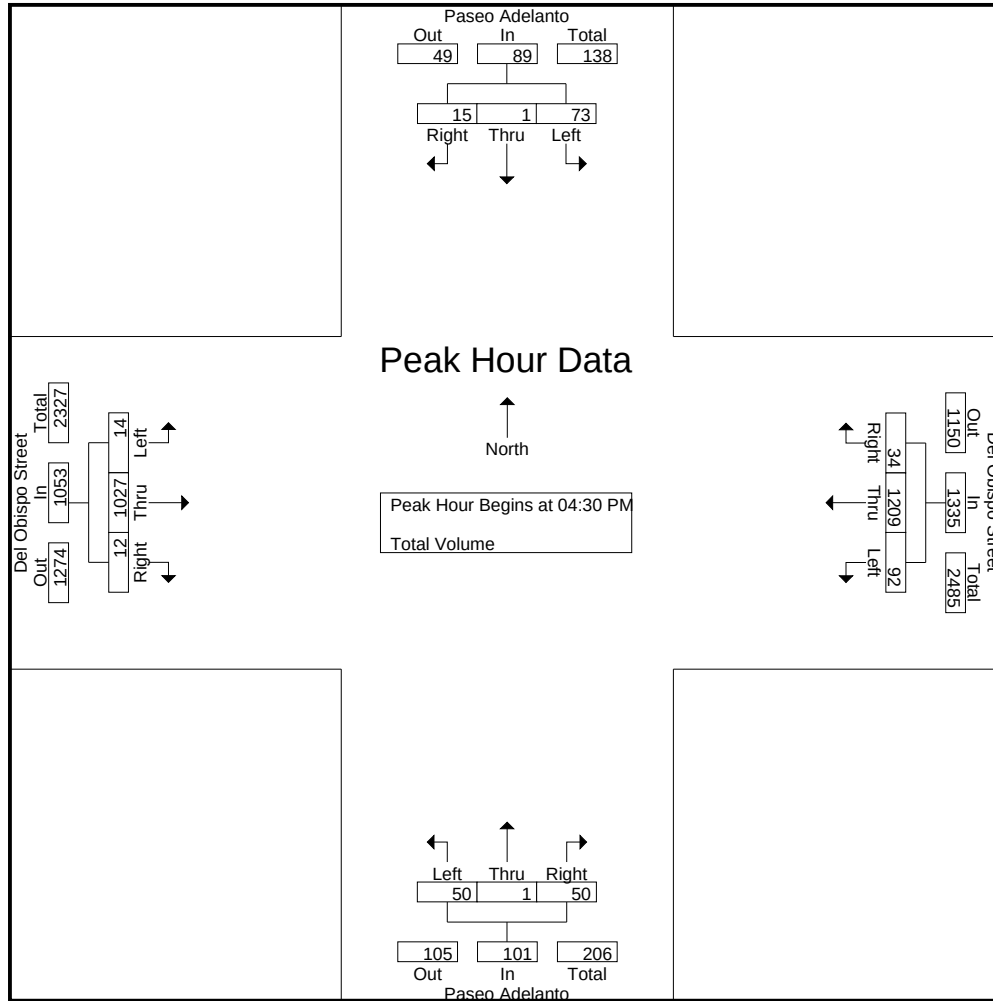
Groups Printed- Total Volume

	Paseo Adelanto Southbound				Del Obispo Street Westbound				Paseo Adelanto Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	0	6	15	32	301	9	342	12	0	12	24	3	253	7	263	644
04:15 PM	10	0	0	10	26	313	9	348	8	0	8	16	4	251	5	260	634
04:30 PM	14	0	4	18	29	298	6	333	12	1	12	25	6	254	4	264	640
04:45 PM	23	0	2	25	21	280	9	310	9	0	9	18	4	272	3	279	632
Total	56	0	12	68	108	1192	33	1333	41	1	41	83	17	1030	19	1066	2550
05:00 PM	17	0	5	22	27	294	8	329	19	0	19	38	2	223	2	227	616
05:15 PM	19	1	4	24	15	337	11	363	10	0	10	20	2	278	3	283	690
05:30 PM	17	0	3	20	14	291	6	311	6	0	6	12	2	246	4	252	595
05:45 PM	8	1	2	11	20	324	6	350	2	1	2	5	2	250	6	258	624
Total	61	2	14	77	76	1246	31	1353	37	1	37	75	8	997	15	1020	2525
Grand Total	117	2	26	145	184	2438	64	2686	78	2	78	158	25	2027	34	2086	5075
Apprch %	80.7	1.4	17.9		6.9	90.8	2.4		49.4	1.3	49.4		1.2	97.2	1.6		
Total %	2.3	0	0.5	2.9	3.6	48	1.3	52.9	1.5	0	1.5	3.1	0.5	39.9	0.7	41.1	

	Paseo Adelanto Southbound				Del Obispo Street Westbound				Paseo Adelanto Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	14	0	4	18	29	298	6	333	12	1	12	25	6	254	4	264	640
04:45 PM	23	0	2	25	21	280	9	310	9	0	9	18	4	272	3	279	632
05:00 PM	17	0	5	22	27	294	8	329	19	0	19	38	2	223	2	227	616
05:15 PM	19	1	4	24	15	337	11	363	10	0	10	20	2	278	3	283	690
Total Volume	73	1	15	89	92	1209	34	1335	50	1	50	101	14	1027	12	1053	2578
% App. Total	82	1.1	16.9		6.9	90.6	2.5		49.5	1	49.5		1.3	97.5	1.1		
PHF	.793	.250	.750	.890	.793	.897	.773	.919	.658	.250	.658	.664	.583	.924	.750	.930	.934

City of San Juan Capistrano
N/S: Paseo Adelanto
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:30 PM				04:00 PM			
+0 mins.	23	0	2	25	27	294	8	329	12	1	12	25	3	253	7	263
+15 mins.	17	0	5	22	15	337	11	363	9	0	9	18	4	251	5	260
+30 mins.	19	1	4	24	14	291	6	311	19	0	19	38	6	254	4	264
+45 mins.	17	0	3	20	20	324	6	350	10	0	10	20	4	272	3	279
Total Volume	76	1	14	91	76	1246	31	1353	50	1	50	101	17	1030	19	1066
% App. Total	83.5	1.1	15.4		5.6	92.1	2.3		49.5	1	49.5		1.6	96.6	1.8	
PHF	.826	.250	.700	.910	.704	.924	.705	.932	.658	.250	.658	.664	.708	.947	.679	.955

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Del Obispo Street
Weather: Clear

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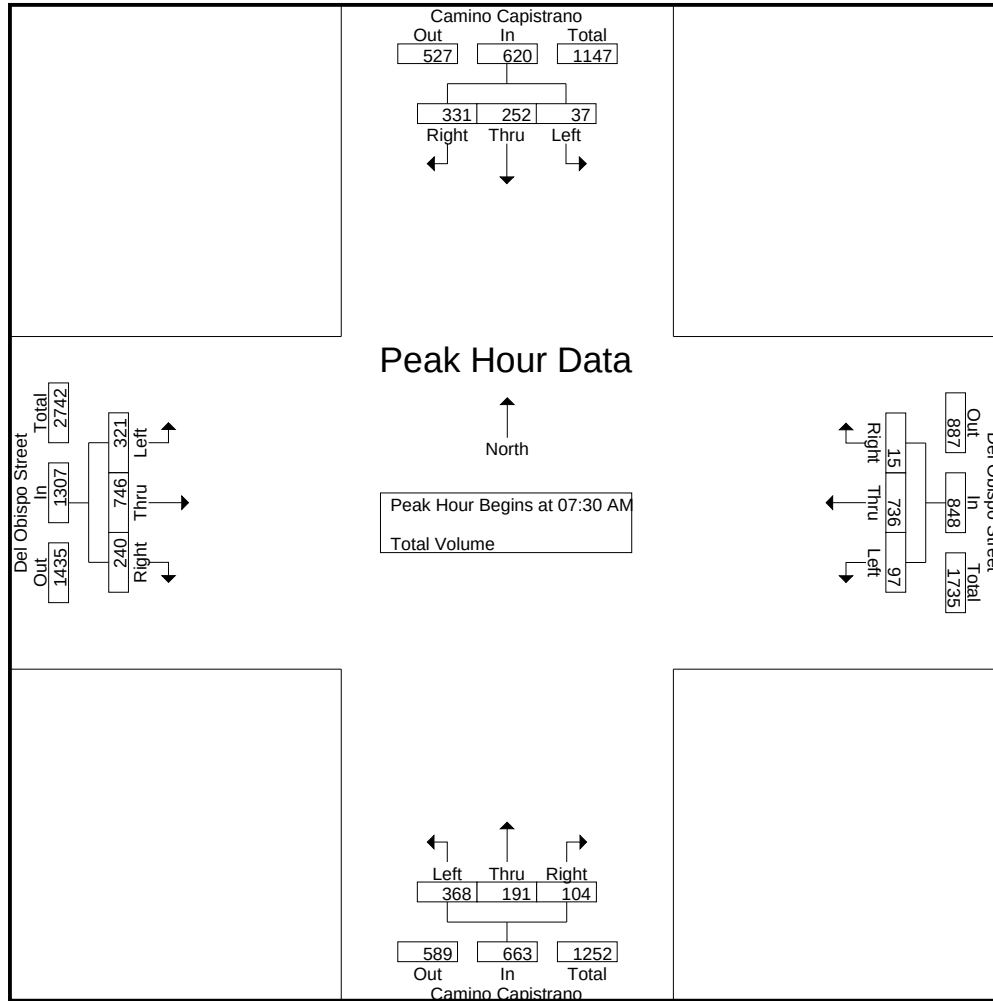
Groups Printed- Total Volume

	Camino Capistrano Southbound				Del Obispo Street Westbound				Camino Capistrano Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	47	66	116	17	128	3	148	44	20	10	74	39	119	37	195	533
07:15 AM	3	44	56	103	18	206	3	227	71	40	23	134	56	145	41	242	706
07:30 AM	8	67	123	198	9	181	2	192	123	50	16	189	132	178	62	372	951
07:45 AM	10	75	89	174	35	212	4	251	83	44	23	150	86	185	61	332	907
Total	24	233	334	591	79	727	12	818	321	154	72	547	313	627	201	1141	3097
08:00 AM	8	56	71	135	30	178	0	208	72	45	34	151	64	199	63	326	820
08:15 AM	11	54	48	113	23	165	9	197	90	52	31	173	39	184	54	277	760
08:30 AM	4	52	63	119	27	167	6	200	80	30	34	144	50	176	50	276	739
08:45 AM	7	37	45	89	32	166	5	203	64	34	34	132	53	120	54	227	651
Total	30	199	227	456	112	676	20	808	306	161	133	600	206	679	221	1106	2970
Grand Total	54	432	561	1047	191	1403	32	1626	627	315	205	1147	519	1306	422	2247	6067
Apprch %	5.2	41.3	53.6		11.7	86.3	2		54.7	27.5	17.9		23.1	58.1	18.8		
Total %	0.9	7.1	9.2	17.3	3.1	23.1	0.5	26.8	10.3	5.2	3.4	18.9	8.6	21.5	7	37	

	Camino Capistrano Southbound				Del Obispo Street Westbound				Camino Capistrano Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	67	123	198	9	181	2	192	123	50	16	189	132	178	62	372	951
07:45 AM	10	75	89	174	35	212	4	251	83	44	23	150	86	185	61	332	907
08:00 AM	8	56	71	135	30	178	0	208	72	45	34	151	64	199	63	326	820
08:15 AM	11	54	48	113	23	165	9	197	90	52	31	173	39	184	54	277	760
Total Volume	37	252	331	620	97	736	15	848	368	191	104	663	321	746	240	1307	3438
% App. Total	6	40.6	53.4		11.4	86.8	1.8		55.5	28.8	15.7		24.6	57.1	18.4		
PHF	.841	.840	.673	.783	.693	.868	.417	.845	.748	.918	.765	.877	.608	.937	.952	.878	.904

City of San Juan Capistrano
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	8	67	123	198	18	206	3	227	123	50	16	189	132	178	62	372
+15 mins.	10	75	89	174	9	181	2	192	83	44	23	150	86	185	61	332
+30 mins.	8	56	71	135	35	212	4	251	72	45	34	151	64	199	63	326
+45 mins.	11	54	48	113	30	178	0	208	90	52	31	173	39	184	54	277
Total Volume	37	252	331	620	92	777	9	878	368	191	104	663	321	746	240	1307
% App. Total	6	40.6	53.4		10.5	88.5	1		55.5	28.8	15.7		24.6	57.1	18.4	
PHF	.841	.840	.673	.783	.657	.916	.563	.875	.748	.918	.765	.877	.608	.937	.952	.878

City of San Juan Capistrano
N/S: Camino Capistrano
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Weather: Clear

File Name : 10_SJO_Cam Cap_Del O Tue PM
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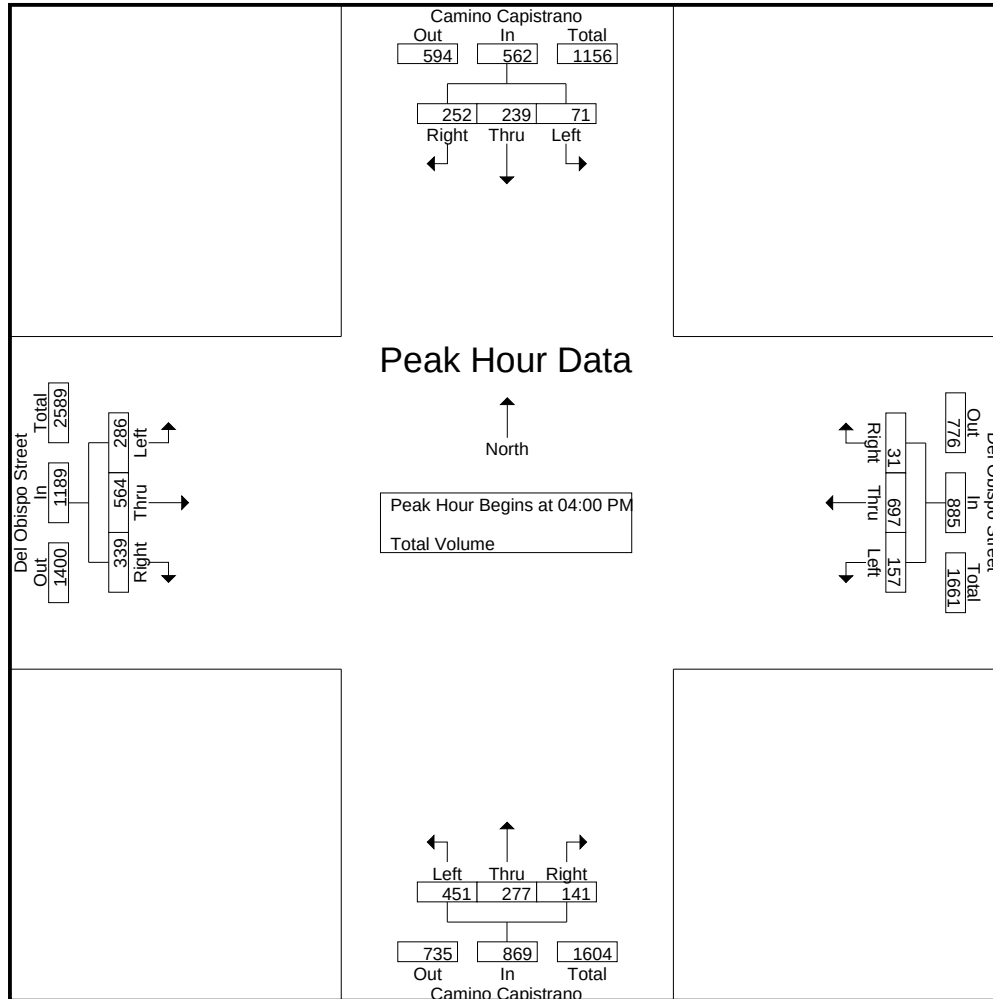
Groups Printed- Total Volume

	Camino Capistrano Southbound				Del Obispo Street Westbound				Camino Capistrano Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	68	74	162	29	172	13	214	123	78	31	232	68	145	103	316	924
04:15 PM	22	43	57	122	69	204	9	282	109	66	39	214	75	140	81	296	914
04:30 PM	20	74	80	174	24	142	5	171	104	59	36	199	73	138	90	301	845
04:45 PM	9	54	41	104	35	179	4	218	115	74	35	224	70	141	65	276	822
Total	71	239	252	562	157	697	31	885	451	277	141	869	286	564	339	1189	3505
05:00 PM	19	61	72	152	25	154	6	185	105	74	51	230	71	153	67	291	858
05:15 PM	15	59	81	155	32	230	4	266	108	69	43	220	71	151	64	286	927
05:30 PM	17	78	65	160	34	175	6	215	84	64	37	185	61	158	41	260	820
05:45 PM	12	54	53	119	36	204	3	243	95	67	37	199	48	137	61	246	807
Total	63	252	271	586	127	763	19	909	392	274	168	834	251	599	233	1083	3412
Grand Total	134	491	523	1148	284	1460	50	1794	843	551	309	1703	537	1163	572	2272	6917
Apprch %	11.7	42.8	45.6		15.8	81.4	2.8		49.5	32.4	18.1		23.6	51.2	25.2		
Total %	1.9	7.1	7.6	16.6	4.1	21.1	0.7	25.9	12.2	8	4.5	24.6	7.8	16.8	8.3	32.8	

	Camino Capistrano Southbound				Del Obispo Street Westbound				Camino Capistrano Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	20	68	74	162	29	172	13	214	123	78	31	232	68	145	103	316	924
04:15 PM	22	43	57	122	69	204	9	282	109	66	39	214	75	140	81	296	914
04:30 PM	20	74	80	174	24	142	5	171	104	59	36	199	73	138	90	301	845
04:45 PM	9	54	41	104	35	179	4	218	115	74	35	224	70	141	65	276	822
Total Volume	71	239	252	562	157	697	31	885	451	277	141	869	286	564	339	1189	3505
% App. Total	12.6	42.5	44.8		17.7	78.8	3.5		51.9	31.9	16.2		24.1	47.4	28.5		
PHF	.807	.807	.788	.807	.569	.854	.596	.785	.917	.888	.904	.936	.953	.972	.823	.941	.948

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				04:00 PM			
+0 mins.	19	61	72	152	25	154	6	185	104	59	36	199	68	145	103	316
+15 mins.	15	59	81	155	32	230	4	266	115	74	35	224	75	140	81	296
+30 mins.	17	78	65	160	34	175	6	215	105	74	51	230	73	138	90	301
+45 mins.	12	54	53	119	36	204	3	243	108	69	43	220	70	141	65	276
Total Volume	63	252	271	586	127	763	19	909	432	276	165	873	286	564	339	1189
% App. Total	10.8	43	46.2		14	83.9	2.1		49.5	31.6	18.9		24.1	47.4	28.5	
PHF	.829	.808	.836	.916	.882	.829	.792	.854	.939	.932	.809	.949	.953	.972	.823	.941

City of San Juan Capistrano
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Weather: Clear

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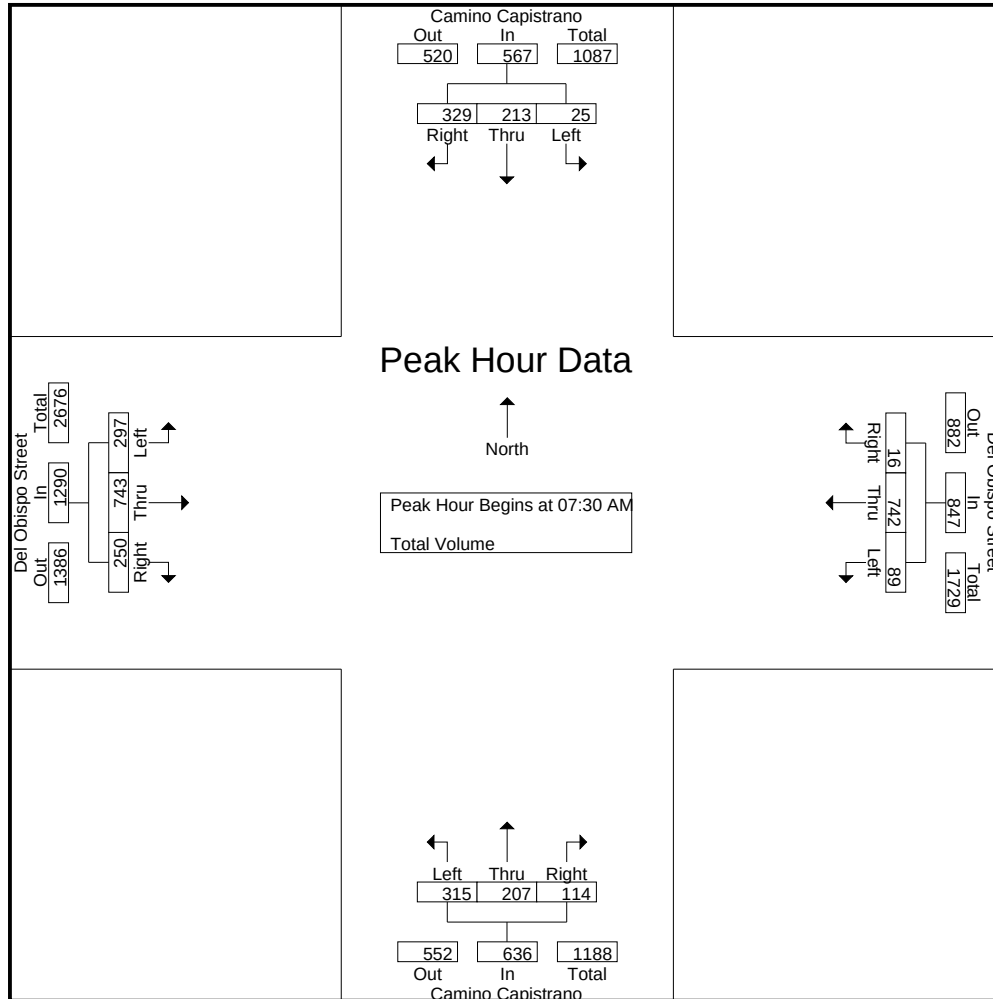
Groups Printed- Total Volume

	Camino Capistrano Southbound				Del Obispo Street Westbound				Camino Capistrano Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	39	62	108	17	123	2	142	46	23	19	88	40	127	41	208	546
07:15 AM	6	42	79	127	17	159	3	179	64	21	21	106	62	116	46	224	636
07:30 AM	7	59	111	177	15	147	4	166	65	40	23	128	118	156	61	335	806
07:45 AM	6	56	78	140	25	183	4	212	79	58	26	163	58	191	80	329	844
Total	26	196	330	552	74	612	13	699	254	142	89	485	278	590	228	1096	2832
08:00 AM	7	53	68	128	20	195	3	218	72	49	32	153	61	174	51	286	785
08:15 AM	5	45	72	122	29	217	5	251	99	60	33	192	60	222	58	340	905
08:30 AM	4	56	68	128	15	141	3	159	117	45	35	197	55	154	61	270	754
08:45 AM	2	50	38	90	32	194	5	231	61	52	33	146	46	151	61	258	725
Total	18	204	246	468	96	747	16	859	349	206	133	688	222	701	231	1154	3169
Grand Total	44	400	576	1020	170	1359	29	1558	603	348	222	1173	500	1291	459	2250	6001
Apprch %	4.3	39.2	56.5		10.9	87.2	1.9		51.4	29.7	18.9		22.2	57.4	20.4		
Total %	0.7	6.7	9.6	17	2.8	22.6	0.5	26	10	5.8	3.7	19.5	8.3	21.5	7.6	37.5	

	Camino Capistrano Southbound				Del Obispo Street Westbound				Camino Capistrano Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	59	111	177	15	147	4	166	65	40	23	128	118	156	61	335	806
07:45 AM	6	56	78	140	25	183	4	212	79	58	26	163	58	191	80	329	844
08:00 AM	7	53	68	128	20	195	3	218	72	49	32	153	61	174	51	286	785
08:15 AM	5	45	72	122	29	217	5	251	99	60	33	192	60	222	58	340	905
Total Volume	25	213	329	567	89	742	16	847	315	207	114	636	297	743	250	1290	3340
% App. Total	4.4	37.6	58		10.5	87.6	1.9		49.5	32.5	17.9		23	57.6	19.4		
PHF	.893	.903	.741	.801	.767	.855	.800	.844	.795	.863	.864	.828	.629	.837	.781	.949	.923

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:45 AM				07:30 AM			
+0 mins.	6	42	79	127	20	195	3	218	79	58	26	163	118	156	61	335
+15 mins.	7	59	111	177	29	217	5	251	72	49	32	153	58	191	80	329
+30 mins.	6	56	78	140	15	141	3	159	99	60	33	192	61	174	51	286
+45 mins.	7	53	68	128	32	194	5	231	117	45	35	197	60	222	58	340
Total Volume	26	210	336	572	96	747	16	859	367	212	126	705	297	743	250	1290
% App. Total	4.5	36.7	58.7		11.2	87	1.9		52.1	30.1	17.9		23	57.6	19.4	
PHF	.929	.890	.757	.808	.750	.861	.800	.856	.784	.883	.900	.895	.629	.837	.781	.949

City of San Juan Capistrano
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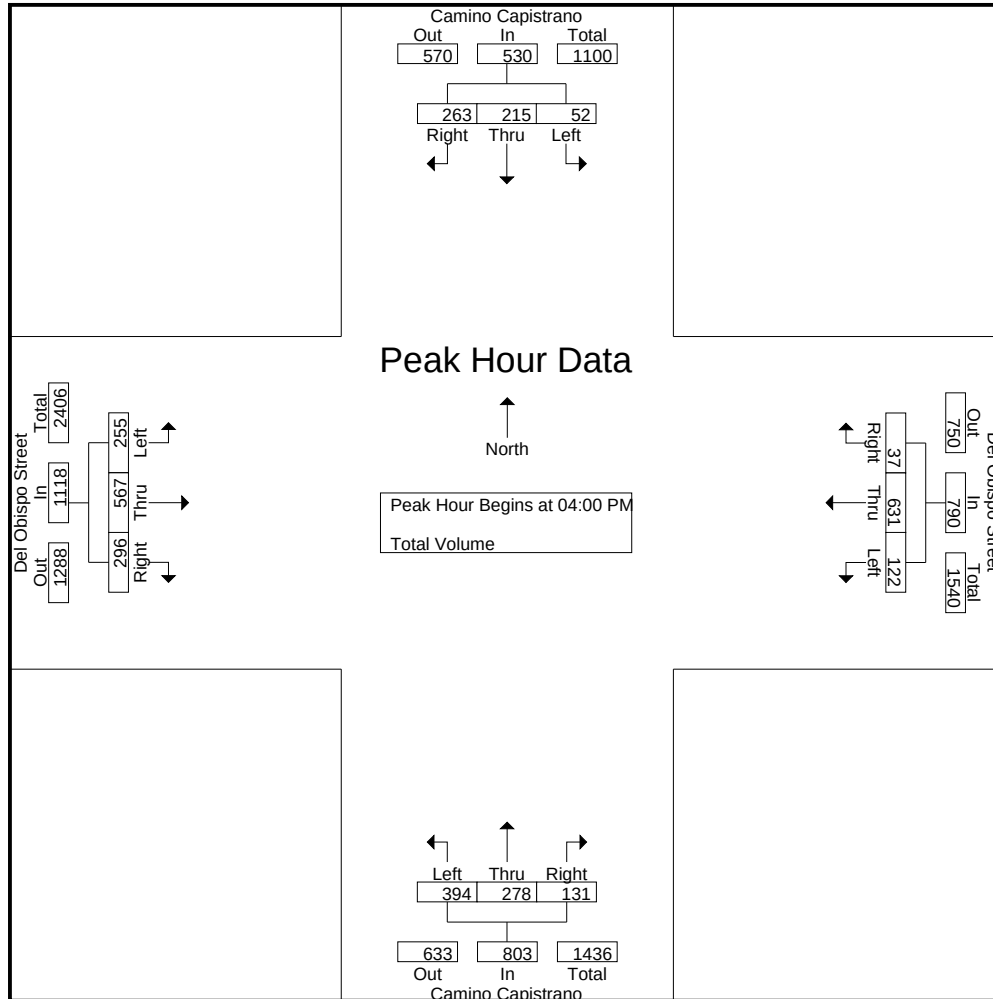
Groups Printed- Total Volume

	Camino Capistrano Southbound				Del Obispo Street Westbound				Camino Capistrano Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	56	68	135	28	175	9	212	89	76	30	195	87	154	101	342	884
04:15 PM	12	50	66	128	44	151	16	211	105	58	35	198	41	137	71	249	786
04:30 PM	15	55	57	127	24	148	4	176	88	74	35	197	69	140	64	273	773
04:45 PM	14	54	72	140	26	157	8	191	112	70	31	213	58	136	60	254	798
Total	52	215	263	530	122	631	37	790	394	278	131	803	255	567	296	1118	3241
05:00 PM	14	47	66	127	25	171	6	202	99	65	33	197	48	140	82	270	796
05:15 PM	18	54	75	147	36	202	8	246	92	61	33	186	51	168	60	279	858
05:30 PM	12	53	59	124	40	161	3	204	80	63	43	186	65	141	49	255	769
05:45 PM	21	45	56	122	34	159	9	202	91	44	44	179	62	142	73	277	780
Total	65	199	256	520	135	693	26	854	362	233	153	748	226	591	264	1081	3203
Grand Total	117	414	519	1050	257	1324	63	1644	756	511	284	1551	481	1158	560	2199	6444
Apprch %	11.1	39.4	49.4		15.6	80.5	3.8		48.7	32.9	18.3		21.9	52.7	25.5		
Total %	1.8	6.4	8.1	16.3	4	20.5	1	25.5	11.7	7.9	4.4	24.1	7.5	18	8.7	34.1	

	Camino Capistrano Southbound				Del Obispo Street Westbound				Camino Capistrano Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	11	56	68	135	28	175	9	212	89	76	30	195	87	154	101	342	884
04:15 PM	12	50	66	128	44	151	16	211	105	58	35	198	41	137	71	249	786
04:30 PM	15	55	57	127	24	148	4	176	88	74	35	197	69	140	64	273	773
04:45 PM	14	54	72	140	26	157	8	191	112	70	31	213	58	136	60	254	798
Total Volume	52	215	263	530	122	631	37	790	394	278	131	803	255	567	296	1118	3241
% App. Total	9.8	40.6	49.6		15.4	79.9	4.7		49.1	34.6	16.3		22.8	50.7	26.5		
PHF	.867	.960	.913	.946	.693	.901	.578	.932	.879	.914	.936	.942	.733	.920	.733	.817	.917

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:15 PM				04:00 PM			
+0 mins.	15	55	57	127	25	171	6	202	105	58	35	198	87	154	101	342
+15 mins.	14	54	72	140	36	202	8	246	88	74	35	197	41	137	71	249
+30 mins.	14	47	66	127	40	161	3	204	112	70	31	213	69	140	64	273
+45 mins.	18	54	75	147	34	159	9	202	99	65	33	197	58	136	60	254
Total Volume	61	210	270	541	135	693	26	854	404	267	134	805	255	567	296	1118
% App. Total	11.3	38.8	49.9		15.8	81.1	3		50.2	33.2	16.6		22.8	50.7	26.5	
PHF	.847	.955	.900	.920	.844	.858	.722	.868	.902	.902	.957	.945	.733	.920	.733	.817

City of San Juan Capistrano
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Weather: Clear

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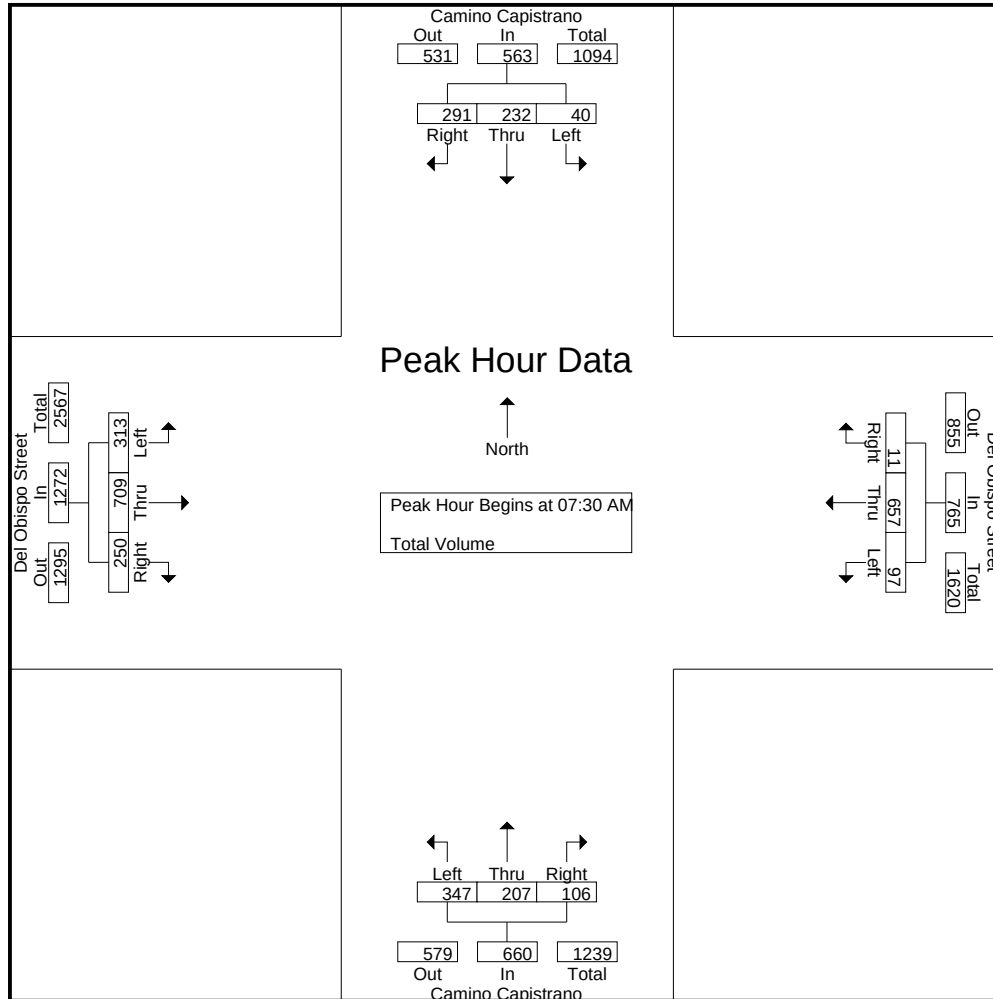
Groups Printed- Total Volume

	Camino Capistrano Southbound				Del Obispo Street Westbound				Camino Capistrano Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	47	49	100	16	130	6	152	49	16	10	75	29	143	57	229	556
07:15 AM	5	49	99	153	16	221	1	238	68	37	26	131	63	125	37	225	747
07:30 AM	14	62	99	175	14	178	0	192	108	52	27	187	123	148	71	342	896
07:45 AM	9	67	80	156	27	150	6	183	82	44	24	150	72	182	72	326	815
Total	32	225	327	584	73	679	13	765	307	149	87	543	287	598	237	1122	3014
08:00 AM	10	61	48	119	28	173	1	202	77	58	25	160	63	188	47	298	779
08:15 AM	7	42	64	113	28	156	4	188	80	53	30	163	55	191	60	306	770
08:30 AM	4	62	68	134	19	140	1	160	68	29	24	121	58	162	48	268	683
08:45 AM	9	41	49	99	41	160	4	205	73	46	27	146	67	150	75	292	742
Total	30	206	229	465	116	629	10	755	298	186	106	590	243	691	230	1164	2974
Grand Total	62	431	556	1049	189	1308	23	1520	605	335	193	1133	530	1289	467	2286	5988
Apprch %	5.9	41.1	53		12.4	86.1	1.5		53.4	29.6	17		23.2	56.4	20.4		
Total %	1	7.2	9.3	17.5	3.2	21.8	0.4	25.4	10.1	5.6	3.2	18.9	8.9	21.5	7.8	38.2	

	Camino Capistrano Southbound				Del Obispo Street Westbound				Camino Capistrano Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	14	62	99	175	14	178	0	192	108	52	27	187	123	148	71	342	896
07:45 AM	9	67	80	156	27	150	6	183	82	44	24	150	72	182	72	326	815
08:00 AM	10	61	48	119	28	173	1	202	77	58	25	160	63	188	47	298	779
08:15 AM	7	42	64	113	28	156	4	188	80	53	30	163	55	191	60	306	770
Total Volume	40	232	291	563	97	657	11	765	347	207	106	660	313	709	250	1272	3260
% App. Total	7.1	41.2	51.7		12.7	85.9	1.4		52.6	31.4	16.1		24.6	55.7	19.7		
PHF	.714	.866	.735	.804	.866	.923	.458	.947	.803	.892	.883	.882	.636	.928	.868	.930	.910

City of San Juan Capistrano
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	5	49	99	153	16	221	1	238	108	52	27	187	123	148	71	342
+15 mins.	14	62	99	175	14	178	0	192	82	44	24	150	72	182	72	326
+30 mins.	9	67	80	156	27	150	6	183	77	58	25	160	63	188	47	298
+45 mins.	10	61	48	119	28	173	1	202	80	53	30	163	55	191	60	306
Total Volume	38	239	326	603	85	722	8	815	347	207	106	660	313	709	250	1272
% App. Total	6.3	39.6	54.1		10.4	88.6	1		52.6	31.4	16.1		24.6	55.7	19.7	
PHF	.679	.892	.823	.861	.759	.817	.333	.856	.803	.892	.883	.882	.636	.928	.868	.930

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Del Obispo Street
Weather: Clear

File Name : 10_SJO_Cam Cap_Del O Thu PM
Site Code : 05723399
Start Date : 4/27/2023
Page No : 1

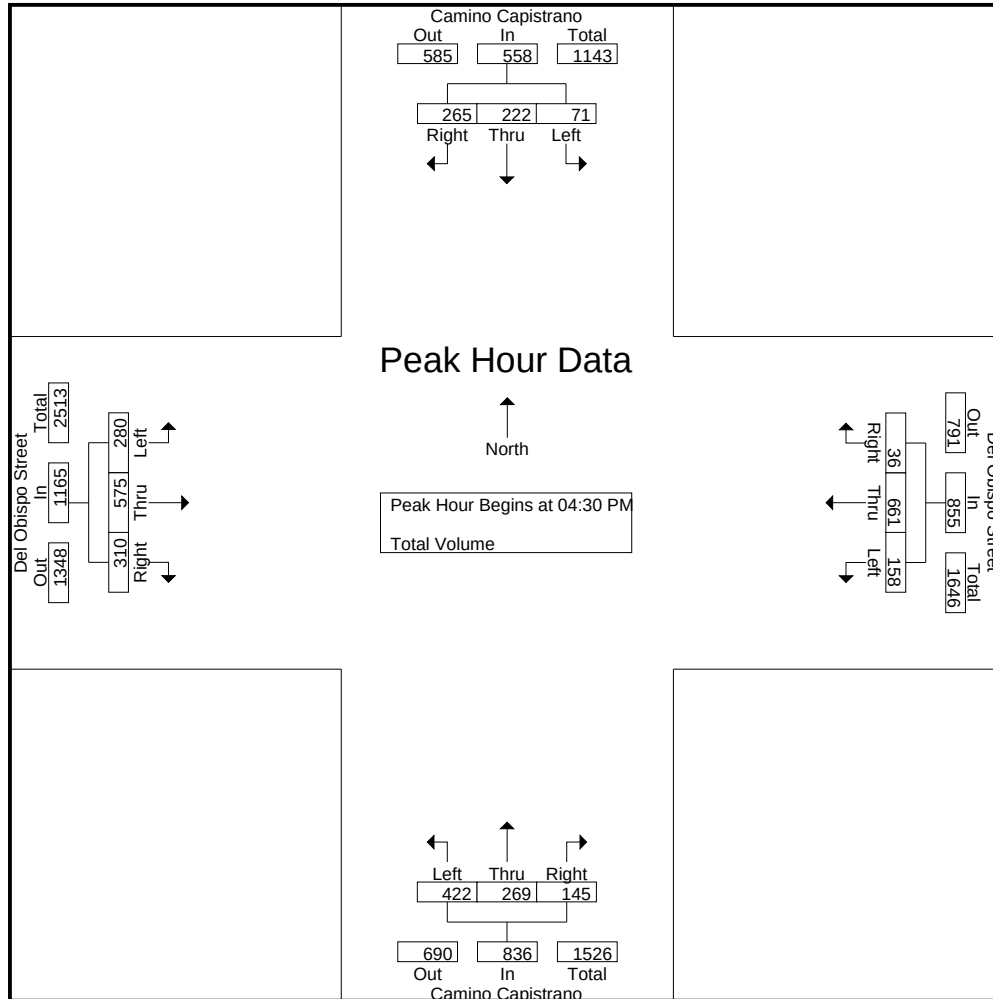
Groups Printed- Total Volume

	Camino Capistrano Southbound				Del Obispo Street Westbound				Camino Capistrano Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	68	59	138	40	163	12	215	97	54	34	185	83	132	83	298	836
04:15 PM	11	33	53	97	45	190	13	248	127	73	34	234	7	106	88	201	780
04:30 PM	21	64	70	155	41	167	5	213	102	75	38	215	78	126	81	285	868
04:45 PM	23	52	58	133	34	149	9	192	112	62	33	207	72	137	77	286	818
Total	66	217	240	523	160	669	39	868	438	264	139	841	240	501	329	1070	3302
05:00 PM	18	63	69	150	42	158	7	207	90	59	42	191	77	151	81	309	857
05:15 PM	9	43	68	120	41	187	15	243	118	73	32	223	53	161	71	285	871
05:30 PM	11	57	44	112	34	167	11	212	82	59	38	179	62	138	65	265	768
05:45 PM	5	38	54	97	32	197	4	233	101	63	36	200	54	121	64	239	769
Total	43	201	235	479	149	709	37	895	391	254	148	793	246	571	281	1098	3265
Grand Total	109	418	475	1002	309	1378	76	1763	829	518	287	1634	486	1072	610	2168	6567
Apprch %	10.9	41.7	47.4		17.5	78.2	4.3		50.7	31.7	17.6		22.4	49.4	28.1		
Total %	1.7	6.4	7.2	15.3	4.7	21	1.2	26.8	12.6	7.9	4.4	24.9	7.4	16.3	9.3	33	

	Camino Capistrano Southbound				Del Obispo Street Westbound				Camino Capistrano Northbound				Del Obispo Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	21	64	70	155	41	167	5	213	102	75	38	215	78	126	81	285	868
04:45 PM	23	52	58	133	34	149	9	192	112	62	33	207	72	137	77	286	818
05:00 PM	18	63	69	150	42	158	7	207	90	59	42	191	77	151	81	309	857
05:15 PM	9	43	68	120	41	187	15	243	118	73	32	223	53	161	71	285	871
Total Volume	71	222	265	558	158	661	36	855	422	269	145	836	280	575	310	1165	3414
% App. Total	12.7	39.8	47.5		18.5	77.3	4.2		50.5	32.2	17.3		24	49.4	26.6		
PHF	.772	.867	.946	.900	.940	.884	.600	.880	.894	.897	.863	.937	.897	.893	.957	.943	.980

City of San Juan Capistrano
N/S: Camino Capistrano
E/W: Del Obispo Street
Weather: Clear

File Name : 10_SJO_Cam Cap_Del O Thu PM
Site Code : 05723399
Start Date : 4/27/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:15 PM				04:30 PM			
+0 mins.	21	64	70	155	42	158	7	207	127	73	34	234	78	126	81	285
+15 mins.	23	52	58	133	41	187	15	243	102	75	38	215	72	137	77	286
+30 mins.	18	63	69	150	34	167	11	212	112	62	33	207	77	151	81	309
+45 mins.	9	43	68	120	32	197	4	233	90	59	42	191	53	161	71	285
Total Volume	71	222	265	558	149	709	37	895	431	269	147	847	280	575	310	1165
% App. Total	12.7	39.8	47.5		16.6	79.2	4.1		50.9	31.8	17.4		24	49.4	26.6	
PHF	.772	.867	.946	.900	.887	.900	.617	.921	.848	.897	.875	.905	.897	.893	.957	.943

APPENDIX B-II

ROADWAY SEGMENT COUNTS

Counts Unlimited, Inc.

City of San Juan Capistrano
Old Mission Road
B/ Camino Capistrano - El Camino Real
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO001
Site Code: 057-23399

Start Time	4/25/23 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	43			2	59				
12:15		6	45			3	81				
12:30		0	38			0	63				
12:45		2	65	13	191	3	72	8	275	21	466
01:00		0	56			2	71				
01:15		2	42			2	72				
01:30		0	60			3	57				
01:45		1	41	3	199	1	59	8	259	11	458
02:00		1	48			1	46				
02:15		2	45			7	68				
02:30		0	45			1	69				
02:45		1	37	4	175	2	86	11	269	15	444
03:00		1	49			2	74				
03:15		0	47			3	69				
03:30		2	31			0	60				
03:45		2	43	5	170	0	84	5	287	10	457
04:00		1	37			2	78				
04:15		2	26			1	69				
04:30		6	33			1	66				
04:45		7	34	16	130	3	64	7	277	23	407
05:00		9	35			4	70				
05:15		11	33			7	73				
05:30		26	35			5	60				
05:45		26	31	72	134	10	87	26	290	98	424
06:00		14	40			14	55				
06:15		26	32			18	62				
06:30		29	38			24	54				
06:45		36	29	105	139	27	59	83	230	188	369
07:00		15	39			40	40				
07:15		20	47			61	42				
07:30		48	30			90	39				
07:45		61	32	144	148	138	33	329	154	473	302
08:00		36	36			82	34				
08:15		60	34			80	34				
08:30		23	34			47	36				
08:45		29	30	148	134	50	20	259	124	407	258
09:00		18	40			40	31				
09:15		27	44			38	21				
09:30		28	20			47	17				
09:45		28	16	101	120	44	22	169	91	270	211
10:00		30	20			55	16				
10:15		20	10			47	18				
10:30		33	16			46	15				
10:45		35	8	118	54	54	12	202	61	320	115
11:00		38	5			67	10				
11:15		22	6			53	11				
11:30		44	4			60	6				
11:45		27	5	131	20	74	4	254	31	385	51
Total		860	1614	860	1614	1361	2348	1361	2348	2221	3962
Combined Total		2474		2474		3709		3709		6183	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	205	-	-	-	390	-	-	-	-	-
P.H.F.		0.840				0.707					
PM Peak	-	-	00:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	223	-	-	-	298	-	-	-	-
P.H.F.			0.858				0.866				
Percentage		34.8%	65.2%			36.7%	63.3%				

Counts Unlimited, Inc.

City of San Juan Capistrano
Old Mission Road
B/ Camino Capistrano - El Camino Real
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO001
Site Code: 057-23399

Start Time	4/26/23 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	44			5	69				
12:15		4	43			4	73				
12:30		0	42			5	45				
12:45		1	46	9	175	2	48	16	235	25	410
01:00		2	45			2	61				
01:15		5	55			4	82				
01:30		0	45			2	56				
01:45		1	61	8	206	1	53	9	252	17	458
02:00		0	49			0	69				
02:15		1	49			4	70				
02:30		3	52			0	79				
02:45		0	45	4	195	1	84	5	302	9	497
03:00		0	50			2	70				
03:15		1	65			0	63				
03:30		0	40			0	59				
03:45		2	32	3	187	1	80	3	272	6	459
04:00		4	46			1	69				
04:15		1	39			3	84				
04:30		4	26			2	50				
04:45		8	34	17	145	3	66	9	269	26	414
05:00		9	38			9	62				
05:15		8	29			9	57				
05:30		20	32			6	53				
05:45		36	39	73	138	7	62	31	234	104	372
06:00		19	23			17	60				
06:15		23	38			13	60				
06:30		25	33			11	46				
06:45		24	34	91	128	28	61	69	227	160	355
07:00		23	54			42	50				
07:15		39	29			67	35				
07:30		54	31			105	31				
07:45		63	35	179	149	119	41	333	157	512	306
08:00		37	34			87	40				
08:15		41	35			70	32				
08:30		45	37			63	29				
08:45		28	37	151	143	53	37	273	138	424	281
09:00		22	39			44	28				
09:15		35	39			33	18				
09:30		30	28			35	18				
09:45		28	34	115	140	46	19	158	83	273	223
10:00		34	24			46	18				
10:15		33	14			52	14				
10:30		26	15			52	15				
10:45		21	8	114	61	62	7	212	54	326	115
11:00		42	8			55	10				
11:15		45	9			59	6				
11:30		35	4			61	7				
11:45		49	0	171	21	74	5	249	28	420	49
Total		935	1688	935	1688	1367	2251	1367	2251	2302	3939
Combined Total		2623		2623		3618		3618		6241	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	195	-	-	-	381	-	-	-	-	-
P.H.F.		0.774				0.800					
PM Peak	-	-	02:30	-	-	-	02:15	-	-	-	-
Vol.	-	-	212	-	-	-	303	-	-	-	-
P.H.F.			0.815				0.902				
Percentage		35.6%	64.4%			37.8%	62.2%				

Counts Unlimited, Inc.

City of San Juan Capistrano
Old Mission Road
B/ Camino Capistrano - El Camino Real
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO001
Site Code: 057-23399

Start Time	4/27/23 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	49			8	72				
12:15		3	42			4	81				
12:30		0	49			3	62				
12:45		1	53	6	193	6	64	21	279	27	472
01:00		2	45			0	60				
01:15		5	43			2	77				
01:30		1	45			5	61				
01:45		2	53	10	186	1	61	8	259	18	445
02:00		0	53			0	72				
02:15		1	41			3	73				
02:30		1	47			0	65				
02:45		4	46	6	187	4	90	7	300	13	487
03:00		0	47			0	85				
03:15		0	38			2	68				
03:30		1	53			0	54				
03:45		2	33	3	171	0	81	2	288	5	459
04:00		1	53			0	69				
04:15		2	48			3	49				
04:30		6	37			1	76				
04:45		4	38	13	176	3	80	7	274	20	450
05:00		7	39			3	73				
05:15		7	34			4	60				
05:30		19	41			4	58				
05:45		33	31	66	145	13	69	24	260	90	405
06:00		22	45			7	70				
06:15		25	49			20	77				
06:30		21	44			19	44				
06:45		28	35	96	173	25	49	71	240	167	413
07:00		21	50			39	47				
07:15		30	35			58	47				
07:30		59	29			97	44				
07:45		44	37	154	151	123	38	317	176	471	327
08:00		42	37			78	40				
08:15		44	54			74	26				
08:30		28	32			47	22				
08:45		29	38	143	161	44	31	243	119	386	280
09:00		27	44			60	30				
09:15		23	32			40	29				
09:30		16	37			56	27				
09:45		20	21	86	134	43	23	199	109	285	243
10:00		35	22			43	19				
10:15		34	18			58	14				
10:30		23	10			39	20				
10:45		47	7	139	57	66	12	206	65	345	122
11:00		49	5			64	12				
11:15		51	12			58	6				
11:30		47	3			83	13				
11:45		40	15	187	35	79	6	284	37	471	72
Total		909	1769	909	1769	1389	2406	1389	2406	2298	4175
Combined Total		2678		2678		3795		3795		6473	
AM Peak	-	10:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	194	-	-	-	372	-	-	-	-	-
P.H.F.		0.951				0.756					
PM Peak	-	-	01:15	-	-	-	02:15	-	-	-	-
Vol.	-	-	194	-	-	-	313	-	-	-	-
P.H.F.			0.915				0.869				
Percentage		33.9%	66.1%			36.6%	63.4%				
ADT/AADT		ADT 6,299	AADT 6,299								

Counts Unlimited, Inc.

City of San Juan Capistrano

PO Box 1178

Ortega Highway

Corona, CA 92878

B/ Old Mission Road - Interstate 5 Southbound On Ramp

Phone: (951) 268-6268

72 Hour Directional Volume Count

email: counts@countsunlimited.com

SJO002

Site Code: 057-23399

Start Time	4/25/23 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	267			23	373				
12:15		13	306			15	266				
12:30		4	246			6	340				
12:45		4	340	38	1159	11	328	55	1307	93	2466
01:00		14	315			11	320				
01:15		8	357			9	316				
01:30		4	308			10	295				
01:45		5	315	31	1295	7	316	37	1247	68	2542
02:00		7	374			8	319				
02:15		9	292			9	375				
02:30		9	360			5	355				
02:45		4	338	29	1364	7	405	29	1454	58	2818
03:00		8	313			9	360				
03:15		6	244			6	382				
03:30		10	230			2	413				
03:45		8	299	32	1086	9	426	26	1581	58	2667
04:00		13	262			14	400				
04:15		15	297			12	375				
04:30		34	289			15	371				
04:45		38	276	100	1124	29	352	70	1498	170	2622
05:00		46	296			29	353				
05:15		53	320			47	385				
05:30		83	299			55	333				
05:45		113	274	295	1189	107	390	238	1461	533	2650
06:00		88	307			108	334				
06:15		127	293			188	299				
06:30		153	235			173	287				
06:45		230	235	598	1070	252	298	721	1218	1319	2288
07:00		188	232			254	233				
07:15		226	209			426	230				
07:30		284	209			434	218				
07:45		394	189	1092	839	417	200	1531	881	2623	1720
08:00		311	195			382	157				
08:15		363	188			411	155				
08:30		281	167			341	158				
08:45		223	173	1178	723	349	126	1483	596	2661	1319
09:00		196	163			297	122				
09:15		253	152			235	100				
09:30		202	134			286	94				
09:45		207	111	858	560	317	92	1135	408	1993	968
10:00		197	89			312	78				
10:15		251	69			294	65				
10:30		232	52			253	78				
10:45		241	42	921	252	313	38	1172	259	2093	511
11:00		238	29			301	41				
11:15		262	17			314	39				
11:30		243	29			321	19				
11:45		272	16	1015	91	346	22	1282	121	2297	212
Total		6187	10752	6187	10752	7779	12031	7779	12031	13966	22783
Combined Total		16939		16939		19810		19810		36749	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	1352	-	-	-	1659	-	-	-	-	-
P.H.F.		0.858				0.956					
PM Peak	-	-	02:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	1364	-	-	-	1621	-	-	-	-
P.H.F.			0.912				0.951				
Percentage		36.5%	63.5%			39.3%	60.7%				

Counts Unlimited, Inc.

City of San Juan Capistrano

PO Box 1178

Ortega Highway

Corona, CA 92878

B/ Old Mission Road - Interstate 5 Southbound On Ramp

Phone: (951) 268-6268

72 Hour Directional Volume Count

email: counts@countsunlimited.com

SJO002

Site Code: 057-23399

Start Time	4/26/23 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		22	286			24	347				
12:15		17	338			18	330				
12:30		11	309			14	307				
12:45		9	366	59	1299	5	308	61	1292	120	2591
01:00		10	283			12	368				
01:15		13	332			9	341				
01:30		8	323			7	335				
01:45		4	313	35	1251	7	349	35	1393	70	2644
02:00		3	293			7	344				
02:15		4	307			10	335				
02:30		4	345			2	379				
02:45		3	310	14	1255	4	403	23	1461	37	2716
03:00		4	296			4	368				
03:15		7	236			6	358				
03:30		7	257			4	339				
03:45		10	287	28	1076	8	401	22	1466	50	2542
04:00		14	281			12	358				
04:15		15	258			13	352				
04:30		19	276			12	320				
04:45		40	265	88	1080	17	370	54	1400	142	2480
05:00		40	286			33	375				
05:15		44	283			50	352				
05:30		87	278			54	357				
05:45		100	292	271	1139	104	354	241	1438	512	2577
06:00		100	266			117	339				
06:15		133	277			156	318				
06:30		165	236			141	258				
06:45		222	244	620	1023	242	273	656	1188	1276	2211
07:00		202	204			248	239				
07:15		263	222			376	244				
07:30		243	215			375	194				
07:45		354	215	1062	856	421	184	1420	861	2482	1717
08:00		321	191			385	197				
08:15		361	203			461	147				
08:30		281	181			397	157				
08:45		273	195	1236	770	370	125	1613	626	2849	1396
09:00		209	169			319	130				
09:15		261	159			278	114				
09:30		191	125			269	104				
09:45		233	128	894	581	305	101	1171	449	2065	1030
10:00		194	109			263	89				
10:15		252	62			285	66				
10:30		208	54			322	50				
10:45		262	50	916	275	328	60	1198	265	2114	540
11:00		227	41			290	46				
11:15		304	28			291	39				
11:30		253	33			333	30				
11:45		331	12	1115	114	357	28	1271	143	2386	257
Total		6338	10719	6338	10719	7765	11982	7765	11982	14103	22701
Combined Total		17057		17057		19747		19747		36804	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	1317	-	-	-	1664	-	-	-	-	-
P.H.F.		0.912				0.902					
PM Peak	-	-	00:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	1304	-	-	-	1508	-	-	-	-
P.H.F.			0.891				0.935				
Percentage		37.2%	62.8%			39.3%	60.7%				

Counts Unlimited, Inc.

City of San Juan Capistrano

PO Box 1178

Ortega Highway

Corona, CA 92878

B/ Old Mission Road - Interstate 5 Southbound On Ramp

Phone: (951) 268-6268

72 Hour Directional Volume Count

email: counts@countsunlimited.com

SJO002

Site Code: 057-23399

Start Time	4/27/23 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		20	272			16	453				
12:15		9	310			23	451				
12:30		14	289			19	387				
12:45		10	319	53	1190	17	424	75	1715	128	2905
01:00		10	318			7	427				
01:15		7	326			8	450				
01:30		4	324			5	392				
01:45		5	333	26	1301	6	332	26	1601	52	2902
02:00		4	339			7	342				
02:15		5	329			4	376				
02:30		5	357			1	338				
02:45		10	298	24	1323	6	387	18	1443	42	2766
03:00		2	319			8	391				
03:15		10	225			8	380				
03:30		10	241			4	383				
03:45		10	305	32	1090	10	405	30	1559	62	2649
04:00		10	193			10	408				
04:15		21	283			14	388				
04:30		30	301			20	361				
04:45		29	297	90	1074	26	342	70	1499	160	2573
05:00		35	281			19	399				
05:15		48	299			38	336				
05:30		78	290			60	359				
05:45		100	289	261	1159	108	341	225	1435	486	2594
06:00		94	286			123	294				
06:15		130	292			177	372				
06:30		154	256			152	281				
06:45		210	188	588	1022	224	292	676	1239	1264	2261
07:00		217	255			277	280				
07:15		254	240			386	266				
07:30		238	201			426	195				
07:45		375	165	1084	861	359	211	1448	952	2532	1813
08:00		326	252			384	177				
08:15		376	207			404	204				
08:30		256	200			368	153				
08:45		286	187	1244	846	352	169	1508	703	2752	1549
09:00		217	190			426	134				
09:15		219	189			350	134				
09:30		202	149			350	121				
09:45		231	143	869	671	412	104	1538	493	2407	1164
10:00		190	109			349	83				
10:15		264	80			415	72				
10:30		226	55			352	67				
10:45		235	55	915	299	371	57	1487	279	2402	578
11:00		233	46			403	39				
11:15		320	26			403	35				
11:30		237	31			406	41				
11:45		311	23	1101	126	436	28	1648	143	2749	269
Total		6287	10962	6287	10962	8749	13061	8749	13061	15036	24023
Combined Total		17249		17249		21810		21810		39059	
AM Peak	-	07:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	1333	-	-	-	1648	-	-	-	-	-
P.H.F.		0.886				0.945					
PM Peak	-	-	01:45	-	-	-	12:00	-	-	-	-
Vol.	-	-	1358	-	-	-	1715	-	-	-	-
P.H.F.			0.951				0.946				
Percentage		36.4%	63.6%			40.1%	59.9%				
ADT/AADT		ADT 37,537		AADT 37,537							

Counts Unlimited, Inc.

City of San Juan Capistrano
State Route 74
B/ I-5 Southbound Ramps - I-5 Northbound Ramps
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO003
Site Code: 057-23399

Start Time	4/25/23 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		26	351			11	274				
12:15		18	381			9	219				
12:30		10	313			5	226				
12:45		10	404	64	1449	12	261	37	980	101	2429
01:00		16	374			5	263				
01:15		8	445			8	261				
01:30		10	392			4	208				
01:45		7	418	41	1629	3	274	20	1006	61	2635
02:00		13	484			8	214				
02:15		16	436			10	267				
02:30		10	530			3	268				
02:45		6	514	45	1964	3	317	24	1066	69	3030
03:00		24	451			5	270				
03:15		17	397			3	300				
03:30		27	446			3	305				
03:45		22	505	90	1799	4	349	15	1224	105	3023
04:00		21	448			9	312				
04:15		28	518			9	295				
04:30		60	474			6	301				
04:45		69	447	178	1887	18	255	42	1163	220	3050
05:00		59	521			22	295				
05:15		88	504			52	273				
05:30		130	537			45	255				
05:45		178	460	455	2022	81	274	200	1097	655	3119
06:00		159	455			97	249				
06:15		212	414			133	225				
06:30		278	399			120	211				
06:45		370	363	1019	1631	169	210	519	895	1538	2526
07:00		307	303			180	162				
07:15		336	302			234	153				
07:30		413	295			288	171				
07:45		510	227	1566	1127	275	160	977	646	2543	1773
08:00		524	241			233	117				
08:15		571	238			296	110				
08:30		414	219			251	102				
08:45		347	206	1856	904	296	90	1076	419	2932	1323
09:00		293	195			216	84				
09:15		371	171			202	69				
09:30		311	144			215	72				
09:45		301	126	1276	636	266	68	899	293	2175	929
10:00		278	116			211	63				
10:15		339	94			231	47				
10:30		320	73			172	58				
10:45		325	55	1262	338	224	36	838	204	2100	542
11:00		323	45			225	41				
11:15		353	28			261	28				
11:30		346	40			236	10				
11:45		362	22	1384	135	275	6	997	85	2381	220
Total		9236	15521	9236	15521	5644	9078	5644	9078	14880	24599
Combined Total		24757		24757		14722		14722		39479	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	2019	-	-	-	1092	-	-	-	-	-
P.H.F.		0.884				0.922					
PM Peak	-	-	05:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	2022	-	-	-	1266	-	-	-	-
P.H.F.			0.941				0.907				
Percentage		37.3%	62.7%			38.3%	61.7%				

Counts Unlimited, Inc.

City of San Juan Capistrano
State Route 74
B/ I-5 Southbound Ramps - I-5 Northbound Ramps
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO003
Site Code: 057-23399

Start Time	4/26/23 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		23	396			19	240				
12:15		31	429			7	247				
12:30		11	394			8	252				
12:45		13	454	78	1673	4	244	38	983	116	2656
01:00		11	393			8	300				
01:15		18	399			7	280				
01:30		8	419			6	267				
01:45		9	397	46	1608	5	267	26	1114	72	2722
02:00		7	398			8	263				
02:15		7	415			8	253				
02:30		12	486			0	273				
02:45		9	492	35	1791	2	296	18	1085	53	2876
03:00		9	504			6	275				
03:15		24	414			6	297				
03:30		22	452			4	300				
03:45		29	498	84	1868	6	352	22	1224	106	3092
04:00		22	510			8	327				
04:15		28	487			8	322				
04:30		50	470			11	277				
04:45		72	457	172	1924	11	289	38	1215	210	3139
05:00		52	475			28	282				
05:15		62	480			47	279				
05:30		121	487			60	243				
05:45		161	483	396	1925	84	305	219	1109	615	3034
06:00		175	428			105	263				
06:15		223	448			111	245				
06:30		321	350			103	215				
06:45		356	343	1075	1569	159	204	478	927	1553	2496
07:00		315	300			160	186				
07:15		363	305			230	175				
07:30		376	285			251	168				
07:45		496	279	1550	1169	275	145	916	674	2466	1843
08:00		545	250			227	136				
08:15		542	217			278	133				
08:30		398	235			273	105				
08:45		417	235	1902	937	288	90	1066	464	2968	1401
09:00		342	229			270	83				
09:15		360	192			202	70				
09:30		308	134			183	78				
09:45		317	162	1327	717	234	74	889	305	2216	1022
10:00		316	125			221	61				
10:15		326	91			225	48				
10:30		295	67			241	30				
10:45		342	72	1279	355	258	35	945	174	2224	529
11:00		317	56			224	28				
11:15		402	52			237	22				
11:30		347	45			271	16				
11:45		382	17	1448	170	269	20	1001	86	2449	256
Total		9392	15706	9392	15706	5656	9360	5656	9360	15048	25066
Combined Total		25098		25098		15016		15016		40114	
AM Peak	-	07:45	-	-	-	08:15	-	-	-	-	-
Vol.	-	1981	-	-	-	1109	-	-	-	-	-
P.H.F.		0.909				0.963					
PM Peak	-	-	03:45	-	-	-	03:30	-	-	-	-
Vol.	-	-	1965	-	-	-	1301	-	-	-	-
P.H.F.			0.963				0.924				
Percentage		37.4%	62.6%			37.7%	62.3%				

Counts Unlimited, Inc.

City of San Juan Capistrano
State Route 74
B/ I-5 Southbound Ramps - I-5 Northbound Ramps
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO003
Site Code: 057-23399

Start Time	4/27/23 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		30	404			5	275				
12:15		22	424			8	279				
12:30		14	414			11	243				
12:45		16	443	82	1685	10	264	34	1061	116	2746
01:00		13	440			6	274				
01:15		13	438			7	272				
01:30		11	414			3	240				
01:45		4	416	41	1708	6	281	22	1067	63	2775
02:00		8	435			6	247				
02:15		6	476			8	257				
02:30		13	516			0	265				
02:45		12	513	39	1940	7	306	21	1075	60	3015
03:00		10	499			6	287				
03:15		27	359			9	321				
03:30		20	455			7	306				
03:45		35	509	92	1822	8	364	30	1278	122	3100
04:00		16	403			6	337				
04:15		31	494			11	280				
04:30		56	487			11	285				
04:45		61	504	164	1888	18	274	46	1176	210	3064
05:00		45	463			27	329				
05:15		80	493			25	254				
05:30		120	500			57	256				
05:45		148	485	393	1941	77	274	186	1113	579	3054
06:00		172	406			91	237				
06:15		237	463			109	277				
06:30		299	371			125	214				
06:45		353	311	1061	1551	168	225	493	953	1554	2504
07:00		326	338			206	223				
07:15		375	316			232	207				
07:30		399	272			275	164				
07:45		500	233	1600	1159	253	171	966	765	2566	1924
08:00		538	302			243	135				
08:15		549	256			254	162				
08:30		400	234			241	123				
08:45		409	218	1896	1010	229	118	967	538	2863	1548
09:00		350	233			254	101				
09:15		331	213			210	83				
09:30		334	189			216	87				
09:45		373	166	1388	801	231	81	911	352	2299	1153
10:00		344	126			210	63				
10:15		383	91			277	56				
10:30		350	67			217	47				
10:45		360	81	1437	365	235	42	939	208	2376	573
11:00		348	58			239	27				
11:15		427	46			262	34				
11:30		380	38			223	29				
11:45		445	31	1600	173	291	14	1015	104	2615	277
Total		9793	16043	9793	16043	5630	9690	5630	9690	15423	25733
Combined Total		25836		25836		15320		15320		41156	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	1987	-	-	-	1025	-	-	-	-	-
P.H.F.		0.905				0.932					
PM Peak	-	-	02:15	-	-	-	03:15	-	-	-	-
Vol.	-	-	2004	-	-	-	1328	-	-	-	-
P.H.F.			0.971				0.912				
Percentage		37.9%	62.1%			36.7%	63.3%				
ADT/AADT		ADT 40,250	AADT 40,250								

Counts Unlimited, Inc.

City of San Juan Capistrano
Camino Capistrano
B/ Del Obispo Street - Forster Street
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO004
Site Code: 057-23399

Start Time	4/25/23 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	135			3	97				
12:15		6	126			5	99				
12:30		0	139			2	100				
12:45		6	103	16	503	2	159	12	455	28	958
01:00		3	109			5	150				
01:15		1	117			1	138				
01:30		3	109			1	133				
01:45		1	100	8	435	3	118	10	539	18	974
02:00		1	87			1	121				
02:15		2	107			2	111				
02:30		2	117			4	123				
02:45		1	108	6	419	5	132	12	487	18	906
03:00		3	131			1	175				
03:15		0	120			0	155				
03:30		1	184			3	153				
03:45		2	162	6	597	2	127	6	610	12	1207
04:00		2	159			9	162				
04:15		5	150			4	122				
04:30		2	137			3	174				
04:45		7	148	16	594	13	104	29	562	45	1156
05:00		2	151			11	152				
05:15		10	144			20	155				
05:30		15	131			39	160				
05:45		26	118	53	544	52	119	122	586	175	1130
06:00		21	113			48	153				
06:15		35	109			51	103				
06:30		35	102			60	109				
06:45		35	99	126	423	83	110	242	475	368	898
07:00		62	92			116	95				
07:15		99	79			103	90				
07:30		184	65			198	90				
07:45		134	74	479	310	174	94	591	369	1070	679
08:00		109	67			135	71				
08:15		100	50			113	70				
08:30		86	46			119	69				
08:45		92	40	387	203	89	54	456	264	843	467
09:00		70	45			84	55				
09:15		84	38			85	69				
09:30		70	34			71	46				
09:45		76	31	300	148	79	43	319	213	619	361
10:00		82	30			75	30				
10:15		89	21			83	23				
10:30		112	23			86	25				
10:45		90	15	373	89	90	22	334	100	707	189
11:00		100	10			94	19				
11:15		95	15			99	14				
11:30		104	11			90	16				
11:45		109	5	408	41	105	8	388	57	796	98
Total		2178	4306	2178	4306	2521	4717	2521	4717	4699	9023
Combined Total		6484		6484		7238		7238		13722	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	527	-	-	-	620	-	-	-	-	-
P.H.F.		0.716				0.783					
PM Peak	-	-	03:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	655	-	-	-	615	-	-	-	-
P.H.F.			0.890				0.879				
Percentage		33.6%	66.4%			34.8%	65.2%				

Counts Unlimited, Inc.

City of San Juan Capistrano
Camino Capistrano
B/ Del Obispo Street - Forster Street
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO004
Site Code: 057-23399

Start Time	4/26/23 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	101			7	118				
12:15		4	102			6	122				
12:30		6	100			5	97				
12:45		1	115	14	418	5	118	23	455	37	873
01:00		0	121			3	113				
01:15		7	118			6	120				
01:30		1	133			3	147				
01:45		2	103	10	475	1	133	13	513	23	988
02:00		0	105			1	106				
02:15		3	105			1	143				
02:30		0	113			2	141				
02:45		0	113	3	436	1	136	5	526	8	962
03:00		1	119			2	126				
03:15		1	115			3	159				
03:30		2	184			1	159				
03:45		1	167	5	585	4	121	10	565	15	1150
04:00		4	172			6	135				
04:15		4	115			6	128				
04:30		3	147			4	127				
04:45		1	136	12	570	15	140	31	530	43	1100
05:00		5	119			15	127				
05:15		12	120			19	147				
05:30		11	131			40	124				
05:45		23	115	51	485	32	122	106	520	157	1005
06:00		23	97			43	118				
06:15		31	121			56	121				
06:30		35	86			67	101				
06:45		36	92	125	396	76	89	242	429	367	825
07:00		65	92			108	86				
07:15		86	70			127	81				
07:30		162	63			177	86				
07:45		120	81	433	306	140	93	552	346	985	652
08:00		113	57			128	88				
08:15		125	62			122	73				
08:30		103	48			128	63				
08:45		103	57	444	224	90	70	468	294	912	518
09:00		70	44			89	66				
09:15		82	36			71	64				
09:30		79	43			82	36				
09:45		96	32	327	155	94	38	336	204	663	359
10:00		80	37			74	25				
10:15		79	29			80	25				
10:30		98	17			86	18				
10:45		105	14	362	97	102	20	342	88	704	185
11:00		84	15			105	6				
11:15		99	9			97	12				
11:30		106	5			104	8				
11:45		126	5	415	34	109	4	415	30	830	64
Total		2201	4181	2201	4181	2543	4500	2543	4500	4744	8681
Combined Total		6382		6382		7043		7043		13425	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	520	-	-	-	572	-	-	-	-	-
P.H.F.		0.802				0.808					
PM Peak	-	-	03:15	-	-	-	02:45	-	-	-	-
Vol.	-	-	638	-	-	-	580	-	-	-	-
P.H.F.			0.867				0.912				
Percentage		34.5%	65.5%			36.1%	63.9%				

Counts Unlimited, Inc.

City of San Juan Capistrano
Camino Capistrano
B/ Del Obispo Street - Forster Street
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO004
Site Code: 057-23399

Start Time	4/27/23 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	122			8	113				
12:15		10	117			5	128				
12:30		4	108			7	118				
12:45		2	106	22	453	7	111	27	470	49	923
01:00		4	112			5	135				
01:15		1	101			1	131				
01:30		2	109			4	142				
01:45		0	143	7	465	1	114	11	522	18	987
02:00		0	108			3	129				
02:15		2	108			1	149				
02:30		5	114			1	142				
02:45		3	109	10	439	4	127	9	547	19	986
03:00		0	141			5	168				
03:15		2	139			1	167				
03:30		5	174			7	181				
03:45		1	183	8	637	3	122	16	638	24	1275
04:00		3	149			7	138				
04:15		4	93			4	97				
04:30		8	158			9	155				
04:45		7	143	22	543	11	133	31	523	53	1066
05:00		3	143			19	150				
05:15		5	141			18	120				
05:30		12	132			31	112				
05:45		22	121	42	537	36	97	104	479	146	1016
06:00		23	136			39	129				
06:15		39	112			50	129				
06:30		34	104			70	103				
06:45		47	113	143	465	74	96	233	457	376	922
07:00		51	85			100	96				
07:15		101	78			153	125				
07:30		175	82			175	106				
07:45		122	57	449	302	156	75	584	402	1033	704
08:00		122	75			119	99				
08:15		112	61			113	88				
08:30		88	45			134	82				
08:45		117	48	439	229	99	51	465	320	904	549
09:00		69	56			82	80				
09:15		65	58			78	64				
09:30		60	48			72	51				
09:45		75	43	269	205	91	58	323	253	592	458
10:00		91	35			87	49				
10:15		80	24			100	32				
10:30		71	19			100	30				
10:45		103	19	345	97	98	25	385	136	730	233
11:00		104	14			99	10				
11:15		102	16			108	10				
11:30		106	7			119	14				
11:45		107	10	419	47	118	7	444	41	863	88
Total		2175	4419	2175	4419	2632	4788	2632	4788	4807	9207
Combined Total		6594		6594		7420		7420		14014	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	531	-	-	-	603	-	-	-	-	-
P.H.F.		0.759				0.861					
PM Peak	-	-	03:15	-	-	-	02:45	-	-	-	-
Vol.	-	-	645	-	-	-	643	-	-	-	-
P.H.F.			0.881				0.888				
Percentage		33.0%	67.0%			35.5%	64.5%				
ADT/AADT		ADT 13,720	AADT 13,720								

Counts Unlimited, Inc.

City of San Juan Capistrano
Del Obispo Street
N/ Plaza Drive
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO005
Site Code: 057-23399

Start Time	4/25/23 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	213			9	196				
12:15		8	188			15	202				
12:30		1	201			5	222				
12:45		2	190	23	792	7	202	36	822	59	1614
01:00		10	237			8	196				
01:15		4	210			7	180				
01:30		4	225			8	197				
01:45		3	216	21	888	5	215	28	788	49	1676
02:00		2	204			6	237				
02:15		9	218			2	240				
02:30		6	234			2	206				
02:45		4	213	21	869	5	217	15	900	36	1769
03:00		6	235			7	230				
03:15		3	157			2	251				
03:30		7	166			1	198				
03:45		5	160	21	718	4	205	14	884	35	1602
04:00		13	196			6	214				
04:15		16	201			11	282				
04:30		32	194			11	171				
04:45		25	185	86	776	16	218	44	885	130	1661
05:00		39	223			14	185				
05:15		36	209			28	266				
05:30		54	212			37	215				
05:45		82	186	211	830	72	243	151	909	362	1739
06:00		72	194			58	136				
06:15		83	247			114	181				
06:30		128	170			117	179				
06:45		151	135	434	746	155	177	444	673	878	1419
07:00		132	161			148	175				
07:15		171	130			227	148				
07:30		202	144			192	153				
07:45		218	104	723	539	251	145	818	621	1541	1160
08:00		241	135			208	134				
08:15		226	100			197	107				
08:30		214	82			200	107				
08:45		161	98	842	415	203	90	808	438	1650	853
09:00		166	86			177	71				
09:15		162	59			149	80				
09:30		151	66			162	78				
09:45		145	60	624	271	192	60	680	289	1304	560
10:00		198	38			171	55				
10:15		177	38			167	44				
10:30		196	20			175	58				
10:45		179	19	750	115	187	29	700	186	1450	301
11:00		194	13			182	23				
11:15		191	9			195	32				
11:30		205	15			193	12				
11:45		197	7	787	44	202	20	772	87	1559	131
Total		4543	7003	4543	7003	4510	7482	4510	7482	9053	14485
Combined Total		11546		11546		11992		11992		23538	
AM Peak	-	07:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	899	-	-	-	878	-	-	-	-	-
P.H.F.		0.933				0.875					
PM Peak	-	-	02:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	900	-	-	-	909	-	-	-	-
P.H.F.			0.957				0.806				
Percentage		39.3%	60.7%			37.6%	62.4%				

Counts Unlimited, Inc.

City of San Juan Capistrano
Del Obispo Street
N/ Plaza Drive
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO005
Site Code: 057-23399

Start Time	4/26/23 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	242			16	227				
12:15		11	228			11	204				
12:30		8	233			14	197				
12:45		3	224	34	927	2	187	43	815	77	1742
01:00		5	222			10	213				
01:15		5	198			4	210				
01:30		4	223			3	199				
01:45		2	191	16	834	6	201	23	823	39	1657
02:00		2	188			8	196				
02:15		3	214			7	231				
02:30		2	216			2	188				
02:45		3	224	10	842	3	235	20	850	30	1692
03:00		4	222			2	234				
03:15		3	165			4	227				
03:30		7	177			1	212				
03:45		7	168	21	732	4	240	11	913	32	1645
04:00		14	195			6	212				
04:15		21	184			8	211				
04:30		17	190			6	176				
04:45		26	181	78	750	8	191	28	790	106	1540
05:00		31	189			16	204				
05:15		29	219			26	246				
05:30		65	196			33	204				
05:45		50	207	175	811	62	202	137	856	312	1667
06:00		78	185			72	211				
06:15		99	233			100	180				
06:30		130	139			95	198				
06:45		153	159	460	716	158	153	425	742	885	1458
07:00		153	121			142	171				
07:15		143	127			179	157				
07:30		186	127			166	115				
07:45		223	122	705	497	212	148	699	591	1404	1088
08:00		213	108			218	134				
08:15		260	98			251	98				
08:30		193	101			159	117				
08:45		186	107	852	414	231	96	859	445	1711	859
09:00		182	86			178	106				
09:15		168	61			154	105				
09:30		148	46			157	79				
09:45		188	52	686	245	171	75	660	365	1346	610
10:00		144	52			197	74				
10:15		189	27			178	50				
10:30		192	21			196	31				
10:45		187	29	712	129	210	52	781	207	1493	336
11:00		200	12			179	34				
11:15		219	15			184	31				
11:30		228	12			193	26				
11:45		219	3	866	42	223	19	779	110	1645	152
Total		4615	6939	4615	6939	4465	7507	4465	7507	9080	14446
Combined Total		11554		11554		11972		11972		23526	
AM Peak	-	07:45	-	-	-	08:00	-	-	-	-	-
Vol.	-	889	-	-	-	859	-	-	-	-	-
P.H.F.		0.855				0.856					
PM Peak	-	-	12:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	927	-	-	-	913	-	-	-	-
P.H.F.			0.958				0.951				
Percentage		39.9%	60.1%			37.3%	62.7%				

Counts Unlimited, Inc.

City of San Juan Capistrano
Del Obispo Street
N/ Plaza Drive
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO005
Site Code: 057-23399

Start Time	4/27/23 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		15	220			11	269				
12:15		10	217			16	251				
12:30		11	215			10	265				
12:45		5	213	41	865	17	282	54	1067	95	1932
01:00		6	196			2	281				
01:15		2	218			8	246				
01:30		2	208			4	259				
01:45		1	197	11	819	6	201	20	987	31	1806
02:00		4	196			7	205				
02:15		1	199			0	241				
02:30		7	234			2	218				
02:45		5	225	17	854	2	233	11	897	28	1751
03:00		2	214			8	215				
03:15		7	162			4	272				
03:30		10	162			3	229				
03:45		7	163	26	701	7	263	22	979	48	1680
04:00		9	177			6	215				
04:15		18	151			6	248				
04:30		22	185			11	213				
04:45		23	193	72	706	11	192	34	868	106	1574
05:00		27	211			12	207				
05:15		35	202			16	243				
05:30		48	187			37	212				
05:45		60	162	170	762	58	233	123	895	293	1657
06:00		64	164			73	183				
06:15		90	187			103	215				
06:30		120	162			105	180				
06:45		156	130	430	643	164	165	445	743	875	1386
07:00		157	157			152	169				
07:15		156	139			238	168				
07:30		189	125			192	134				
07:45		215	111	717	532	183	160	765	631	1482	1163
08:00		223	154			202	126				
08:15		228	136			188	137				
08:30		190	112			160	117				
08:45		186	73	827	475	205	114	755	494	1582	969
09:00		163	111			235	93				
09:15		174	81			252	88				
09:30		164	87			241	93				
09:45		163	58	664	337	264	80	992	354	1656	691
10:00		169	33			254	62				
10:15		205	41			240	45				
10:30		186	27			276	46				
10:45		182	20	742	121	254	45	1024	198	1766	319
11:00		197	23			255	30				
11:15		227	7			248	27				
11:30		203	9			241	18				
11:45		243	10	870	49	243	22	987	97	1857	146
Total		4587	6864	4587	6864	5232	8210	5232	8210	9819	15074
Combined Total		11451		11451		13442		13442		24893	
AM Peak	-	11:00	-	-	-	09:45	-	-	-	-	-
Vol.	-	870	-	-	-	1034	-	-	-	-	-
P.H.F.		0.895				0.937					
PM Peak	-	-	02:15	-	-	-	00:15	-	-	-	-
Vol.	-	-	872	-	-	-	1079	-	-	-	-
P.H.F.			0.932				0.957				
Percentage		40.1%	59.9%			38.9%	61.1%				
ADT/AADT		ADT 23,986		AADT 23,986							

Counts Unlimited, Inc.

City of San Juan Capistrano
Del Obispo Street
B/ Alipaz Street - Paseo Adelanto
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO006
Site Code: 057-23399

Start Time	4/25/23 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	243			14	223				
12:15		9	216			17	243				
12:30		5	257			9	253				
12:45		10	240	32	956	11	260	51	979	83	1935
01:00		8	251			11	242				
01:15		4	229			7	232				
01:30		6	241			7	276				
01:45		4	238	22	959	5	253	30	1003	52	1962
02:00		8	202			3	277				
02:15		6	268			5	276				
02:30		4	243			4	286				
02:45		4	257	22	970	6	317	18	1156	40	2126
03:00		9	289			5	348				
03:15		5	265			0	327				
03:30		6	287			1	322				
03:45		9	312	29	1153	1	281	7	1278	36	2431
04:00		14	275			9	376				
04:15		23	299			9	324				
04:30		30	261			3	319				
04:45		36	264	103	1099	12	334	33	1353	136	2452
05:00		37	259			16	339				
05:15		53	260			26	378				
05:30		85	238			33	336				
05:45		104	262	279	1019	58	310	133	1363	412	2382
06:00		91	264			67	374				
06:15		105	229			94	286				
06:30		154	209			122	251				
06:45		185	179	535	881	156	237	439	1148	974	2029
07:00		184	198			215	221				
07:15		265	173			298	221				
07:30		340	162			431	240				
07:45		379	146	1168	679	325	198	1269	880	2437	1559
08:00		322	140			292	173				
08:15		293	134			250	154				
08:30		292	98			301	153				
08:45		225	89	1132	461	218	121	1061	601	2193	1062
09:00		226	101			197	127				
09:15		203	61			166	136				
09:30		205	81			187	119				
09:45		183	55	817	298	173	95	723	477	1540	775
10:00		213	59			190	75				
10:15		199	47			192	69				
10:30		225	27			178	72				
10:45		244	26	881	159	205	49	765	265	1646	424
11:00		206	15			215	29				
11:15		212	18			198	37				
11:30		227	13			215	20				
11:45		225	7	870	53	240	25	868	111	1738	164
Total		5890	8687	5890	8687	5397	10614	5397	10614	11287	19301
Combined Total		14577		14577		16011		16011		30588	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	1334	-	-	-	1346	-	-	-	-	-
P.H.F.		0.880				0.781					
PM Peak	-	-	03:30	-	-	-	05:15	-	-	-	-
Vol.	-	-	1173	-	-	-	1398	-	-	-	-
P.H.F.			0.940				0.925				
Percentage		40.4%	59.6%			33.7%	66.3%				

Counts Unlimited, Inc.

City of San Juan Capistrano
Del Obispo Street
B/ Alipaz Street - Paseo Adelanto
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO006
Site Code: 057-23399

Start Time	4/26/23 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		13	243			21	259				
12:15		6	246			16	239				
12:30		5	245			16	212				
12:45		5	228	29	962	6	246	59	956	88	1918
01:00		6	261			12	247				
01:15		9	223			7	258				
01:30		6	239			9	254				
01:45		7	197	28	920	5	258	33	1017	61	1937
02:00		2	234			10	270				
02:15		10	272			9	310				
02:30		2	278			3	296				
02:45		5	253	19	1037	2	318	24	1194	43	2231
03:00		4	268			4	361				
03:15		8	269			3	297				
03:30		7	328			1	353				
03:45		10	288	29	1153	4	315	12	1326	41	2479
04:00		15	291			3	348				
04:15		26	235			6	291				
04:30		19	248			7	296				
04:45		33	249	93	1023	14	293	30	1228	123	2251
05:00		38	217			14	327				
05:15		41	262			18	353				
05:30		93	244			36	302				
05:45		94	248	266	971	59	264	127	1246	393	2217
06:00		94	158			60	320				
06:15		98	280			99	261				
06:30		176	179			120	261				
06:45		185	186	553	803	162	194	441	1036	994	1839
07:00		199	152			238	215				
07:15		260	173			268	217				
07:30		291	159			337	178				
07:45		354	150	1104	634	274	187	1117	797	2221	1431
08:00		303	126			316	184				
08:15		324	101			346	163				
08:30		273	109			304	151				
08:45		246	114	1146	450	262	129	1228	627	2374	1077
09:00		211	94			199	152				
09:15		202	70			154	145				
09:30		195	69			198	111				
09:45		202	50	810	283	177	106	728	514	1538	797
10:00		188	70			227	102				
10:15		219	47			202	68				
10:30		248	34			205	47				
10:45		234	23	889	174	226	69	860	286	1749	460
11:00		203	18			223	34				
11:15		233	25			191	36				
11:30		227	14			212	26				
11:45		238	11	901	68	265	26	891	122	1792	190
Total		5867	8478	5867	8478	5550	10349	5550	10349	11417	18827
Combined Total		14345		14345		15899		15899		30244	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	1272	-	-	-	1273	-	-	-	-	-
P.H.F.		0.898				0.920					
PM Peak	-	-	03:15	-	-	-	02:45	-	-	-	-
Vol.	-	-	1176	-	-	-	1329	-	-	-	-
P.H.F.			0.896				0.920				
Percentage		40.9%	59.1%			34.9%	65.1%				

Counts Unlimited, Inc.

City of San Juan Capistrano
Del Obispo Street
B/ Alipaz Street - Paseo Adelanto
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO006
Site Code: 057-23399

Start Time	4/27/23 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		15	255			17	231				
12:15		10	224			16	237				
12:30		11	202			19	258				
12:45		9	227	45	908	19	265	71	991	116	1899
01:00		5	229			4	255				
01:15		6	223			7	256				
01:30		4	257			6	295				
01:45		4	230	19	939	4	250	21	1056	40	1995
02:00		5	213			8	275				
02:15		3	256			4	300				
02:30		4	256			1	334				
02:45		6	294	18	1019	2	307	15	1216	33	2235
03:00		2	266			8	327				
03:15		9	250			3	368				
03:30		11	312			6	327				
03:45		8	309	30	1137	5	324	22	1346	52	2483
04:00		11	257			6	327				
04:15		23	256			1	315				
04:30		29	255			13	333				
04:45		30	270	93	1038	11	281	31	1256	124	2294
05:00		37	231			14	334				
05:15		47	270			17	349				
05:30		73	240			33	305				
05:45		87	261	244	1002	52	338	116	1326	360	2328
06:00		88	209			64	273				
06:15		101	205			94	295				
06:30		141	194			134	222				
06:45		209	184	539	792	170	216	462	1006	1001	1798
07:00		210	194			218	240				
07:15		246	165			341	226				
07:30		334	141			386	215				
07:45		360	132	1150	632	262	191	1207	872	2357	1504
08:00		303	165			266	207				
08:15		300	129			262	180				
08:30		299	115			261	180				
08:45		262	115	1164	524	243	153	1032	720	2196	1244
09:00		192	135			232	146				
09:15		202	119			216	127				
09:30		208	101			202	119				
09:45		226	73	828	428	220	128	870	520	1698	948
10:00		199	61			215	108				
10:15		213	49			181	71				
10:30		221	35			234	67				
10:45		221	25	854	170	190	60	820	306	1674	476
11:00		215	22			236	41				
11:15		234	19			236	35				
11:30		217	17			263	27				
11:45		224	15	890	73	255	28	990	131	1880	204
Total		5874	8662	5874	8662	5657	10746	5657	10746	11531	19408
Combined Total		14536		14536		16403		16403		30939	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	1297	-	-	-	1255	-	-	-	-	-
P.H.F.		0.901				0.813					
PM Peak	-	-	03:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	1137	-	-	-	1346	-	-	-	-
P.H.F.			0.911				0.914				
Percentage		40.4%	59.6%			34.5%	65.5%				
ADT/AADT		ADT 30,590	AADT 30,590								

Counts Unlimited, Inc.

City of San Juan Capistrano
Del Obispo Street
B/ Los Rios Street - Camino Capistrano
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO007
Site Code: 057-23399

Start Time	4/25/23 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		13	254			17	269				
12:15		11	223			19	270				
12:30		2	286			9	286				
12:45		11	220	37	983	8	306	53	1131	90	2114
01:00		9	268			13	269				
01:15		4	271			6	264				
01:30		5	270			8	301				
01:45		3	264	21	1073	5	288	32	1122	53	2195
02:00		3	250			7	337				
02:15		10	286			6	333				
02:30		7	291			3	299				
02:45		4	280	24	1107	7	353	23	1322	47	2429
03:00		10	328			9	367				
03:15		6	270			1	397				
03:30		6	345			1	310				
03:45		7	288	29	1231	5	355	16	1429	45	2660
04:00		17	316			10	369				
04:15		22	296			13	370				
04:30		35	324			7	348				
04:45		37	302	111	1238	20	340	50	1427	161	2665
05:00		38	318			22	319				
05:15		49	295			38	409				
05:30		78	265			48	321				
05:45		118	273	283	1151	95	350	203	1399	486	2550
06:00		94	283			85	359				
06:15		103	249			128	297				
06:30		155	235			146	269				
06:45		198	212	550	979	202	248	561	1173	1111	2152
07:00		195	210			238	248				
07:15		242	184			333	227				
07:30		372	176			427	224				
07:45		332	156	1141	726	384	226	1382	925	2523	1651
08:00		326	163			321	173				
08:15		277	126			303	166				
08:30		276	111			310	155				
08:45		227	111	1106	511	275	161	1209	655	2315	1166
09:00		208	114			245	128				
09:15		205	77			215	139				
09:30		204	90			220	128				
09:45		186	61	803	342	237	94	917	489	1720	831
10:00		239	61			229	79				
10:15		216	49			228	70				
10:30		223	32			222	72				
10:45		240	27	918	169	247	50	926	271	1844	440
11:00		247	17			258	31				
11:15		224	20			250	38				
11:30		234	19			271	20				
11:45		244	9	949	65	293	25	1072	114	2021	179
Total		5972	9575	5972	9575	6444	11457	6444	11457	12416	21032
Combined Total		15547		15547		17901		17901		33448	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	1307	-	-	-	1465	-	-	-	-	-
P.H.F.		0.878				0.858					
PM Peak	-	-	03:30	-	-	-	03:45	-	-	-	-
Vol.	-	-	1245	-	-	-	1442	-	-	-	-
P.H.F.			0.902				0.974				
Percentage		38.4%	61.6%			36.0%	64.0%				

Counts Unlimited, Inc.

City of San Juan Capistrano
Del Obispo Street
B/ Los Rios Street - Camino Capistrano
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO007
Site Code: 057-23399

Start Time	4/26/23 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	285			23	284				
12:15		9	281			15	264				
12:30		8	246			16	225				
12:45		5	284	39	1096	7	297	61	1070	100	2166
01:00		7	279			14	288				
01:15		11	261			9	284				
01:30		6	274			7	284				
01:45		6	219	30	1033	6	284	36	1140	66	2173
02:00		3	269			9	315				
02:15		8	306			10	357				
02:30		3	282			5	289				
02:45		5	331	19	1188	4	364	28	1325	47	2513
03:00		5	325			4	367				
03:15		6	296			3	347				
03:30		9	352			1	360				
03:45		12	329	32	1302	5	347	13	1421	45	2723
04:00		16	341			8	332				
04:15		31	267			13	305				
04:30		23	315			10	320				
04:45		36	273	106	1196	18	316	49	1273	155	2469
05:00		42	284			23	349				
05:15		42	298			31	358				
05:30		94	271			46	310				
05:45		98	291	276	1144	82	286	182	1303	458	2447
06:00		104	224			86	317				
06:15		114	288			122	283				
06:30		192	206			140	268				
06:45		194	206	604	924	192	239	540	1107	1144	2031
07:00		227	171			254	217				
07:15		266	182			314	221				
07:30		315	172			340	182				
07:45		362	159	1170	684	339	200	1247	820	2417	1504
08:00		290	139			336	181				
08:15		355	110			379	145				
08:30		274	115			316	155				
08:45		271	157	1190	521	286	160	1317	641	2507	1162
09:00		239	107			237	151				
09:15		229	75			204	145				
09:30		219	67			211	117				
09:45		215	60	902	309	232	104	884	517	1786	826
10:00		212	76			245	104				
10:15		260	48			233	65				
10:30		252	30			255	43				
10:45		255	39	979	193	261	72	994	284	1973	477
11:00		240	17			255	33				
11:15		272	28			242	36				
11:30		266	13			241	32				
11:45		277	14	1055	72	296	27	1034	128	2089	200
Total		6402	9662	6402	9662	6385	11029	6385	11029	12787	20691
Combined Total		16064		16064		17414		17414		33478	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	1322	-	-	-	1394	-	-	-	-	-
P.H.F.		0.913				0.920					
PM Peak	-	-	03:15	-	-	-	02:45	-	-	-	-
Vol.	-	-	1318	-	-	-	1438	-	-	-	-
P.H.F.			0.936				0.980				
Percentage		39.9%	60.1%			36.7%	63.3%				

Counts Unlimited, Inc.

City of San Juan Capistrano
Del Obispo Street
B/ Los Rios Street - Camino Capistrano
72 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

SJO007
Site Code: 057-23399

Start Time	4/27/23 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		18	303			22	279				
12:15		12	287			14	276				
12:30		10	270			19	286				
12:45		8	244	48	1104	21	298	76	1139	124	2243
01:00		7	265			5	302				
01:15		6	282			8	291				
01:30		4	306			8	321				
01:45		3	277	20	1130	4	281	25	1195	45	2325
02:00		5	265			9	319				
02:15		4	291			4	340				
02:30		5	328			1	360				
02:45		6	301	20	1185	4	359	18	1378	38	2563
03:00		2	349			11	366				
03:15		10	263			4	377				
03:30		12	384			7	343				
03:45		10	326	34	1322	8	354	30	1440	64	2762
04:00		14	322			7	345				
04:15		26	281			5	339				
04:30		29	329			14	335				
04:45		35	289	104	1221	15	301	41	1320	145	2541
05:00		38	333			18	347				
05:15		48	296			28	354				
05:30		76	290			49	301				
05:45		98	281	260	1200	74	323	169	1325	429	2525
06:00		86	245			87	288				
06:15		121	235			126	319				
06:30		175	222			157	215				
06:45		203	199	585	901	218	233	588	1055	1173	1956
07:00		241	200			241	254				
07:15		251	177			383	258				
07:30		352	149			396	206				
07:45		338	146	1182	672	286	198	1306	916	2488	1588
08:00		312	179			305	206				
08:15		304	145			276	186				
08:30		291	117			289	158				
08:45		313	115	1220	556	283	156	1153	706	2373	1262
09:00		206	137			276	148				
09:15		230	131			253	138				
09:30		232	110			251	137				
09:45		241	70	909	448	262	125	1042	548	1951	996
10:00		233	66			269	101				
10:15		237	54			227	76				
10:30		242	31			276	68				
10:45		248	36	960	187	243	64	1015	309	1975	496
11:00		237	20			264	43				
11:15		277	19			254	33				
11:30		225	19			287	27				
11:45		279	19	1018	77	308	31	1113	134	2131	211
Total		6360	10003	6360	10003	6576	11465	6576	11465	12936	21468
Combined Total		16363		16363		18041		18041		34404	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	1306	-	-	-	1370	-	-	-	-	-
P.H.F.		0.928				0.865					
PM Peak	-	-	03:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	1322	-	-	-	1462	-	-	-	-
P.H.F.			0.861				0.969				
Percentage		38.9%	61.1%			36.5%	63.5%				
ADT/AADT		ADT 33,777	AADT 33,777								

APPENDIX C

EXISTING TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS – ICU METHOD OF ANALYSIS

APPENDIX C-1

**EXISTING TRAFFIC CONDITIONS – ICU METHOD OF
ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.535

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	361	23	173	468	89	290
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	361	23	173	468	89	290
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	6	43	117	22	73
Total Analysis Volume [veh/h]	361	23	173	468	89	290
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.00	0.10	0.28	0.05	0.17
Intersection LOS	A					
Intersection V/C	0.535					

Intersection Level Of Service Report

Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.456

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	7	102	47	236	35	58	3	185	10	39	314	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	102	47	236	35	58	3	185	10	39	314	238
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	26	12	59	9	15	1	46	3	10	79	60
Total Analysis Volume [veh/h]	7	102	47	236	35	58	3	185	10	39	314	238
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.09	0.09	0.14	0.16	0.03	0.00	0.06	0.06	0.02	0.17	0.17
Intersection LOS	A											
Intersection V/C	0.456											

Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	36	944	6	14	1056	526	406	0	64	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	944	6	14	1056	526	406	0	64	6	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	236	2	4	264	132	102	0	16	2	0	3
Total Analysis Volume [veh/h]	36	944	6	14	1056	526	406	0	64	6	0	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.19	0.19	0.01	0.31	0.19	0.12	0.00	0.04	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.507											

Intersection Level Of Service Report

Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.661

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	966	0	898	0	1214	158	302	718	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	966	0	898	0	1214	158	302	718	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	242	0	225	0	304	40	76	180	0
Total Analysis Volume [veh/h]	0	0	0	966	0	898	0	1214	158	302	718	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.28	0.00	0.26	0.00	0.24	0.09	0.09	0.21	0.00
Intersection LOS	B											
Intersection V/C	0.661											

Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	168	68	618	26	0	108	50	1532	596	0	1772	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	168	68	618	26	0	108	50	1532	596	0	1772	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	17	155	7	0	27	13	383	149	0	443	14
Total Analysis Volume [veh/h]	168	68	618	26	0	108	50	1532	596	0	1772	56
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.25	0.25	0.02	0.00	0.06	0.03	0.31	0.31	0.00	0.36	0.36
Intersection LOS	C											
Intersection V/C	0.753											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	27	23	514	91	11	4	1	668	17	475	787	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	23	514	91	11	4	1	668	17	475	787	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	6	129	23	3	1	0	167	4	119	197	8
Total Analysis Volume [veh/h]	27	23	514	91	11	4	1	668	17	475	787	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.05	0.01	0.01	0.00	0.20	0.20	0.14	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.461											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.480

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	2	41	33	3	16	10	1237	27	99	1272	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	2	41	33	3	16	10	1237	27	99	1272	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	10	8	1	4	3	309	7	25	318	9
Total Analysis Volume [veh/h]	14	2	41	33	3	16	10	1237	27	99	1272	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.02	0.01	0.01	0.01	0.37	0.37	0.03	0.37	0.02
Intersection LOS	A											
Intersection V/C	0.480											

Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.634

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	360	192	92	36	258	386	392	694	272	84	702	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	192	92	36	258	386	392	694	272	84	702	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	48	23	9	65	97	98	174	68	21	176	4
Total Analysis Volume [veh/h]	360	192	92	36	258	386	392	694	272	84	702	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.11	0.05	0.02	0.15	0.11	0.12	0.20	0.05	0.02	0.21	0.21
Intersection LOS	B											
Intersection V/C	0.634											

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.424

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	399	57	77	373	126	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	399	57	77	373	126	159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	14	19	93	32	40
Total Analysis Volume [veh/h]	399	57	77	373	126	159
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.00	0.05	0.22	0.07	0.09
Intersection LOS	A					
Intersection V/C	0.424					

Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.400

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	9	108	92	129	23	18	3	129	8	55	258	195
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	108	92	129	23	18	3	129	8	55	258	195
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	23	32	6	5	1	32	2	14	65	49
Total Analysis Volume [veh/h]	9	108	92	129	23	18	3	129	8	55	258	195
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.12	0.08	0.09	0.01	0.00	0.04	0.04	0.03	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.400											

Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.499

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	84	896	10	14	1016	406	294	4	62	8	2	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	896	10	14	1016	406	294	4	62	8	2	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	224	3	4	254	102	74	1	16	2	1	5
Total Analysis Volume [veh/h]	84	896	10	14	1016	406	294	4	62	8	2	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.18	0.18	0.01	0.30	0.15	0.09	0.09	0.04	0.00	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.499											

Intersection Level Of Service Report

Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.661

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1008	0	742	0	900	152	470	780	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1008	0	742	0	900	152	470	780	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	252	0	186	0	225	38	118	195	0
Total Analysis Volume [veh/h]	0	0	0	1008	0	742	0	900	152	470	780	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.30	0.00	0.22	0.00	0.18	0.09	0.14	0.23	0.00
Intersection LOS	B											
Intersection V/C	0.661											

Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.697

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	192	42	404	44	0	148	44	1376	470	0	1700	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	192	42	404	44	0	148	44	1376	470	0	1700	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	11	101	11	0	37	11	344	118	0	425	17
Total Analysis Volume [veh/h]	192	42	404	44	0	148	44	1376	470	0	1700	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.19	0.19	0.03	0.00	0.09	0.03	0.27	0.27	0.00	0.35	0.35
Intersection LOS	B											
Intersection V/C	0.697											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.399

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	4	431	42	6	3	3	576	18	480	765	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	4	431	42	6	3	3	576	18	480	765	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	108	11	2	1	1	144	5	120	191	12
Total Analysis Volume [veh/h]	14	4	431	42	6	3	3	576	18	480	765	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.02	0.01	0.01	0.00	0.17	0.17	0.14	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.399											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	50	1	106	57	1	19	16	1029	23	101	1211	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1	106	57	1	19	16	1029	23	101	1211	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	27	14	0	5	4	257	6	25	303	10
Total Analysis Volume [veh/h]	50	1	106	57	1	19	16	1029	23	101	1211	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.03	0.03	0.01	0.01	0.01	0.31	0.31	0.03	0.36	0.02
Intersection LOS	A											
Intersection V/C	0.482											

Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.595

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	408	268	156	62	218	288	246	616	284	134	734	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	408	268	156	62	218	288	246	616	284	134	734	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	67	39	16	55	72	62	154	71	34	184	8
Total Analysis Volume [veh/h]	408	268	156	62	218	288	246	616	284	134	734	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.16	0.09	0.04	0.13	0.10	0.07	0.18	0.05	0.04	0.22	0.22
Intersection LOS	A											
Intersection V/C	0.595											

APPENDIX D

EXISTING TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS – HCM METHOD OF ANALYSIS

APPENDIX D-1

**EXISTING TRAFFIC CONDITIONS – HCM METHOD OF
ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	20.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	361	23	173	468	89	290
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	361	23	173	468	89	290
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	6	46	123	23	76
Total Analysis Volume [veh/h]	380	24	182	493	94	305
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	18	31	38	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	47	71	11	62	19	19
g / C, Green / Cycle	0.52	0.79	0.12	0.69	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.20	0.02	0.10	0.26	0.05	0.19
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	978	1254	217	1289	383	342
d1, Uniform Delay [s]	12.87	2.04	38.67	5.91	29.30	34.34
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.17	0.03	3.27	0.86	0.12	3.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.02	0.84	0.38	0.25	0.89
d, Delay for Lane Group [s/veh]	14.04	2.07	41.93	6.77	29.42	37.62
Lane Group LOS	B	A	D	A	C	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.62	0.07	4.07	3.58	1.68	6.64
50th-Percentile Queue Length [ft/ln]	115.62	1.70	101.64	89.39	41.90	165.89
95th-Percentile Queue Length [veh/ln]	8.15	0.12	7.32	6.44	3.02	10.86
95th-Percentile Queue Length [ft/ln]	203.79	3.05	182.95	160.90	75.41	271.50

Movement, Approach, & Intersection Results

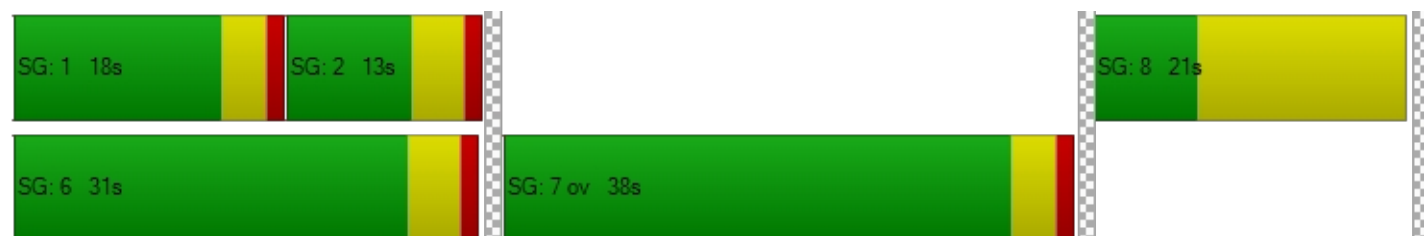
d_M, Delay for Movement [s/veh]	14.04	2.07	41.93	6.77	29.42	37.62
Movement LOS	B	A	D	A	C	D
d_A, Approach Delay [s/veh]	13.33		16.25		35.69	
Approach LOS	B		B		D	
d_I, Intersection Delay [s/veh]	20.70					
Intersection LOS	C					
Intersection V/C	0.574					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.262	2.382	2.136
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	586	755
d_b, Bicycle Delay [s]	37.01	22.49	17.44
I_b,int, Bicycle LOS Score for Intersection	2.226	2.673	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	90.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.980

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	7	102	47	236	35	58	3	185	10	39	314	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	102	47	236	35	58	3	185	10	39	314	238
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	12	62	9	15	1	49	3	10	83	63
Total Analysis Volume [veh/h]	7	107	49	248	37	61	3	195	11	41	331	251
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	68	0	0	68	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	64	64	64	18	18	18	18
g / C, Green / Cycle	0.71	0.71	0.71	0.20	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.17	1.61	0.04	0.07	0.07	0.20	0.20
s, saturation flow rate [veh/h]	935	177	1589	1397	1673	1671	1477
c, Capacity [veh/h]	705	201	1128	323	338	382	298
d1, Uniform Delay [s]	11.53	24.13	3.95	30.33	30.77	35.81	35.72
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.17	215.62	0.02	2.30	2.70	22.40	46.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.23	1.42	0.05	0.29	0.34	0.87	0.98
d, Delay for Lane Group [s/veh]	11.69	239.75	3.97	32.63	33.48	58.21	82.62
Lane Group LOS	B	F	A	C	C	E	F
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.17	16.46	0.28	1.91	2.35	9.46	10.09
50th-Percentile Queue Length [ft/ln]	29.34	411.47	7.07	47.85	58.69	236.47	252.28
95th-Percentile Queue Length [veh/ln]	2.11	28.76	0.51	3.44	4.23	14.50	15.30
95th-Percentile Queue Length [ft/ln]	52.81	718.94	12.72	86.12	105.65	362.57	382.52

Movement, Approach, & Intersection Results

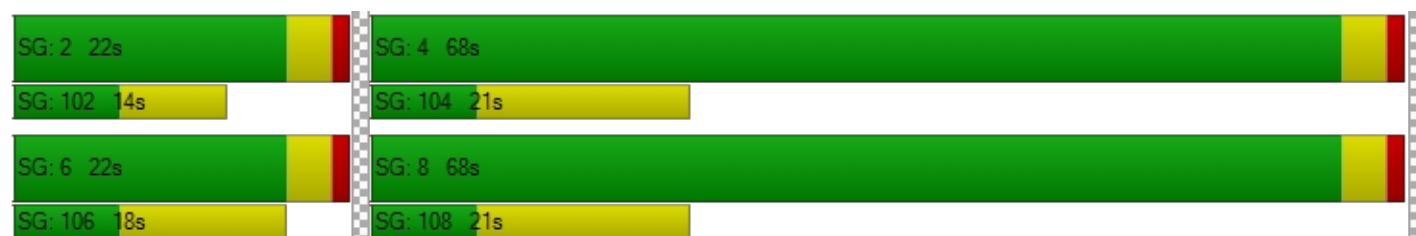
d_M, Delay for Movement [s/veh]	11.69	11.69	11.69	239.75	239.75	3.97	32.63	33.08	33.48	58.21	61.20	82.62
Movement LOS	B	B	B	F	F	A	C	C	C	E	E	F
d_A, Approach Delay [s/veh]	11.69			198.18			33.09			69.63		
Approach LOS	B			F			C			E		
d_I, Intersection Delay [s/veh]	90.06											
Intersection LOS	F											
Intersection V/C	1.980											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	1.896			2.174			2.289			2.755		
Crosswalk LOS	A			B			B			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1422			1422			400			400		
d_b, Bicycle Delay [s]	3.76			3.76			28.80			28.80		
I_b,int, Bicycle LOS Score for Intersection	1.829			2.131			1.732			2.074		
Bicycle LOS	A			B			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	36	944	6	14	1056	526	406	0	64	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	944	6	14	1056	526	406	0	64	6	0	10
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	248	2	4	278	138	107	0	17	2	0	3
Total Analysis Volume [veh/h]	38	994	6	14	1112	554	427	0	67	6	0	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	8	28	0	9	29	29	0	37	0	0	16	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	2	55	55	2	54	79	15	15	15	1	1
g / C, Green / Cycle	0.03	0.61	0.61	0.02	0.60	0.88	0.17	0.17	0.17	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.02	0.18	0.18	0.01	0.31	0.35	0.12	0.12	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1864	1781	3560	1589	1781	1781	1589	1781	1589
c, Capacity [veh/h]	50	2167	1134	32	2130	1400	304	304	271	30	27
d1, Uniform Delay [s]	43.52	8.47	8.47	43.85	10.59	0.98	35.24	35.24	32.38	43.74	43.90
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.26	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.42	0.36	0.69	9.35	0.92	0.44	2.96	2.96	0.47	1.21	3.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.30	0.30	0.44	0.52	0.40	0.70	0.70	0.25	0.20	0.41
d, Delay for Lane Group [s/veh]	51.93	8.83	9.16	53.20	11.51	1.42	38.20	38.20	32.85	44.95	47.65
Lane Group LOS	D	A	A	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.95	2.87	3.11	0.39	6.04	0.24	4.59	4.59	1.29	0.14	0.27
50th-Percentile Queue Length [ft/ln]	23.75	71.82	77.82	9.72	150.90	5.92	114.69	114.69	32.16	3.52	6.71
95th-Percentile Queue Length [veh/ln]	1.71	5.17	5.60	0.70	10.06	0.43	8.10	8.10	2.32	0.25	0.48
95th-Percentile Queue Length [ft/ln]	42.76	129.28	140.07	17.49	251.62	10.66	202.51	202.51	57.88	6.34	12.09

Movement, Approach, & Intersection Results

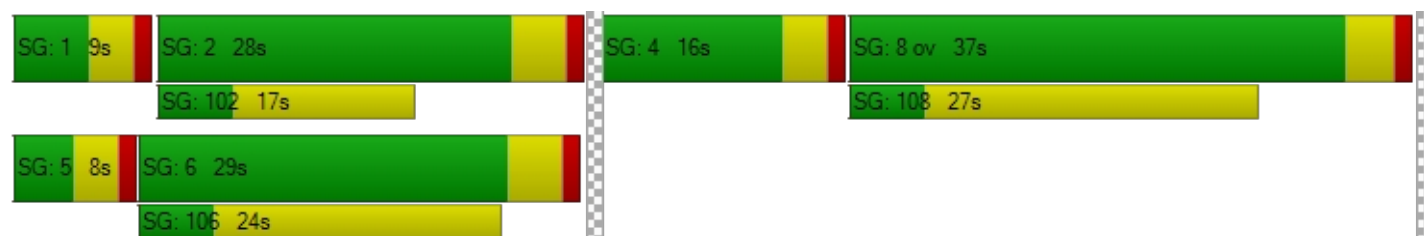
d_M, Delay for Movement [s/veh]	51.93	8.95	9.16	53.20	11.51	1.42	38.20	38.20	32.85	44.95	47.65	47.65
Movement LOS	D	A	A	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	10.52			8.53			37.47			46.70		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	13.80											
Intersection LOS	B											
Intersection V/C	0.531											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.816			0.000			2.397			1.954		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	519			542			728			266		
d_b, Bicycle Delay [s]	24.68			23.95			18.22			33.84		
I_b,int, Bicycle LOS Score for Intersection	2.131			2.946			2.375			1.588		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	34.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.754

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	966	0	898	0	1214	158	302	718	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	966	0	898	0	1214	158	302	718	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	254	0	236	0	319	42	79	189	0
Total Analysis Volume [veh/h]	0	0	0	1017	0	945	0	1278	166	318	756	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	58	0	0	0	43	0	19	62	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		120	120	120	120	120	120
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		52	52	39	39	14	58
g / C, Green / Cycle		0.43	0.43	0.32	0.32	0.12	0.49
(v / s)_i Volume / Saturation Flow Rate		0.29	0.34	0.25	0.10	0.09	0.21
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1485	1208	1645	513	403	1732
d1, Uniform Delay [s]		27.65	29.40	36.69	30.69	51.54	20.09
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		2.04	4.04	3.67	1.67	4.15	0.80
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.68	0.78	0.78	0.32	0.79	0.44
d, Delay for Lane Group [s/veh]		29.69	33.44	40.36	32.36	55.69	20.89
Lane Group LOS		C	C	D	C	E	C
Critical Lane Group		No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		12.03	12.15	11.75	3.89	4.88	7.03
50th-Percentile Queue Length [ft/ln]		300.86	303.72	293.79	97.14	122.07	175.67
95th-Percentile Queue Length [veh/ln]		17.72	17.87	17.37	6.99	8.51	11.37
95th-Percentile Queue Length [ft/ln]		443.09	446.63	434.34	174.85	212.66	284.36

Movement, Approach, & Intersection Results

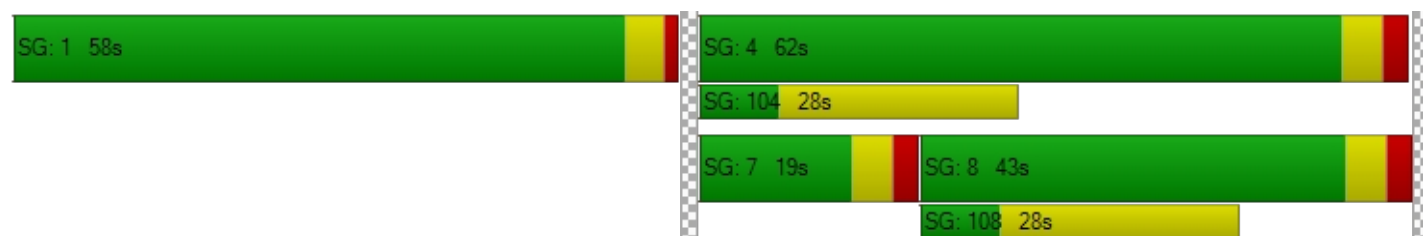
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	29.69	0.00	33.44	0.00	40.36	32.36	55.69	20.89	0.00
Movement LOS				C		C		D	C	E	C	
d_A, Approach Delay [s/veh]	0.00			31.50			39.44			31.20		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	33.99											
Intersection LOS	C											
Intersection V/C	0.754											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.49	49.49	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.965	2.623	0.000	0.000
Crosswalk LOS	A	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	892	623	940
d_b, Bicycle Delay [s]	59.99	18.41	28.42	16.84
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.354	2.446
Bicycle LOS	D	A	B	B

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	39.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.824

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	168	68	618	26	0	108	50	1532	596	0	1772	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	168	68	618	26	0	108	50	1532	596	0	1772	56
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	18	163	7	0	28	13	403	157	0	466	15
Total Analysis Volume [veh/h]	177	72	651	27	0	114	53	1613	627	0	1865	59
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	57	0	13	0	0	10	50	0	0	40	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	37	37	11	11	5	57	57	57	48	48
g / C, Green / Cycle	0.31	0.31	0.09	0.09	0.04	0.47	0.47	0.47	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.27	0.28	0.02	0.07	0.03	0.32	0.32	0.33	0.36	0.35
s, saturation flow rate [veh/h]	1701	1589	1781	1589	1781	3560	1816	1589	3560	1840
c, Capacity [veh/h]	523	489	157	141	70	1685	860	752	1409	728
d1, Uniform Delay [s]	39.29	40.00	50.66	53.75	57.11	24.39	24.49	24.98	34.27	33.65
k, delay calibration	0.17	0.20	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.08	11.47	0.38	8.06	8.63	2.14	4.25	5.47	10.33	14.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.91	0.17	0.81	0.76	0.67	0.68	0.70	0.91	0.88
d, Delay for Lane Group [s/veh]	46.37	51.47	51.04	61.81	65.75	26.52	28.74	30.46	44.60	48.05
Lane Group LOS	D	D	D	E	E	C	C	C	D	D
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	13.57	14.06	0.77	3.69	1.76	12.62	13.55	12.80	19.30	19.88
50th-Percentile Queue Length [ft/ln]	339.22	351.57	19.28	92.37	44.02	315.4	338.7	319.9	482.57	497.05
95th-Percentile Queue Length [veh/ln]	19.61	20.21	1.39	6.65	3.17	18.44	19.59	18.67	26.51	27.19
95th-Percentile Queue Length [ft/ln]	490.24	505.33	34.70	166.26	79.24	461.1	489.7	466.6	662.71	679.87

Movement, Approach, & Intersection Results

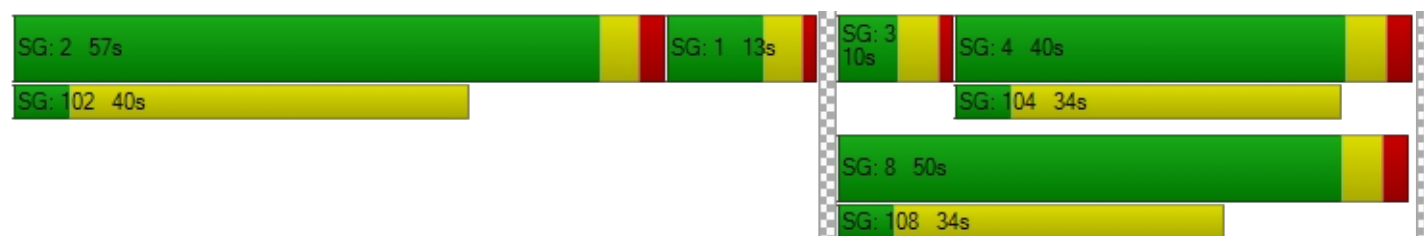
d_M, Delay for Movement [s/veh]	46.37	46.37	49.87	51.04	0.00	61.81	65.75	27.19	30.26	0.00	45.68	48.05
Movement LOS	D	D	D	D		E	E	C	C		D	D
d_A, Approach Delay [s/veh]	48.89			59.75			28.90			45.75		
Approach LOS	D			E			C			D		
d_I, Intersection Delay [s/veh]	39.32											
Intersection LOS	D											
Intersection V/C	0.824											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			0.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	51.36			51.36			0.00			51.36		
I_p,int, Pedestrian LOS Score for Intersection	2.519			2.061			0.000			3.153		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	858			142			738			571		
d_b, Bicycle Delay [s]	19.57			51.82			23.89			30.62		
I_b,int, Bicycle LOS Score for Intersection	3.045			1.560			2.821			2.618		
Bicycle LOS	C			A			C			B		

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	24.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.229

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	368	141	4	569	53	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	368	141	4	569	53	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	37	1	150	14	0
Total Analysis Volume [veh/h]	387	148	4	599	56	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.23	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.50	0.00	24.04	15.31
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.87	0.87
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.29	0.00	21.70	21.70
d_A, Approach Delay [s/veh]	0.00		0.06		23.89	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.17					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	83.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.120

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	4	884	30	102	932	12	6	0	6	4	0	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	884	30	102	932	12	6	0	6	4	0	32
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	233	8	27	245	3	2	0	2	1	0	8
Total Analysis Volume [veh/h]	4	931	32	107	981	13	6	0	6	4	0	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.15	0.01	0.00	0.12	0.00	0.01	0.07	0.00	0.06
d_M, Delay for Movement [s/veh]	10.24	0.00	0.00	10.96	0.00	0.00	83.11	102.63	17.79	72.57	96.20	13.62
Movement LOS	B	A	A	B	A	A	F	F	C	F	F	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.53	0.00	0.00	0.44	0.44	0.44	0.46	0.46	0.46
95th-Percentile Queue Length [ft/ln]	0.44	0.00	0.00	13.20	0.00	0.00	10.90	10.90	10.90	11.57	11.57	11.57
d_A, Approach Delay [s/veh]	0.04			1.07			50.45			19.83		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	1.21											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	24.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵			↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	27	23	514	91	11	4	1	668	17	475	787	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	23	514	91	11	4	1	668	17	475	787	30
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	6	135	24	3	1	0	176	4	125	207	8
Total Analysis Volume [veh/h]	28	24	541	96	12	4	1	703	18	500	828	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	29	0	9	35	0	36	62	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	34	8	8	0	56	56	20	76	76
g / C, Green / Cycle	0.09	0.09	0.31	0.07	0.07	0.00	0.51	0.51	0.18	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.02	0.01	0.19	0.05	0.01	0.00	0.19	0.19	0.14	0.23	0.23
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1791	1781	1870	1854	3459	1870	1846
c, Capacity [veh/h]	159	167	870	127	128	4	955	947	634	1294	1277
d1, Uniform Delay [s]	46.39	46.25	32.54	50.19	47.91	54.81	16.34	16.35	42.91	6.81	6.81
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	0.39	0.73	8.82	0.44	25.08	1.15	1.16	2.23	0.70	0.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.14	0.62	0.76	0.13	0.23	0.38	0.38	0.79	0.33	0.33
d, Delay for Lane Group [s/veh]	46.91	46.64	33.27	59.01	48.35	79.89	17.49	17.50	45.14	7.50	7.52
Lane Group LOS	D	D	C	E	D	E	B	B	D	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.73	0.62	6.20	2.90	0.43	0.06	5.72	5.67	6.65	3.91	3.88
50th-Percentile Queue Length [ft/ln]	18.32	15.62	154.97	72.51	10.69	1.45	142.89	141.81	166.27	97.86	96.93
95th-Percentile Queue Length [veh/ln]	1.32	1.12	10.28	5.22	0.77	0.10	9.64	9.58	10.88	7.05	6.98
95th-Percentile Queue Length [ft/ln]	32.98	28.12	257.05	130.51	19.24	2.60	240.91	239.45	272.01	176.14	174.47

Movement, Approach, & Intersection Results

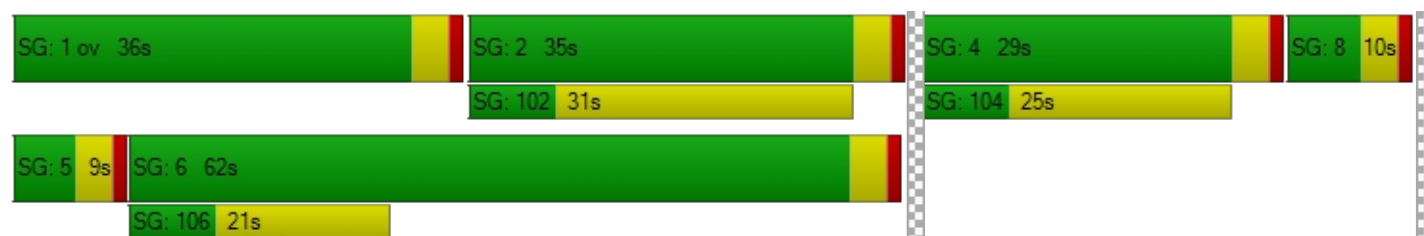
d_M, Delay for Movement [s/veh]	46.91	46.64	33.27	59.01	48.35	48.35	79.89	17.50	17.50	45.14	7.51	7.52
Movement LOS	D	D	C	E	D	D	E	B	B	D	A	A
d_A, Approach Delay [s/veh]	34.46			57.49			17.58			21.34		
Approach LOS	C			E			B			C		
d_I, Intersection Delay [s/veh]	24.61											
Intersection LOS	C											
Intersection V/C	0.606											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	44.58			44.58			44.58			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.645			2.005			2.618			0.000		
Crosswalk LOS	B			B			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	109			454			563			1054		
d_b, Bicycle Delay [s]	49.19			32.86			28.39			12.31		
I_b,int, Bicycle LOS Score for Intersection	2.538			1.744			2.155			2.682		
Bicycle LOS	B			A			B			B		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	2	41	33	3	16	10	1237	27	99	1272	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	2	41	33	3	16	10	1237	27	99	1272	34
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	11	9	1	4	3	326	7	26	335	9
Total Analysis Volume [veh/h]	15	2	43	35	3	17	11	1302	28	104	1339	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	10	0	9	29	0	16	36	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	13	5	5	1	60	60	5	64	64
g / C, Green / Cycle	0.05	0.15	0.05	0.05	0.01	0.67	0.67	0.05	0.71	0.71
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.02	0.01	0.01	0.36	0.36	0.03	0.38	0.02
s, saturation flow rate [veh/h]	1791	1589	1781	1626	1781	1870	1856	3459	3560	1589
c, Capacity [veh/h]	95	238	91	83	26	1245	1236	182	2505	1118
d1, Uniform Delay [s]	40.82	33.48	41.41	41.10	44.04	7.83	7.83	41.73	6.35	4.05
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.89	0.36	2.64	1.48	10.28	1.66	1.67	2.82	0.82	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.18	0.38	0.24	0.42	0.54	0.54	0.57	0.53	0.03
d, Delay for Lane Group [s/veh]	41.71	33.84	44.05	42.58	54.33	9.49	9.51	44.54	7.17	4.11
Lane Group LOS	D	C	D	D	D	A	A	D	A	A
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.38	0.84	0.81	0.46	0.32	6.21	6.18	1.19	5.10	0.18
50th-Percentile Queue Length [ft/ln]	9.52	20.94	20.30	11.42	7.90	155.32	154.54	29.71	127.56	4.55
95th-Percentile Queue Length [veh/ln]	0.69	1.51	1.46	0.82	0.57	10.30	10.26	2.14	8.81	0.33
95th-Percentile Queue Length [ft/ln]	17.14	37.69	36.55	20.56	14.23	257.51	256.47	53.48	220.17	8.19

Movement, Approach, & Intersection Results

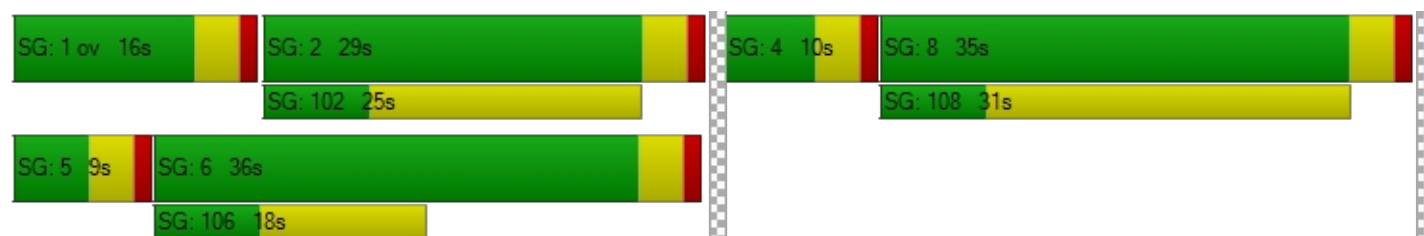
d_M, Delay for Movement [s/veh]	41.71	41.71	33.84	44.05	42.58	42.58	54.33	9.50	9.51	44.54	7.17	4.11
Movement LOS	D	D	C	D	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	36.07			43.52			9.86			9.72		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	10.96											
Intersection LOS	B											
Intersection V/C	0.525											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			0.00			34.72		
I_p,int, Pedestrian LOS Score for Intersection	2.178			1.974			0.000			2.992		
Crosswalk LOS	B			A			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	688			133			555			710		
d_b, Bicycle Delay [s]	19.38			39.24			23.51			18.73		
I_b,int, Bicycle LOS Score for Intersection	1.659			1.650			2.666			2.780		
Bicycle LOS	A			A			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 10: Camino Capistrano at Del Obispo Street**

Control Type:	Signalized	Delay (sec / veh):	30.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	LTL			LTL			LTL			LTL		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	360	192	92	36	258	386	392	694	272	84	702	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	192	92	36	258	386	392	694	272	84	702	14
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	51	24	9	68	102	103	183	72	22	185	4
Total Analysis Volume [veh/h]	379	202	97	38	272	406	413	731	286	88	739	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	18	29	0	24	35	35	14	31	31	11	28	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	12	26	26	3	17	42	21	41	59	5	26	26
g / C, Green / Cycle	0.13	0.28	0.28	0.03	0.17	0.44	0.22	0.43	0.62	0.06	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.06	0.02	0.15	0.26	0.12	0.21	0.18	0.03	0.20	0.20
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1857
c, Capacity [veh/h]	454	518	441	50	326	706	748	1541	982	200	513	509
d1, Uniform Delay [s]	40.33	27.87	26.47	45.92	37.98	19.75	33.18	19.26	8.48	43.35	31.42	31.42
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.27	0.04	0.50	0.06	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.57	0.48	0.25	8.32	5.62	1.82	0.24	1.05	0.10	0.57	9.15	9.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.39	0.22	0.76	0.84	0.58	0.55	0.47	0.29	0.44	0.74	0.74
d, Delay for Lane Group [s/veh]	41.91	28.35	26.72	54.24	43.60	21.56	33.42	20.31	8.57	43.91	40.57	40.63
Lane Group LOS	D	C	C	D	D	C	C	C	A	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.37	3.74	1.71	1.00	6.54	6.78	4.20	5.77	2.53	1.01	9.03	8.97
50th-Percentile Queue Length [ft/ln]	109.29	93.52	42.64	25.03	163.43	169.56	104.90	144.31	63.36	25.24	225.69	224.37
95th-Percentile Queue Length [veh/ln]	7.80	6.73	3.07	1.80	10.73	11.05	7.55	9.71	4.56	1.82	13.96	13.89
95th-Percentile Queue Length [ft/ln]	195.02	168.34	76.75	45.06	268.26	276.33	188.82	242.82	114.04	45.43	348.88	347.19

Movement, Approach, & Intersection Results

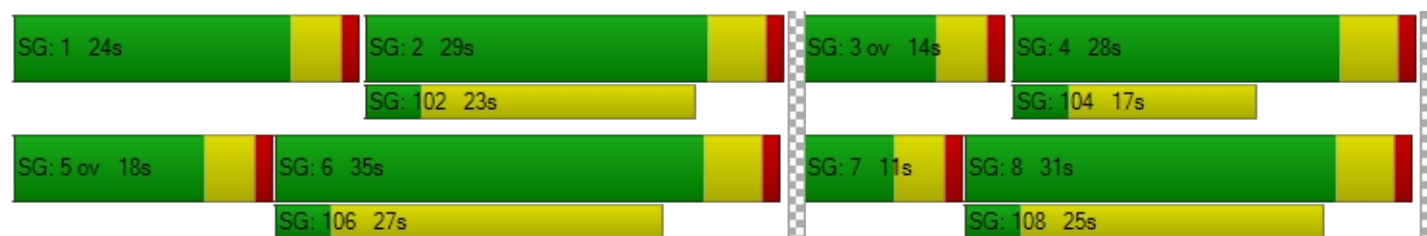
d_M, Delay for Movement [s/veh]	41.91	28.35	26.72	54.24	43.60	21.56	33.42	20.31	8.57	43.91	40.60	40.63
Movement LOS	D	C	C	D	D	C	C	C	A	D	D	D
d_A, Approach Delay [s/veh]	35.69			31.67			21.75			40.94		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	30.67											
Intersection LOS	C											
Intersection V/C	0.752											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	39.88			39.88			39.88			39.88		
I_p,int, Pedestrian LOS Score for Intersection	2.673			2.567			3.010			2.736		
Crosswalk LOS	B			B			C			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	503			629			545			482		
d_b, Bicycle Delay [s]	26.65			22.34			25.17			27.40		
I_b,int, Bicycle LOS Score for Intersection	2.678			2.741			2.739			2.254		
Bicycle LOS	B			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	15.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.433

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	399	57	77	373	126	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	399	57	77	373	126	159
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	15	20	98	33	42
Total Analysis Volume [veh/h]	420	60	81	393	133	167
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	16	29	40	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	60	77	5	70	12	12
g / C, Green / Cycle	0.67	0.85	0.06	0.77	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.22	0.04	0.05	0.21	0.07	0.11
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	1252	1353	106	1447	233	208
d1, Uniform Delay [s]	6.33	1.03	41.74	2.92	36.79	38.04
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.72	0.06	4.26	0.46	0.83	2.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.04	0.77	0.27	0.57	0.80
d, Delay for Lane Group [s/veh]	7.06	1.09	46.01	3.39	37.61	40.81
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.15	0.07	1.88	1.56	2.77	3.68
50th-Percentile Queue Length [ft/ln]	78.76	1.85	46.95	39.07	69.13	92.02
95th-Percentile Queue Length [veh/ln]	5.67	0.13	3.38	2.81	4.98	6.63
95th-Percentile Queue Length [ft/ln]	141.76	3.33	84.51	70.33	124.44	165.64

Movement, Approach, & Intersection Results

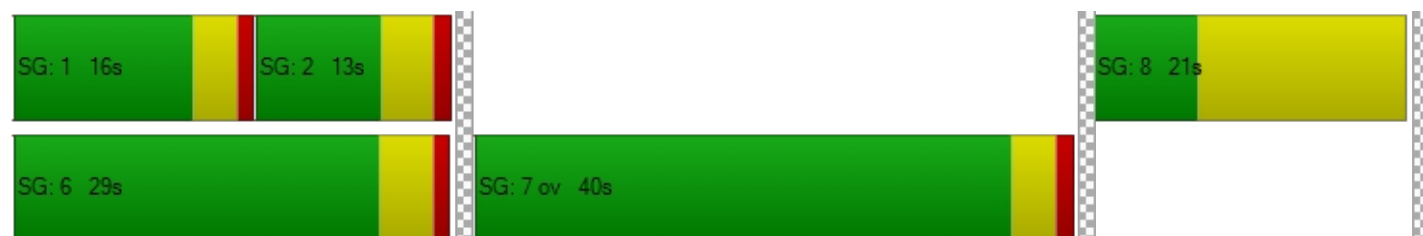
d_M, Delay for Movement [s/veh]	7.06	1.09	46.01	3.39	37.61	40.81
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	6.31		10.67		39.39	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	15.87					
Intersection LOS	B					
Intersection V/C	0.433					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.267	2.285	2.083
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	542	800
d_b, Bicycle Delay [s]	37.01	23.93	16.22
I_b,int, Bicycle LOS Score for Intersection	2.352	2.342	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	28.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.049

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	9	108	92	129	23	18	3	129	8	55	258	195
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	108	92	129	23	18	3	129	8	55	258	195
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	28	24	34	6	5	1	34	2	14	68	51
Total Analysis Volume [veh/h]	9	114	97	136	24	19	3	136	8	58	272	205
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	0	58	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	54	54	54	28	28	28	28
g / C, Green / Cycle	0.60	0.60	0.60	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.22	0.79	0.01	0.04	0.04	0.17	0.17
s, saturation flow rate [veh/h]	1020	203	1589	1850	1668	1744	1483
c, Capacity [veh/h]	652	195	951	620	522	594	464
d1, Uniform Delay [s]	13.44	23.51	7.35	22.16	22.18	25.20	25.46
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.30	30.49	0.01	0.41	0.53	2.85	4.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.82	0.02	0.12	0.13	0.49	0.53
d, Delay for Lane Group [s/veh]	13.75	54.00	7.36	22.57	22.71	28.05	29.73
Lane Group LOS	B	D	A	C	C	C	C
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.21	5.19	0.14	1.22	1.12	5.40	4.76
50th-Percentile Queue Length [ft/ln]	55.35	129.79	3.49	30.57	28.03	134.96	118.92
95th-Percentile Queue Length [veh/ln]	3.98	8.93	0.25	2.20	2.02	9.21	8.33
95th-Percentile Queue Length [ft/ln]	99.62	223.21	6.28	55.02	50.46	230.22	208.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.75	13.75	13.75	54.00	54.00	7.36	22.57	22.64	22.71	28.05	28.30	29.73
Movement LOS	B	B	B	D	D	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	13.75			49.05			22.64			28.82		
Approach LOS	B			D			C			C		
d_I, Intersection Delay [s/veh]	28.26											
Intersection LOS	C											
Intersection V/C	1.049											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	1.948			2.107			2.252			2.544		
Crosswalk LOS	A			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1200			1200			622			622		
d_b, Bicycle Delay [s]	7.20			7.20			21.36			21.36		
I_b,int, Bicycle LOS Score for Intersection	1.923			1.855			1.681			2.001		
Bicycle LOS	A			A			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	14.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	84	896	10	14	1016	406	294	4	62	8	2	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	896	10	14	1016	406	294	4	62	8	2	20
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	236	3	4	267	107	77	1	16	2	1	5
Total Analysis Volume [veh/h]	88	943	11	14	1069	427	309	4	65	8	2	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	40	0	10	29	29	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	6	58	58	2	54	76	12	12	12	2	2
g / C, Green / Cycle	0.06	0.64	0.64	0.02	0.59	0.84	0.13	0.13	0.13	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.05	0.18	0.18	0.01	0.30	0.27	0.09	0.09	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1859	1781	3560	1589	1781	1783	1589	1781	1610
c, Capacity [veh/h]	116	2279	1190	32	2111	1342	233	233	208	45	41
d1, Uniform Delay [s]	41.48	7.09	7.09	43.85	10.68	1.50	37.36	37.36	35.53	43.03	43.46
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.31	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.85	0.30	0.57	9.35	0.87	0.38	3.35	3.35	0.85	0.69	4.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.28	0.28	0.44	0.51	0.32	0.67	0.67	0.31	0.18	0.56
d, Delay for Lane Group [s/veh]	45.33	7.39	7.67	53.20	11.55	1.88	40.72	40.71	36.39	43.72	47.92
Lane Group LOS	D	A	A	D	B	A	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.02	2.41	2.61	0.39	5.81	0.73	3.45	3.46	1.33	0.18	0.55
50th-Percentile Queue Length [ft/ln]	50.61	60.25	65.21	9.72	145.16	18.17	86.36	86.45	33.22	4.54	13.82
95th-Percentile Queue Length [veh/ln]	3.64	4.34	4.70	0.70	9.76	1.31	6.22	6.22	2.39	0.33	1.00
95th-Percentile Queue Length [ft/ln]	91.11	108.45	117.38	17.49	243.96	32.71	155.44	155.61	59.79	8.17	24.88

Movement, Approach, & Intersection Results

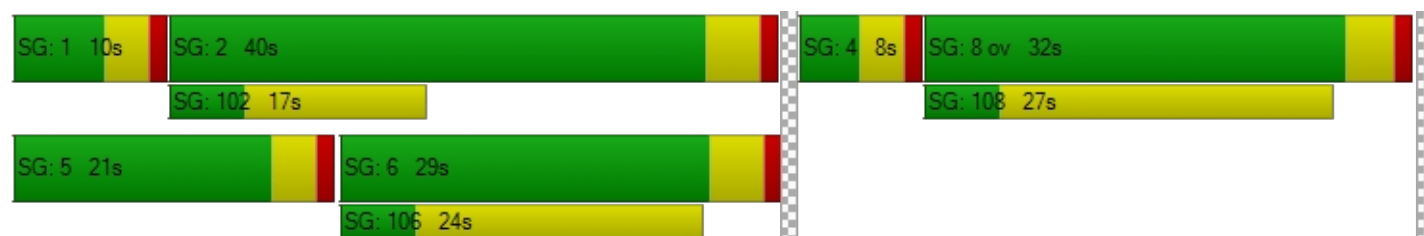
d_M, Delay for Movement [s/veh]	45.33	7.49	7.67	53.20	11.55	1.88	40.72	40.71	36.39	43.72	47.92	47.92
Movement LOS	D	A	A	D	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	10.68			9.20			39.97			46.84		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	14.05											
Intersection LOS	B											
Intersection V/C	0.521											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.809			0.000			2.351			1.961		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	786			542			617			89		
d_b, Bicycle Delay [s]	16.60			23.95			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.133			2.805			2.183			1.611		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	28.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1008	0	742	0	900	152	470	780	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1008	0	742	0	900	152	470	780	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	265	0	195	0	237	40	124	205	0
Total Analysis Volume [veh/h]	0	0	0	1061	0	781	0	947	160	495	821	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	43	0	0	0	34	0	18	52	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		95	95	95	95	95	95
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		37	37	25	25	17	48
g / C, Green / Cycle		0.39	0.39	0.26	0.26	0.18	0.50
(v / s)_i Volume / Saturation Flow Rate		0.31	0.28	0.19	0.10	0.14	0.23
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1354	1101	1341	418	623	1788
d1, Uniform Delay [s]		25.39	24.37	31.70	28.70	37.29	15.31
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		3.65	3.06	3.15	2.64	2.82	0.85
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.78	0.71	0.71	0.38	0.79	0.46
d, Delay for Lane Group [s/veh]		29.04	27.43	34.85	31.34	40.12	16.16
Lane Group LOS		C	C	C	C	D	B
Critical Lane Group		Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		10.77	7.59	6.81	3.25	5.67	5.69
50th-Percentile Queue Length [ft/ln]		269.21	189.75	170.36	81.34	141.65	142.17
95th-Percentile Queue Length [veh/ln]		16.15	12.11	11.10	5.86	9.57	9.60
95th-Percentile Queue Length [ft/ln]		403.76	302.71	277.39	146.42	239.24	239.95

Movement, Approach, & Intersection Results

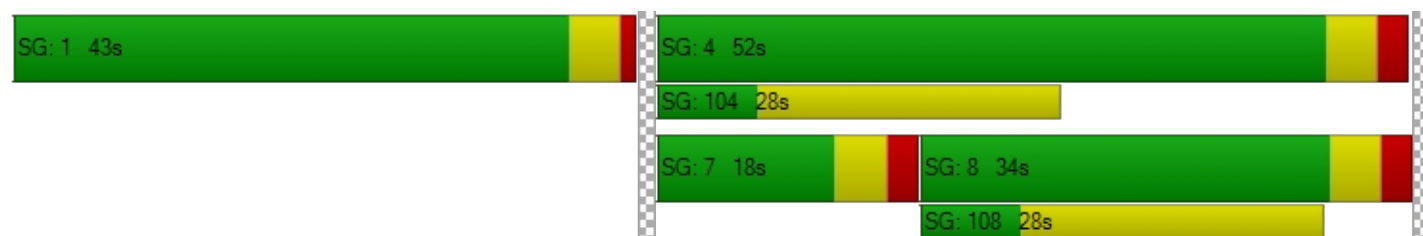
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	29.04	0.00	27.43	0.00	34.85	31.34	40.12	16.16	0.00
Movement LOS				C		C		C	C	D	B	
d_A, Approach Delay [s/veh]	0.00			28.36			34.35			25.17		
Approach LOS	A			C			C			C		
d_I, Intersection Delay [s/veh]	28.93											
Intersection LOS	C											
Intersection V/C	0.728											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	37.16			37.16			0.00			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.036			2.582			0.000			0.000		
Crosswalk LOS	B			B			F			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	0			810			598			976		
d_b, Bicycle Delay [s]	47.52			16.82			23.36			12.45		
I_b,int, Bicycle LOS Score for Intersection	4.132			1.560			2.168			2.645		
Bicycle LOS	D			A			B			B		

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	30.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.758

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	192	42	404	44	0	148	44	1376	470	0	1700	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	192	42	404	44	0	148	44	1376	470	0	1700	68
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	11	106	12	0	39	12	362	124	0	447	18
Total Analysis Volume [veh/h]	202	44	425	46	0	156	46	1448	495	0	1789	72
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	47	0	13	0	0	10	50	0	0	40	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	25	25	13	13	4	56	56	56	48	48
g / C, Green / Cycle	0.23	0.23	0.12	0.12	0.03	0.51	0.51	0.51	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.20	0.20	0.03	0.10	0.03	0.28	0.28	0.28	0.35	0.34
s, saturation flow rate [veh/h]	1730	1589	1781	1589	1781	3560	1840	1589	3560	1832
c, Capacity [veh/h]	399	367	208	186	62	1815	938	810	1542	794
d1, Uniform Delay [s]	40.76	40.87	44.05	47.58	52.63	18.29	18.30	18.43	27.14	26.73
k, delay calibration	0.11	0.11	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.98	6.94	0.39	7.37	9.06	1.17	2.26	2.72	4.57	7.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.88	0.22	0.84	0.74	0.54	0.54	0.55	0.80	0.78
d, Delay for Lane Group [s/veh]	46.73	47.82	44.44	54.95	61.69	19.46	20.56	21.15	31.71	34.27
Lane Group LOS	D	D	D	D	E	B	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.65	9.07	1.16	4.55	1.41	8.52	9.12	8.16	14.71	15.19
50th-Percentile Queue Length [ft/ln]	241.17	226.87	29.03	113.78	35.32	213.0	228.0	204.1	367.82	379.76
95th-Percentile Queue Length [veh/ln]	14.74	14.02	2.09	8.05	2.54	13.31	14.07	12.85	21.00	21.58
95th-Percentile Queue Length [ft/ln]	368.51	350.39	52.26	201.24	63.58	332.7	351.8	321.2	525.09	539.56

Movement, Approach, & Intersection Results

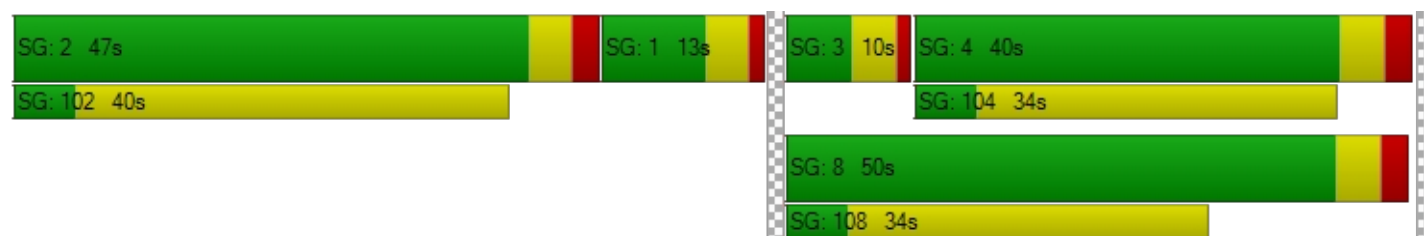
d_M, Delay for Movement [s/veh]	46.73	46.73	47.57	44.44	0.00	54.95	61.69	19.81	21.13	0.00	32.49	34.27
Movement LOS	D	D	D	D		D	E	B	C		C	C
d_A, Approach Delay [s/veh]	47.26			52.56			21.10			32.56		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	30.68											
Intersection LOS	C											
Intersection V/C	0.758											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			0.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	46.38			46.38			0.00			46.38		
I_p,int, Pedestrian LOS Score for Intersection	2.426			2.070			0.000			3.078		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	754			155			805			623		
d_b, Bicycle Delay [s]	21.34			46.84			19.63			26.06		
I_b,int, Bicycle LOS Score for Intersection	2.667			1.560			2.654			2.583		
Bicycle LOS	B			A			B			B		

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	23.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.222

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	448	158	7	462	52	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	448	158	7	462	52	4
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	42	2	122	14	1
Total Analysis Volume [veh/h]	472	166	7	486	55	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.22	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	8.83	0.00	23.63	15.89
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.86	0.86
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.56	0.00	21.56	21.56
d_A, Approach Delay [s/veh]	0.00		0.13		23.10	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.20					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	86.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	10	820	50	126	848	18	6	0	16	10	0	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	820	50	126	848	18	6	0	16	10	0	90
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	216	13	33	223	5	2	0	4	3	0	24
Total Analysis Volume [veh/h]	11	863	53	133	893	19	6	0	17	11	0	95
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.18	0.01	0.00	0.13	0.00	0.03	0.20	0.00	0.17
d_M, Delay for Movement [s/veh]	9.92	0.00	0.00	10.93	0.00	0.00	86.61	96.27	16.06	76.38	94.33	18.16
Movement LOS	A	A	A	B	A	A	F	F	C	F	F	C
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.65	0.00	0.00	0.55	0.55	0.55	1.60	1.60	1.60
95th-Percentile Queue Length [ft/ln]	1.13	0.00	0.00	16.29	0.00	0.00	13.66	13.66	13.66	40.02	40.02	40.02
d_A, Approach Delay [s/veh]	0.12			1.39			34.47			24.20		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	2.34											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	22.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶↷↶			↶↷			↶↷			↶↷↶		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	4	431	42	6	3	3	576	18	480	765	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	4	431	42	6	3	3	576	18	480	765	48
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	113	11	2	1	1	152	5	126	201	13
Total Analysis Volume [veh/h]	15	4	454	44	6	3	3	606	19	505	805	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	29	0	9	35	0	36	62	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	32	5	5	0	61	61	20	81	81
g / C, Green / Cycle	0.07	0.07	0.29	0.04	0.04	0.00	0.55	0.55	0.18	0.73	0.73
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.16	0.02	0.01	0.00	0.17	0.17	0.15	0.23	0.23
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1766	1781	1870	1850	3459	1870	1831
c, Capacity [veh/h]	131	138	823	80	79	9	1035	1024	631	1367	1339
d1, Uniform Delay [s]	47.63	47.33	32.85	51.51	50.50	54.59	13.18	13.18	43.08	5.17	5.18
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.38	0.08	0.58	5.86	0.63	20.26	0.75	0.76	2.40	0.61	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	0.03	0.55	0.55	0.11	0.33	0.30	0.30	0.80	0.32	0.32
d, Delay for Lane Group [s/veh]	48.01	47.41	33.43	57.37	51.13	74.85	13.93	13.94	45.49	5.78	5.80
Lane Group LOS	D	D	C	E	D	E	B	B	D	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.40	0.11	5.14	1.32	0.25	0.13	4.27	4.23	6.75	3.21	3.16
50th-Percentile Queue Length [ft/ln]	9.96	2.63	128.53	32.94	6.30	3.34	106.72	105.81	168.74	80.23	79.03
95th-Percentile Queue Length [veh/ln]	0.72	0.19	8.86	2.37	0.45	0.24	7.66	7.61	11.01	5.78	5.69
95th-Percentile Queue Length [ft/ln]	17.94	4.73	221.49	59.30	11.34	6.00	191.43	190.16	275.26	144.42	142.25

Movement, Approach, & Intersection Results

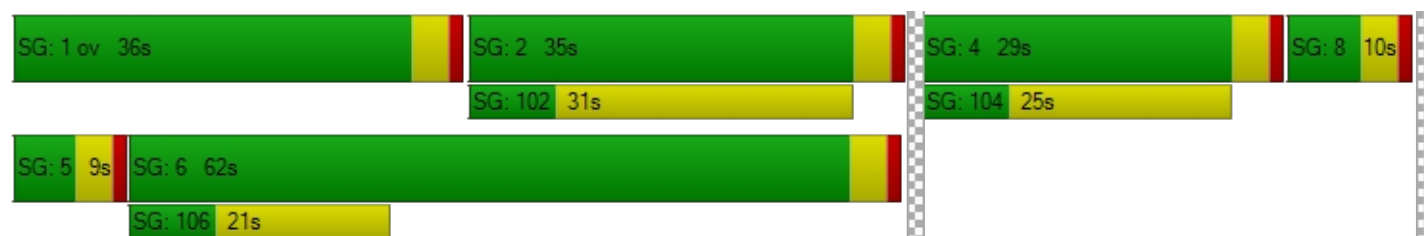
d_M, Delay for Movement [s/veh]	48.01	47.41	33.43	57.37	51.13	51.13	74.85	13.94	13.94	45.49	5.79	5.80
Movement LOS	D	D	C	E	D	D	E	B	B	D	A	A
d_A, Approach Delay [s/veh]	34.01			56.31			14.23			20.52		
Approach LOS	C			E			B			C		
d_I, Intersection Delay [s/veh]	22.24											
Intersection LOS	C											
Intersection V/C	0.525											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	44.58			44.58			44.58			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.625			1.986			2.592			0.000		
Crosswalk LOS	B			A			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	109			454			563			1054		
d_b, Bicycle Delay [s]	49.19			32.86			28.39			12.31		
I_b,int, Bicycle LOS Score for Intersection	2.340			1.647			2.078			2.682		
Bicycle LOS	B			A			B			B		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	13.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	50	1	106	57	1	19	16	1029	23	101	1211	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1	106	57	1	19	16	1029	23	101	1211	40
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	28	15	0	5	4	271	6	27	319	11
Total Analysis Volume [veh/h]	53	1	112	60	1	20	17	1083	24	106	1275	42
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	10	0	9	36	0	9	36	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	15	5	5	2	58	58	5	61	61
g / C, Green / Cycle	0.07	0.17	0.06	0.06	0.02	0.64	0.64	0.06	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.03	0.07	0.03	0.01	0.01	0.30	0.30	0.03	0.36	0.03
s, saturation flow rate [veh/h]	1783	1589	1781	1601	1781	1870	1856	3459	3560	1589
c, Capacity [veh/h]	119	266	105	95	37	1198	1188	196	2408	1075
d1, Uniform Delay [s]	40.51	33.62	41.31	40.45	43.67	8.29	8.30	41.41	7.36	4.85
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.71	1.06	4.79	1.17	8.79	1.29	1.30	2.33	0.84	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.42	0.57	0.22	0.46	0.46	0.46	0.54	0.53	0.04
d, Delay for Lane Group [s/veh]	43.22	34.68	46.11	41.62	52.46	9.59	9.60	43.73	8.20	4.92
Lane Group LOS	D	C	D	D	D	A	A	D	A	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.23	2.24	1.42	0.47	0.46	5.24	5.20	1.20	5.42	0.24
50th-Percentile Queue Length [ft/ln]	30.75	56.09	35.60	11.77	11.53	130.91	130.03	29.93	135.55	6.09
95th-Percentile Queue Length [veh/ln]	2.21	4.04	2.56	0.85	0.83	8.99	8.94	2.15	9.24	0.44
95th-Percentile Queue Length [ft/ln]	55.35	100.97	64.08	21.18	20.75	224.73	223.53	53.87	231.02	10.97

Movement, Approach, & Intersection Results

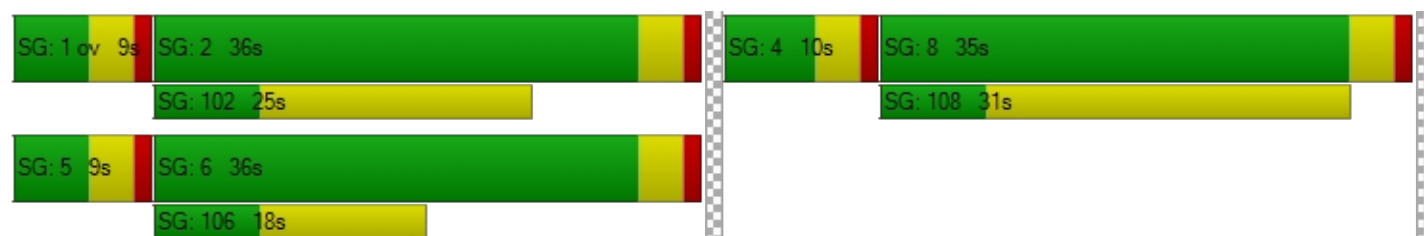
d_M, Delay for Movement [s/veh]	43.22	43.22	34.68	46.11	41.62	41.62	52.46	9.59	9.60	43.73	8.20	4.92
Movement LOS	D	D	C	D	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	37.46			44.94			10.24			10.75		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	13.12											
Intersection LOS	B											
Intersection V/C	0.567											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			0.00			34.72		
I_p,int, Pedestrian LOS Score for Intersection	2.203			1.986			0.000			2.966		
Crosswalk LOS	B			A			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	688			133			710			710		
d_b, Bicycle Delay [s]	19.38			39.24			18.73			18.73		
I_b,int, Bicycle LOS Score for Intersection	1.834			1.693			2.487			2.734		
Bicycle LOS	A			A			B			B		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 10: Camino Capistrano at Del Obispo Street**

Control Type:	Signalized	Delay (sec / veh):	32.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	408	268	156	62	218	288	246	616	284	134	734	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	408	268	156	62	218	288	246	616	284	134	734	30
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	71	41	16	57	76	65	162	75	35	193	8
Total Analysis Volume [veh/h]	429	282	164	65	229	303	259	648	299	141	773	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	30	39	0	24	33	33	19	31	31	11	23	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	16	26	26	5	15	39	18	48	69	6	36	36
g / C, Green / Cycle	0.15	0.25	0.25	0.05	0.15	0.37	0.17	0.46	0.66	0.06	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.12	0.15	0.10	0.04	0.12	0.19	0.07	0.18	0.19	0.04	0.22	0.22
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1844
c, Capacity [veh/h]	515	464	394	86	275	589	604	1634	1043	209	645	636
d1, Uniform Delay [s]	43.47	35.01	33.15	49.43	43.56	25.75	38.72	18.81	7.64	48.38	28.82	28.82
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.05	0.04	0.50	0.14	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.37	1.29	0.70	5.02	6.44	0.34	0.18	0.72	0.19	1.43	4.60	4.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.61	0.42	0.76	0.83	0.51	0.43	0.40	0.29	0.68	0.63	0.63
d, Delay for Lane Group [s/veh]	44.84	36.30	33.85	54.45	50.00	26.10	38.90	19.53	7.84	49.81	33.42	33.48
Lane Group LOS	D	D	C	D	D	C	D	B	A	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.48	6.50	3.56	1.80	6.24	5.86	2.98	5.26	2.68	1.85	9.22	9.10
50th-Percentile Queue Length [ft/ln]	136.93	162.49	89.11	45.00	155.93	146.54	74.60	131.61	66.99	46.14	230.41	227.49
95th-Percentile Queue Length [veh/ln]	9.32	10.68	6.42	3.24	10.33	9.83	5.37	9.03	4.82	3.32	14.20	14.05
95th-Percentile Queue Length [ft/ln]	232.88	267.02	160.39	81.01	258.33	245.80	134.28	225.68	120.58	83.05	354.89	351.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.84	36.30	33.85	54.45	50.00	26.10	38.90	19.53	7.84	49.81	33.45	33.48
Movement LOS	D	D	C	D	D	C	D	B	A	D	C	C
d_A, Approach Delay [s/veh]	40.03			38.35			20.79			35.89		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	32.27											
Intersection LOS	C											
Intersection V/C	0.672											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	44.84			44.84			44.84			44.84		
I_p,int, Pedestrian LOS Score for Intersection	2.714			2.538			2.981			2.759		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	645			531			493			341		
d_b, Bicycle Delay [s]	24.10			28.34			29.83			36.16		
I_b,int, Bicycle LOS Score for Intersection	3.003			2.545			2.555			2.340		
Bicycle LOS	C			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E

EXISTING PLUS PROJECT PLUS CUMULATIVE (YEAR 2028) TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS – ICU METHOD OF ANALYSIS

APPENDIX E-1

**EXISTING PLUS PROJECT (WITHOUT FORSTER)
TRAFFIC CONDITIONS – ICU METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	364	23	173	471	89	290
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	364	23	173	471	89	290
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	6	43	118	22	73
Total Analysis Volume [veh/h]	364	23	173	471	89	290
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.00	0.10	0.28	0.05	0.17
Intersection LOS	A					
Intersection V/C	0.536					

Intersection Level Of Service Report

Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.473

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	7	102	66	236	35	58	3	185	10	59	314	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	102	66	236	35	58	3	185	10	59	314	238
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	26	17	59	9	15	1	46	3	15	79	60
Total Analysis Volume [veh/h]	7	102	66	236	35	58	3	185	10	59	314	238
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.10	0.14	0.16	0.03	0.00	0.06	0.06	0.03	0.18	0.18
Intersection LOS	A											
Intersection V/C	0.473											

Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.513

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	36	944	6	14	1056	546	425	0	64	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	944	6	14	1056	546	425	0	64	6	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	236	2	4	264	137	106	0	16	2	0	3
Total Analysis Volume [veh/h]	36	944	6	14	1056	546	425	0	64	6	0	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.19	0.19	0.01	0.31	0.20	0.13	0.00	0.04	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.513											

Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.664

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	966	0	907	0	1227	164	302	731	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	966	0	907	0	1227	164	302	731	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	242	0	227	0	307	41	76	183	0
Total Analysis Volume [veh/h]	0	0	0	966	0	907	0	1227	164	302	731	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.28	0.00	0.27	0.00	0.24	0.10	0.09	0.22	0.00
Intersection LOS	B											
Intersection V/C	0.664											

Intersection Level Of Service Report

Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	175	68	618	26	0	108	50	1537	603	0	1779	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	68	618	26	0	108	50	1537	603	0	1779	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	17	155	7	0	27	13	384	151	0	445	14
Total Analysis Volume [veh/h]	175	68	618	26	0	108	50	1537	603	0	1779	56
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.25	0.25	0.02	0.00	0.06	0.03	0.31	0.31	0.00	0.36	0.36
Intersection LOS	C											
Intersection V/C	0.756											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵			↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	27	23	515	91	11	4	1	670	17	475	790	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	23	515	91	11	4	1	670	17	475	790	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	6	129	23	3	1	0	168	4	119	198	8
Total Analysis Volume [veh/h]	27	23	515	91	11	4	1	670	17	475	790	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.05	0.01	0.01	0.00	0.20	0.20	0.14	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.461											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.481

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	2	41	33	3	16	10	1241	27	99	1275	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	2	41	33	3	16	10	1241	27	99	1275	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	10	8	1	4	3	310	7	25	319	9
Total Analysis Volume [veh/h]	14	2	41	33	3	16	10	1241	27	99	1275	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.02	0.01	0.01	0.01	0.37	0.37	0.03	0.38	0.02
Intersection LOS	A											
Intersection V/C	0.481											

Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.638

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	360	198	92	36	264	389	396	694	272	84	702	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	198	92	36	264	389	396	694	272	84	702	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	50	23	9	66	97	99	174	68	21	176	4
Total Analysis Volume [veh/h]	360	198	92	36	264	389	396	694	272	84	702	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.12	0.05	0.02	0.16	0.11	0.12	0.20	0.05	0.02	0.21	0.21
Intersection LOS	B											
Intersection V/C	0.638											

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	404	57	77	385	126	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	404	57	77	385	126	159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	14	19	96	32	40
Total Analysis Volume [veh/h]	404	57	77	385	126	159
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.00	0.05	0.23	0.07	0.09
Intersection LOS	A					
Intersection V/C	0.426					

Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.439

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	9	108	121	129	23	18	3	129	8	131	258	195
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	108	121	129	23	18	3	129	8	131	258	195
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	30	32	6	5	1	32	2	33	65	49
Total Analysis Volume [veh/h]	9	108	121	129	23	18	3	129	8	131	258	195
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.14	0.14	0.08	0.09	0.01	0.00	0.04	0.04	0.08	0.17	0.17
Intersection LOS	A											
Intersection V/C	0.439											

Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	84	896	10	14	1016	482	323	4	62	8	2	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	896	10	14	1016	482	323	4	62	8	2	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	224	3	4	254	121	81	1	16	2	1	5
Total Analysis Volume [veh/h]	84	896	10	14	1016	482	323	4	62	8	2	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.18	0.18	0.01	0.30	0.19	0.10	0.10	0.04	0.00	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.507											

Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1008	0	772	0	920	162	470	827	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1008	0	772	0	920	162	470	827	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	252	0	193	0	230	41	118	207	0
Total Analysis Volume [veh/h]	0	0	0	1008	0	772	0	920	162	470	827	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.30	0.00	0.23	0.00	0.18	0.10	0.14	0.24	0.00
Intersection LOS	B											
Intersection V/C	0.665											

Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	216	42	404	44	0	148	44	1385	482	0	1723	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	42	404	44	0	148	44	1385	482	0	1723	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	11	101	11	0	37	11	346	121	0	431	17
Total Analysis Volume [veh/h]	216	42	404	44	0	148	44	1385	482	0	1723	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.19	0.19	0.03	0.00	0.09	0.03	0.27	0.27	0.00	0.35	0.35
Intersection LOS	C											
Intersection V/C	0.709											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.402

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	4	436	42	6	3	3	584	18	482	769	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	4	436	42	6	3	3	584	18	482	769	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	109	11	2	1	1	146	5	121	192	12
Total Analysis Volume [veh/h]	14	4	436	42	6	3	3	584	18	482	769	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.02	0.01	0.01	0.00	0.18	0.18	0.14	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.402											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.483

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	50	1	106	57	1	19	16	1042	23	101	1216	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1	106	57	1	19	16	1042	23	101	1216	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	27	14	0	5	4	261	6	25	304	10
Total Analysis Volume [veh/h]	50	1	106	57	1	19	16	1042	23	101	1216	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.03	0.03	0.01	0.01	0.01	0.31	0.31	0.03	0.36	0.02
Intersection LOS	A											
Intersection V/C	0.483											

Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	408	288	156	62	226	293	259	616	284	134	734	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	408	288	156	62	226	293	259	616	284	134	734	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	72	39	16	57	73	65	154	71	34	184	8
Total Analysis Volume [veh/h]	408	288	156	62	226	293	259	616	284	134	734	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.17	0.09	0.04	0.13	0.10	0.08	0.18	0.05	0.04	0.22	0.22
Intersection LOS	B											
Intersection V/C	0.604											

APPENDIX E-II

**EXISTING PLUS PROJECT (WITHOUT FORSTER)
PLUS CUMULATIVE (YEAR 2028) TRAFFIC
CONDITIONS – ICU METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	510	35	248	589	113	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	510	35	248	589	113	395
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	128	9	62	147	28	99
Total Analysis Volume [veh/h]	510	35	248	589	113	395
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.00	0.15	0.35	0.07	0.23
Intersection LOS	C					
Intersection V/C	0.728					

Intersection Level Of Service Report

Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	26	21	61	9	15	1	67	4	23	110	61
Total Analysis Volume [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.12	0.14	0.16	0.03	0.00	0.08	0.08	0.05	0.23	0.23
Intersection LOS	A											
Intersection V/C	0.538											

Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	41	1033	6	14	1149	700	527	0	66	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	1033	6	14	1149	700	527	0	66	6	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	258	2	4	287	175	132	0	17	2	0	3
Total Analysis Volume [veh/h]	41	1033	6	14	1149	700	527	0	66	6	0	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.20	0.20	0.01	0.34	0.26	0.16	0.00	0.04	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.573											

Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	993	0	986	0	1402	177	316	900	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	993	0	986	0	1402	177	316	900	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	248	0	247	0	351	44	79	225	0
Total Analysis Volume [veh/h]	0	0	0	993	0	986	0	1402	177	316	900	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.27	0.10	0.09	0.26	0.00
Intersection LOS	C											
Intersection V/C	0.710											

Intersection Level Of Service Report

Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	195	70	636	27	0	111	51	1671	672	0	1973	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	70	636	27	0	111	51	1671	672	0	1973	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	18	159	7	0	28	13	418	168	0	493	14
Total Analysis Volume [veh/h]	195	70	636	27	0	111	51	1671	672	0	1973	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.27	0.27	0.02	0.00	0.07	0.03	0.34	0.34	0.00	0.40	0.40
Intersection LOS	D											
Intersection V/C	0.808											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	28	24	575	93	11	4	1	824	17	512	898	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	24	575	93	11	4	1	824	17	512	898	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	6	144	23	3	1	0	206	4	128	225	8
Total Analysis Volume [veh/h]	28	24	575	93	11	4	1	824	17	512	898	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.02	0.05	0.01	0.01	0.00	0.25	0.25	0.15	0.27	0.27
Intersection LOS	A											
Intersection V/C	0.521											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.566

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	17	15	1	8	12	352	9	36	350	12
Total Analysis Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.04	0.02	0.02	0.03	0.43	0.43	0.04	0.41	0.03
Intersection LOS	A											
Intersection V/C	0.566											

Intersection Level Of Service Report**Intersection 10: Camino Capistrano at Del Obispo Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.741

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	411	264	105	37	323	471	500	772	315	98	777	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	411	264	105	37	323	471	500	772	315	98	777	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	66	26	9	81	118	125	193	79	25	194	4
Total Analysis Volume [veh/h]	411	264	105	37	323	471	500	772	315	98	777	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.16	0.06	0.02	0.19	0.13	0.15	0.23	0.06	0.03	0.23	0.23
Intersection LOS	C											
Intersection V/C	0.741											

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	473	109	124	459	155	186
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	473	109	124	459	155	186
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	27	31	115	39	47
Total Analysis Volume [veh/h]	473	109	124	459	155	186
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.00	0.07	0.27	0.09	0.11
Intersection LOS	A					
Intersection V/C	0.511					

Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.503

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	17	111	178	132	24	18	3	217	18	154	304	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	111	178	132	24	18	3	217	18	154	304	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	28	45	33	6	5	1	54	5	39	76	50
Total Analysis Volume [veh/h]	17	111	178	132	24	18	3	217	18	154	304	200
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.18	0.08	0.09	0.01	0.00	0.07	0.07	0.09	0.19	0.19
Intersection LOS	A											
Intersection V/C	0.503											

Intersection Level Of Service Report

Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.596

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	92	954	10	14	1158	549	463	4	71	8	2	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	954	10	14	1158	549	463	4	71	8	2	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	239	3	4	290	137	116	1	18	2	1	5
Total Analysis Volume [veh/h]	92	954	10	14	1158	549	463	4	71	8	2	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.19	0.19	0.01	0.34	0.19	0.14	0.14	0.04	0.00	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.596											

Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1043	0	871	0	1084	192	487	941	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1043	0	871	0	1084	192	487	941	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	261	0	218	0	271	48	122	235	0
Total Analysis Volume [veh/h]	0	0	0	1043	0	871	0	1084	192	487	941	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.31	0.00	0.26	0.00	0.21	0.11	0.14	0.28	0.00
Intersection LOS	C											
Intersection V/C	0.713											

Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	248	43	421	45	0	152	45	1505	560	0	1844	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	43	421	45	0	152	45	1505	560	0	1844	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	11	105	11	0	38	11	376	140	0	461	18
Total Analysis Volume [veh/h]	248	43	421	45	0	152	45	1505	560	0	1844	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.21	0.21	0.03	0.00	0.09	0.03	0.30	0.30	0.00	0.38	0.38
Intersection LOS	C											
Intersection V/C	0.751											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	4	495	43	6	3	3	679	18	549	877	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	4	495	43	6	3	3	679	18	549	877	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	124	11	2	1	1	170	5	137	219	12
Total Analysis Volume [veh/h]	14	4	495	43	6	3	3	679	18	549	877	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.03	0.01	0.01	0.00	0.21	0.21	0.16	0.27	0.27
Intersection LOS	A											
Intersection V/C	0.450											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	35	23	0	10	14	288	7	33	341	13
Total Analysis Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.04	0.05	0.02	0.02	0.03	0.35	0.35	0.04	0.40	0.03
Intersection LOS	A											
Intersection V/C	0.582											

Intersection Level Of Service Report**Intersection 10: Camino Capistrano at Del Obispo Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	465	328	195	64	274	347	296	701	336	170	837	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	465	328	195	64	274	347	296	701	336	170	837	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	82	49	16	69	87	74	175	84	43	209	27
Total Analysis Volume [veh/h]	465	328	195	64	274	347	296	701	336	170	837	108
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.19	0.11	0.04	0.16	0.12	0.09	0.21	0.06	0.05	0.28	0.28
Intersection LOS	C											
Intersection V/C	0.713											

APPENDIX E-III

**EXISTING PLUS PROJECT (WITH FORSTER) TRAFFIC
CONDITIONS – ICU METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	364	23	173	471	89	290
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	364	23	173	471	89	290
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	6	43	118	22	73
Total Analysis Volume [veh/h]	364	23	173	471	89	290
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.00	0.10	0.28	0.05	0.17
Intersection LOS	A					
Intersection V/C	0.536					

Intersection Level Of Service Report

Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.467

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	7	102	58	236	35	58	3	185	10	53	314	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	102	58	236	35	58	3	185	10	53	314	238
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	26	15	59	9	15	1	46	3	13	79	60
Total Analysis Volume [veh/h]	7	102	58	236	35	58	3	185	10	53	314	238
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.10	0.14	0.16	0.03	0.00	0.06	0.06	0.03	0.18	0.18
Intersection LOS	A											
Intersection V/C	0.467											

Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.512

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	36	953	6	14	1062	540	417	0	64	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	953	6	14	1062	540	417	0	64	6	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	238	2	4	266	135	104	0	16	2	0	3
Total Analysis Volume [veh/h]	36	953	6	14	1062	540	417	0	64	6	0	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.19	0.19	0.01	0.31	0.20	0.12	0.00	0.04	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.512											

Intersection Level Of Service Report

Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.664

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	966	0	907	0	1227	164	302	731	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	966	0	907	0	1227	164	302	731	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	242	0	227	0	307	41	76	183	0
Total Analysis Volume [veh/h]	0	0	0	966	0	907	0	1227	164	302	731	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.28	0.00	0.27	0.00	0.24	0.10	0.09	0.22	0.00
Intersection LOS	B											
Intersection V/C	0.664											

Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	175	68	618	26	0	108	50	1537	603	0	1779	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	68	618	26	0	108	50	1537	603	0	1779	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	17	155	7	0	27	13	384	151	0	445	14
Total Analysis Volume [veh/h]	175	68	618	26	0	108	50	1537	603	0	1779	56
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.25	0.25	0.02	0.00	0.06	0.03	0.31	0.31	0.00	0.36	0.36
Intersection LOS	C											
Intersection V/C	0.756											

Intersection Level Of Service Report

Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵			↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	27	23	515	91	11	4	1	670	17	475	790	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	23	515	91	11	4	1	670	17	475	790	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	6	129	23	3	1	0	168	4	119	198	8
Total Analysis Volume [veh/h]	27	23	515	91	11	4	1	670	17	475	790	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.05	0.01	0.01	0.00	0.20	0.20	0.14	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.461											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.481

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	2	41	33	3	16	10	1241	27	99	1275	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	2	41	33	3	16	10	1241	27	99	1275	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	10	8	1	4	3	310	7	25	319	9
Total Analysis Volume [veh/h]	14	2	41	33	3	16	10	1241	27	99	1275	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.02	0.01	0.01	0.01	0.37	0.37	0.03	0.38	0.02
Intersection LOS	A											
Intersection V/C	0.481											

Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.638

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	360	195	95	36	263	386	393	697	272	85	705	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	195	95	36	263	386	393	697	272	85	705	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	49	24	9	66	97	98	174	68	21	176	4
Total Analysis Volume [veh/h]	360	195	95	36	263	386	393	697	272	85	705	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.11	0.06	0.02	0.15	0.11	0.12	0.21	0.05	0.03	0.21	0.21
Intersection LOS	B											
Intersection V/C	0.638											

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	404	57	77	385	126	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	404	57	77	385	126	159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	14	19	96	32	40
Total Analysis Volume [veh/h]	404	57	77	385	126	159
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.00	0.05	0.23	0.07	0.09
Intersection LOS	A					
Intersection V/C	0.426					

Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.429

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	9	108	113	129	23	18	3	129	8	111	258	195
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	108	113	129	23	18	3	129	8	111	258	195
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	28	32	6	5	1	32	2	28	65	49
Total Analysis Volume [veh/h]	9	108	113	129	23	18	3	129	8	111	258	195
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.14	0.14	0.08	0.09	0.01	0.00	0.04	0.04	0.07	0.17	0.17
Intersection LOS	A											
Intersection V/C	0.429											

Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	84	905	10	14	1038	462	315	4	62	8	2	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	905	10	14	1038	462	315	4	62	8	2	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	226	3	4	260	116	79	1	16	2	1	5
Total Analysis Volume [veh/h]	84	905	10	14	1038	462	315	4	62	8	2	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.18	0.18	0.01	0.31	0.18	0.09	0.09	0.04	0.00	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.511											

Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1008	0	772	0	920	162	470	827	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1008	0	772	0	920	162	470	827	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	252	0	193	0	230	41	118	207	0
Total Analysis Volume [veh/h]	0	0	0	1008	0	772	0	920	162	470	827	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.30	0.00	0.23	0.00	0.18	0.10	0.14	0.24	0.00
Intersection LOS	B											
Intersection V/C	0.665											

Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	216	42	404	44	0	148	44	1385	482	0	1723	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	42	404	44	0	148	44	1385	482	0	1723	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	11	101	11	0	37	11	346	121	0	431	17
Total Analysis Volume [veh/h]	216	42	404	44	0	148	44	1385	482	0	1723	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.19	0.19	0.03	0.00	0.09	0.03	0.27	0.27	0.00	0.35	0.35
Intersection LOS	C											
Intersection V/C	0.709											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.402

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	4	436	42	6	3	3	584	18	482	769	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	4	436	42	6	3	3	584	18	482	769	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	109	11	2	1	1	146	5	121	192	12
Total Analysis Volume [veh/h]	14	4	436	42	6	3	3	584	18	482	769	48
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.02	0.01	0.01	0.00	0.18	0.18	0.14	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.402											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.483

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	50	1	106	57	1	19	16	1042	23	101	1216	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1	106	57	1	19	16	1042	23	101	1216	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	27	14	0	5	4	261	6	25	304	10
Total Analysis Volume [veh/h]	50	1	106	57	1	19	16	1042	23	101	1216	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.03	0.03	0.01	0.01	0.01	0.31	0.31	0.03	0.36	0.02
Intersection LOS	A											
Intersection V/C	0.483											

Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	408	276	168	62	223	289	248	627	284	137	738	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	408	276	168	62	223	289	248	627	284	137	738	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	69	42	16	56	72	62	157	71	34	185	8
Total Analysis Volume [veh/h]	408	276	168	62	223	289	248	627	284	137	738	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.16	0.10	0.04	0.13	0.10	0.07	0.18	0.05	0.04	0.23	0.23
Intersection LOS	B											
Intersection V/C	0.600											

APPENDIX E-IV

**EXISTING PLUS PROJECT (WITH FORSTER) PLUS
CUMULATIVE (YEAR 2028) TRAFFIC CONDITIONS –
ICU METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	510	35	248	589	113	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	510	35	248	589	113	395
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	128	9	62	147	28	99
Total Analysis Volume [veh/h]	510	35	248	589	113	395
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.00	0.15	0.35	0.07	0.23
Intersection LOS	C					
Intersection V/C	0.728					

Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	26	19	61	9	15	1	67	4	21	110	61
Total Analysis Volume [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.11	0.11	0.14	0.16	0.03	0.00	0.08	0.08	0.05	0.23	0.23
Intersection LOS	A											
Intersection V/C	0.532											

Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.572

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	261	2	4	289	174	130	0	17	2	0	3
Total Analysis Volume [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.21	0.21	0.01	0.34	0.26	0.15	0.00	0.04	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.572											

Intersection Level Of Service Report

Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	993	0	986	0	1402	177	316	900	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	993	0	986	0	1402	177	316	900	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	248	0	247	0	351	44	79	225	0
Total Analysis Volume [veh/h]	0	0	0	993	0	986	0	1402	177	316	900	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.27	0.10	0.09	0.26	0.00
Intersection LOS	C											
Intersection V/C	0.710											

Intersection Level Of Service Report

Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	195	70	636	27	0	111	51	1671	672	0	1973	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	70	636	27	0	111	51	1671	672	0	1973	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	18	159	7	0	28	13	418	168	0	493	14
Total Analysis Volume [veh/h]	195	70	636	27	0	111	51	1671	672	0	1973	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.27	0.27	0.02	0.00	0.07	0.03	0.34	0.34	0.00	0.40	0.40
Intersection LOS	D											
Intersection V/C	0.808											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	28	24	575	93	11	4	1	824	17	512	898	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	24	575	93	11	4	1	824	17	512	898	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	6	144	23	3	1	0	206	4	128	225	8
Total Analysis Volume [veh/h]	28	24	575	93	11	4	1	824	17	512	898	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.02	0.05	0.01	0.01	0.00	0.25	0.25	0.15	0.27	0.27
Intersection LOS	A											
Intersection V/C	0.521											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.566

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	17	15	1	8	12	352	9	36	350	12
Total Analysis Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.04	0.02	0.02	0.03	0.43	0.43	0.04	0.41	0.03
Intersection LOS	A											
Intersection V/C	0.566											

Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	411	261	108	37	322	468	497	775	315	99	780	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	411	261	108	37	322	468	497	775	315	99	780	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	65	27	9	81	117	124	194	79	25	195	4
Total Analysis Volume [veh/h]	411	261	108	37	322	468	497	775	315	99	780	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.15	0.06	0.02	0.19	0.13	0.15	0.23	0.06	0.03	0.23	0.23
Intersection LOS	C											
Intersection V/C	0.740											

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	473	109	124	459	155	186
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	473	109	124	459	155	186
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	27	31	115	39	47
Total Analysis Volume [veh/h]	473	109	124	459	155	186
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.00	0.07	0.27	0.09	0.11
Intersection LOS	A					
Intersection V/C	0.511					

Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	28	43	33	6	5	1	54	5	34	76	50
Total Analysis Volume [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.18	0.08	0.09	0.01	0.00	0.07	0.07	0.08	0.19	0.19
Intersection LOS	A											
Intersection V/C	0.492											

Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	241	3	4	295	132	114	1	18	2	1	5
Total Analysis Volume [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.19	0.19	0.01	0.35	0.18	0.13	0.14	0.04	0.00	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.600											

Intersection Level Of Service Report

Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1043	0	871	0	1084	192	487	941	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1043	0	871	0	1084	192	487	941	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	261	0	218	0	271	48	122	235	0
Total Analysis Volume [veh/h]	0	0	0	1043	0	871	0	1084	192	487	941	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.31	0.00	0.26	0.00	0.21	0.11	0.14	0.28	0.00
Intersection LOS	C											
Intersection V/C	0.713											

Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	248	43	421	45	0	152	45	1505	560	0	1844	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	43	421	45	0	152	45	1505	560	0	1844	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	11	105	11	0	38	11	376	140	0	461	18
Total Analysis Volume [veh/h]	248	43	421	45	0	152	45	1505	560	0	1844	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.21	0.21	0.03	0.00	0.09	0.03	0.30	0.30	0.00	0.38	0.38
Intersection LOS	C											
Intersection V/C	0.751											

Intersection Level Of Service Report

Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵			↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	4	495	43	6	3	3	679	18	549	877	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	4	495	43	6	3	3	679	18	549	877	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	124	11	2	1	1	170	5	137	219	12
Total Analysis Volume [veh/h]	14	4	495	43	6	3	3	679	18	549	877	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.03	0.01	0.01	0.00	0.21	0.21	0.16	0.27	0.27
Intersection LOS	A											
Intersection V/C	0.450											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	35	23	0	10	14	288	7	33	341	13
Total Analysis Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.04	0.05	0.02	0.02	0.03	0.35	0.35	0.04	0.40	0.03
Intersection LOS	A											
Intersection V/C	0.582											

Intersection Level Of Service Report**Intersection 10: Camino Capistrano at Del Obispo Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	465	316	207	64	271	343	285	712	336	173	841	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	465	316	207	64	271	343	285	712	336	173	841	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	79	52	16	68	86	71	178	84	43	210	27
Total Analysis Volume [veh/h]	465	316	207	64	271	343	285	712	336	173	841	108
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.19	0.12	0.04	0.16	0.12	0.08	0.21	0.06	0.05	0.28	0.28
Intersection LOS	C											
Intersection V/C	0.709											

APPENDIX F

EXISTING PLUS PROJECT PLUS CUMULATIVE (YEAR 2028) TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS – HCM METHOD OF ANALYSIS

APPENDIX F-1

**EXISTING PLUS PROJECT (WITHOUT FORSTER)
TRAFFIC CONDITIONS – HCM METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	20.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	364	23	173	471	89	290
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	364	23	173	471	89	290
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	6	46	124	23	76
Total Analysis Volume [veh/h]	383	24	182	496	94	305
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	18	31	38	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	47	71	11	62	19	19
g / C, Green / Cycle	0.52	0.79	0.12	0.69	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.20	0.02	0.10	0.27	0.05	0.19
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	978	1254	217	1289	383	342
d1, Uniform Delay [s]	12.90	2.04	38.67	5.92	29.30	34.34
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.18	0.03	3.27	0.87	0.12	3.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.02	0.84	0.38	0.25	0.89
d, Delay for Lane Group [s/veh]	14.08	2.07	41.93	6.79	29.42	37.62
Lane Group LOS	B	A	D	A	C	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.67	0.07	4.07	3.61	1.68	6.64
50th-Percentile Queue Length [ft/ln]	116.79	1.70	101.64	90.14	41.90	165.89
95th-Percentile Queue Length [veh/ln]	8.22	0.12	7.32	6.49	3.02	10.86
95th-Percentile Queue Length [ft/ln]	205.41	3.05	182.95	162.26	75.41	271.50

Movement, Approach, & Intersection Results

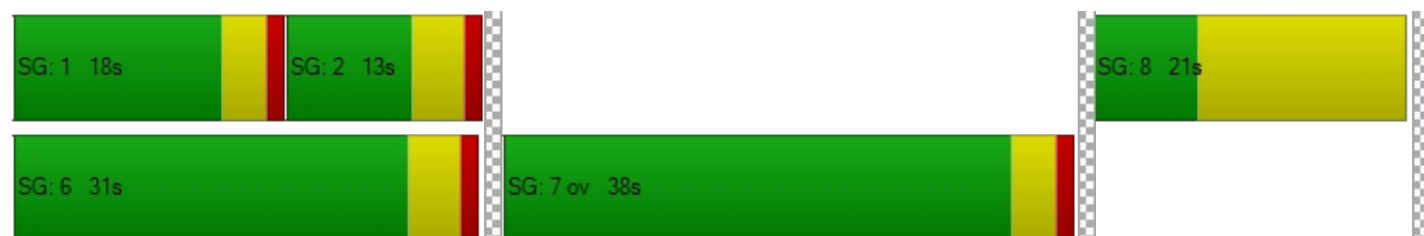
d_M, Delay for Movement [s/veh]	14.08	2.07	41.93	6.79	29.42	37.62
Movement LOS	B	A	D	A	C	D
d_A, Approach Delay [s/veh]	13.37		16.23		35.69	
Approach LOS	B		B		D	
d_I, Intersection Delay [s/veh]	20.68					
Intersection LOS	C					
Intersection V/C	0.576					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.264	2.384	2.136
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	586	755
d_b, Bicycle Delay [s]	37.01	22.49	17.44
I_b,int, Bicycle LOS Score for Intersection	2.231	2.678	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	101.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.068

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	7	102	66	236	35	58	3	185	10	59	314	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	102	66	236	35	58	3	185	10	59	314	238
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	17	62	9	15	1	49	3	16	83	63
Total Analysis Volume [veh/h]	7	107	69	248	37	61	3	195	11	62	331	251
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	68	0	0	68	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	64	64	64	18	18	18	18
g / C, Green / Cycle	0.71	0.71	0.71	0.20	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.19	1.66	0.04	0.07	0.07	0.22	0.22
s, saturation flow rate [veh/h]	984	171	1589	1386	1673	1445	1497
c, Capacity [veh/h]	740	197	1128	320	337	339	301
d1, Uniform Delay [s]	11.07	24.34	3.94	30.36	30.82	37.24	35.94
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.17	228.75	0.02	2.33	2.73	37.00	72.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.25	1.45	0.05	0.29	0.34	0.95	1.07
d, Delay for Lane Group [s/veh]	11.24	253.09	3.96	32.69	33.55	74.24	108.73
Lane Group LOS	B	F	A	C	C	E	F
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.36	16.83	0.28	1.91	2.36	10.53	12.54
50th-Percentile Queue Length [ft/ln]	33.95	420.83	7.06	47.69	58.97	263.30	313.57
95th-Percentile Queue Length [veh/ln]	2.44	29.59	0.51	3.43	4.25	15.85	19.03
95th-Percentile Queue Length [ft/ln]	61.11	739.82	12.71	85.84	106.15	396.35	475.85

Movement, Approach, & Intersection Results

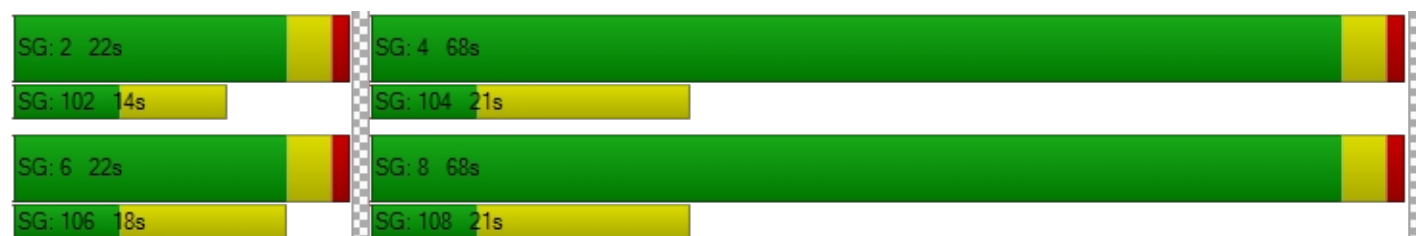
d_M, Delay for Movement [s/veh]	11.24	11.24	11.24	253.09	253.09	3.96	32.69	33.14	33.55	74.24	81.79	108.73
Movement LOS	B	B	B	F	F	A	C	C	C	E	F	F
d_A, Approach Delay [s/veh]	11.24			209.17			33.16			91.56		
Approach LOS	B			F			C			F		
d_I, Intersection Delay [s/veh]	101.54											
Intersection LOS	F											
Intersection V/C	2.068											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	1.945			2.174			2.289			2.765		
Crosswalk LOS	A			B			B			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1422			1422			400			400		
d_b, Bicycle Delay [s]	3.76			3.76			28.80			28.80		
I_b,int, Bicycle LOS Score for Intersection	1.862			2.131			1.732			2.091		
Bicycle LOS	A			B			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	14.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	36	944	6	14	1056	546	425	0	64	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	944	6	14	1056	546	425	0	64	6	0	10
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	248	2	4	278	144	112	0	17	2	0	3
Total Analysis Volume [veh/h]	38	994	6	14	1112	575	447	0	67	6	0	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	8	28	0	9	29	29	0	37	0	0	16	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	2	54	54	2	53	79	16	16	16	1	1
g / C, Green / Cycle	0.03	0.60	0.60	0.02	0.59	0.88	0.18	0.18	0.18	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.02	0.18	0.18	0.01	0.31	0.36	0.13	0.13	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1864	1781	3560	1589	1781	1781	1589	1781	1589
c, Capacity [veh/h]	50	2142	1122	32	2106	1400	316	316	282	30	27
d1, Uniform Delay [s]	43.52	8.77	8.77	43.85	10.95	1.00	34.89	34.89	31.85	43.74	43.90
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.28	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.42	0.37	0.71	9.35	0.95	0.50	2.91	2.91	0.43	1.21	3.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.31	0.31	0.44	0.53	0.41	0.71	0.71	0.24	0.20	0.41
d, Delay for Lane Group [s/veh]	51.93	9.14	9.48	53.20	11.90	1.50	37.80	37.80	32.28	44.95	47.65
Lane Group LOS	D	A	A	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.95	2.94	3.19	0.39	6.18	0.27	4.78	4.78	1.27	0.14	0.27
50th-Percentile Queue Length [ft/ln]	23.75	73.58	79.70	9.72	154.50	6.65	119.56	119.56	31.82	3.52	6.71
95th-Percentile Queue Length [veh/ln]	1.71	5.30	5.74	0.70	10.26	0.48	8.37	8.37	2.29	0.25	0.48
95th-Percentile Queue Length [ft/ln]	42.76	132.44	143.45	17.49	256.42	11.97	209.22	209.22	57.27	6.34	12.09

Movement, Approach, & Intersection Results

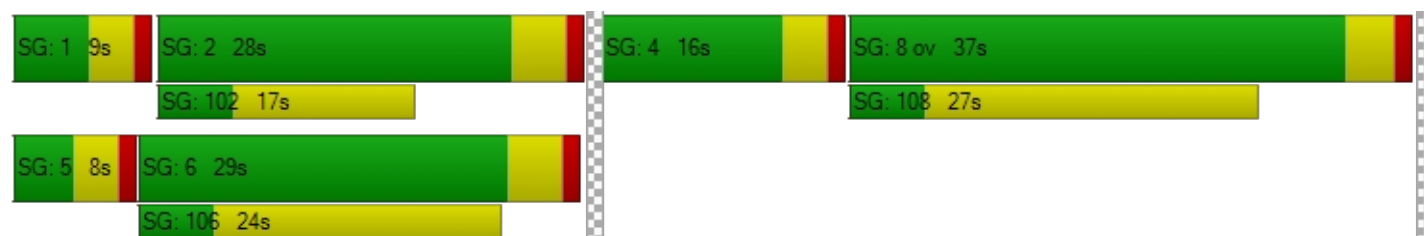
d_M, Delay for Movement [s/veh]	51.93	9.26	9.48	53.20	11.90	1.50	37.80	37.80	32.28	44.95	47.65	47.65
Movement LOS	D	A	A	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	10.82			8.73			37.08			46.70		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	14.04											
Intersection LOS	B											
Intersection V/C	0.538											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.816			0.000			2.407			1.954		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	519			542			728			266		
d_b, Bicycle Delay [s]	24.68			23.95			18.22			33.84		
I_b,int, Bicycle LOS Score for Intersection	2.131			2.963			2.408			1.588		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	34.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	966	0	907	0	1227	164	302	731	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	966	0	907	0	1227	164	302	731	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	254	0	239	0	323	43	79	192	0
Total Analysis Volume [veh/h]	0	0	0	1017	0	955	0	1292	173	318	769	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	58	0	0	0	41	0	21	62	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		120	120	120	120	120	120
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		52	52	39	39	14	58
g / C, Green / Cycle		0.43	0.43	0.32	0.32	0.12	0.49
(v / s)_i Volume / Saturation Flow Rate		0.29	0.34	0.25	0.11	0.09	0.22
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1489	1211	1640	512	403	1727
d1, Uniform Delay [s]		27.54	29.44	36.95	30.95	51.54	20.27
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		2.02	4.17	3.92	1.79	4.15	0.83
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.68	0.79	0.79	0.34	0.79	0.45
d, Delay for Lane Group [s/veh]		29.56	33.60	40.87	32.73	55.69	21.11
Lane Group LOS		C	C	D	C	E	C
Critical Lane Group		No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		12.00	12.33	11.97	4.08	4.88	7.20
50th-Percentile Queue Length [ft/ln]		300.08	308.22	299.34	102.05	122.07	180.06
95th-Percentile Queue Length [veh/ln]		17.69	18.09	17.65	7.35	8.51	11.60
95th-Percentile Queue Length [ft/ln]		442.13	452.18	441.21	183.69	212.66	290.09

Movement, Approach, & Intersection Results

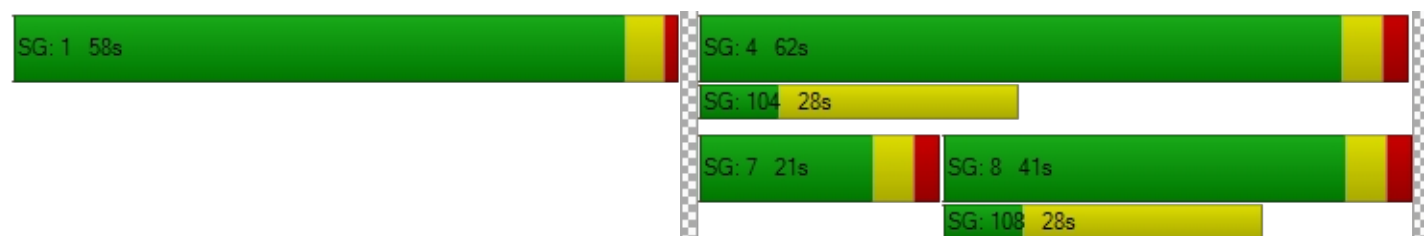
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	29.56	0.00	33.60	0.00	40.87	32.73	55.69	21.11	0.00
Movement LOS				C		C		D	C	E	C	
d_A, Approach Delay [s/veh]	0.00			31.52			39.91			31.22		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	34.17											
Intersection LOS	C											
Intersection V/C	0.761											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.49	49.49	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.968	2.626	0.000	0.000
Crosswalk LOS	A	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	892	590	940
d_b, Bicycle Delay [s]	59.99	18.41	29.81	16.84
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.365	2.456
Bicycle LOS	D	A	B	B

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	40.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	175	68	618	26	0	108	50	1537	603	0	1779	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	68	618	26	0	108	50	1537	603	0	1779	56
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	18	163	7	0	28	13	404	159	0	468	15
Total Analysis Volume [veh/h]	184	72	651	27	0	114	53	1618	635	0	1873	59
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	53	0	13	0	0	10	54	0	0	44	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	37	37	11	11	5	57	57	57	47	47
g / C, Green / Cycle	0.31	0.31	0.09	0.09	0.04	0.47	0.47	0.47	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.27	0.28	0.02	0.07	0.03	0.32	0.32	0.34	0.36	0.35
s, saturation flow rate [veh/h]	1703	1589	1781	1589	1781	3560	1814	1589	3560	1840
c, Capacity [veh/h]	526	491	157	140	70	1682	857	751	1406	727
d1, Uniform Delay [s]	39.23	39.98	50.69	53.78	57.13	24.54	24.66	25.17	34.45	33.82
k, delay calibration	0.21	0.24	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.52	13.79	0.38	8.21	8.77	2.19	4.37	5.65	10.86	14.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.92	0.17	0.81	0.76	0.67	0.68	0.71	0.92	0.89
d, Delay for Lane Group [s/veh]	47.75	53.78	51.07	61.99	65.90	26.73	29.02	30.82	45.31	48.77
Lane Group LOS	D	D	D	E	E	C	C	C	D	D
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	13.87	14.51	0.77	3.70	1.76	12.76	13.71	12.99	19.54	20.12
50th-Percentile Queue Length [ft/ln]	346.84	362.69	19.29	92.51	44.08	318.9	342.6	324.6	488.62	503.09
95th-Percentile Queue Length [veh/ln]	19.98	20.75	1.39	6.66	3.17	18.61	19.78	18.89	26.80	27.48
95th-Percentile Queue Length [ft/ln]	499.56	518.85	34.71	166.52	79.34	465.3	494.4	472.3	669.88	687.01

Movement, Approach, & Intersection Results

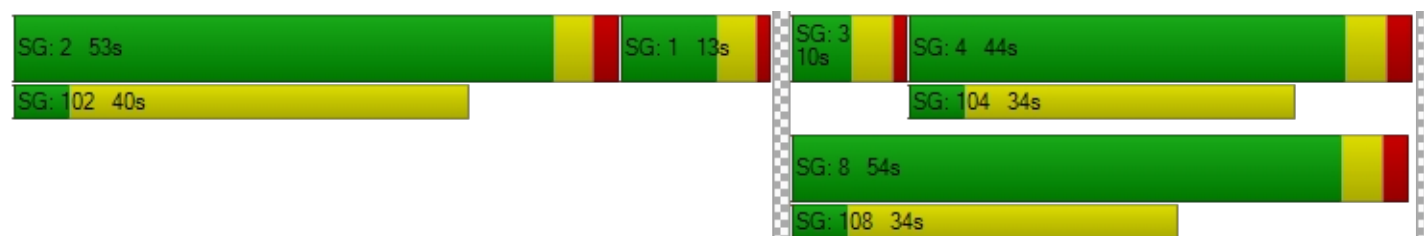
d_M, Delay for Movement [s/veh]	47.75	47.75	51.92	51.07	0.00	61.99	65.90	27.42	30.60	0.00	46.39	48.77
Movement LOS	D	D	D	D		E	E	C	C		D	D
d_A, Approach Delay [s/veh]	50.73			59.90			29.16			46.46		
Approach LOS	D			E			C			D		
d_I, Intersection Delay [s/veh]	40.00											
Intersection LOS	D											
Intersection V/C	0.829											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.36	51.36	0.00	51.36
I_p,int, Pedestrian LOS Score for Intersection	2.522	2.061	0.000	3.155
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	791	142	805	638
d_b, Bicycle Delay [s]	21.92	51.82	21.44	27.83
I_b,int, Bicycle LOS Score for Intersection	3.056	1.560	2.828	2.622
Bicycle LOS	C	A	C	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	25.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.275

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	368	150	7	569	63	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	368	150	7	569	63	4
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	39	2	150	17	1
Total Analysis Volume [veh/h]	387	158	7	599	66	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.01	0.27	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	8.54	0.00	25.57	16.61
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	1.12	1.12
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.52	0.00	27.99	27.99
d_A, Approach Delay [s/veh]	0.00		0.10		25.06	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	1.49					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	83.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.120

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	4	884	30	102	932	12	6	0	6	4	0	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	884	30	102	932	12	6	0	6	4	0	32
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	233	8	27	245	3	2	0	2	1	0	8
Total Analysis Volume [veh/h]	4	931	32	107	981	13	6	0	6	4	0	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.15	0.01	0.00	0.12	0.00	0.01	0.07	0.00	0.06
d_M, Delay for Movement [s/veh]	10.24	0.00	0.00	10.96	0.00	0.00	83.11	102.63	17.79	72.57	96.20	13.62
Movement LOS	B	A	A	B	A	A	F	F	C	F	F	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.53	0.00	0.00	0.44	0.44	0.44	0.46	0.46	0.46
95th-Percentile Queue Length [ft/ln]	0.44	0.00	0.00	13.20	0.00	0.00	10.90	10.90	10.90	11.57	11.57	11.57
d_A, Approach Delay [s/veh]	0.04			1.07			50.45			19.83		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	1.21											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	24.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	27	23	515	91	11	4	1	670	17	475	790	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	23	515	91	11	4	1	670	17	475	790	30
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	6	136	24	3	1	0	176	4	125	208	8
Total Analysis Volume [veh/h]	28	24	542	96	12	4	1	705	18	500	832	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	29	0	9	35	0	36	62	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	34	8	8	0	56	56	20	76	76
g / C, Green / Cycle	0.09	0.09	0.31	0.07	0.07	0.00	0.51	0.51	0.18	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.02	0.01	0.19	0.05	0.01	0.00	0.19	0.19	0.14	0.23	0.23
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1791	1781	1870	1854	3459	1870	1846
c, Capacity [veh/h]	159	167	870	127	128	4	955	946	635	1293	1276
d1, Uniform Delay [s]	46.37	46.24	32.53	50.19	47.91	54.81	16.37	16.37	42.91	6.82	6.83
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	0.39	0.74	8.82	0.44	25.08	1.15	1.16	2.23	0.70	0.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.14	0.62	0.76	0.13	0.23	0.38	0.38	0.79	0.34	0.34
d, Delay for Lane Group [s/veh]	46.89	46.62	33.27	59.01	48.35	79.89	17.52	17.53	45.13	7.52	7.54
Lane Group LOS	D	D	C	E	D	E	B	B	D	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.73	0.62	6.21	2.90	0.43	0.06	5.74	5.70	6.65	3.94	3.90
50th-Percentile Queue Length [ft/ln]	18.32	15.62	155.27	72.51	10.69	1.45	143.46	142.38	166.26	98.53	97.60
95th-Percentile Queue Length [veh/ln]	1.32	1.12	10.30	5.22	0.77	0.10	9.67	9.61	10.88	7.09	7.03
95th-Percentile Queue Length [ft/ln]	32.97	28.11	257.45	130.51	19.24	2.60	241.68	240.22	271.99	177.35	175.68

Movement, Approach, & Intersection Results

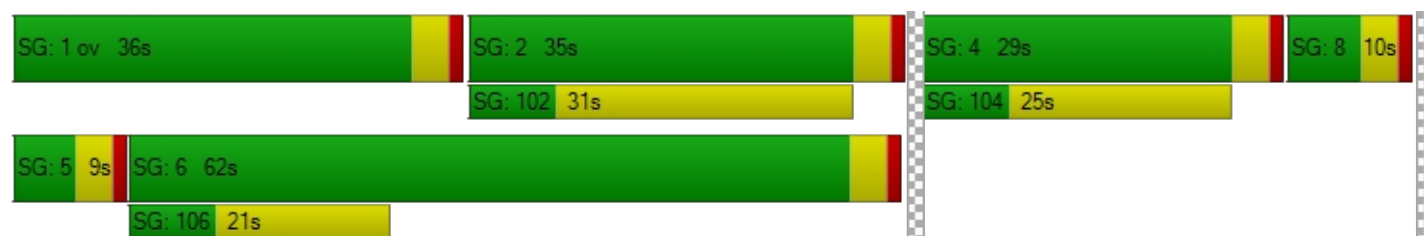
d_M, Delay for Movement [s/veh]	46.89	46.62	33.27	59.01	48.35	48.35	79.89	17.53	17.53	45.13	7.53	7.54
Movement LOS	D	D	C	E	D	D	E	B	B	D	A	A
d_A, Approach Delay [s/veh]	34.45			57.49			17.61			21.31		
Approach LOS	C			E			B			C		
d_I, Intersection Delay [s/veh]	24.60											
Intersection LOS	C											
Intersection V/C	0.607											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	44.58	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.645	2.005	2.619	0.000
Crosswalk LOS	B	B	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	109	454	563	1054
d_b, Bicycle Delay [s]	49.19	32.86	28.39	12.31
I_b,int, Bicycle LOS Score for Intersection	2.540	1.744	2.157	2.685
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	2	41	33	3	16	10	1241	27	99	1275	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	2	41	33	3	16	10	1241	27	99	1275	34
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	11	9	1	4	3	327	7	26	336	9
Total Analysis Volume [veh/h]	15	2	43	35	3	17	11	1306	28	104	1342	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	10	0	9	29	0	16	36	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	13	5	5	1	60	60	5	64	64
g / C, Green / Cycle	0.05	0.15	0.05	0.05	0.01	0.67	0.67	0.05	0.71	0.71
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.02	0.01	0.01	0.36	0.36	0.03	0.38	0.02
s, saturation flow rate [veh/h]	1791	1589	1781	1626	1781	1870	1856	3459	3560	1589
c, Capacity [veh/h]	95	238	91	83	26	1245	1236	182	2505	1118
d1, Uniform Delay [s]	40.82	33.48	41.41	41.10	44.04	7.84	7.85	41.73	6.36	4.05
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.89	0.36	2.64	1.48	10.28	1.67	1.68	2.82	0.83	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.18	0.38	0.24	0.42	0.54	0.54	0.57	0.54	0.03
d, Delay for Lane Group [s/veh]	41.71	33.84	44.05	42.58	54.33	9.51	9.53	44.54	7.18	4.11
Lane Group LOS	D	C	D	D	D	A	A	D	A	A
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.38	0.84	0.81	0.46	0.32	6.24	6.21	1.19	5.12	0.18
50th-Percentile Queue Length [ft/ln]	9.52	20.94	20.30	11.42	7.90	156.06	155.29	29.71	128.02	4.55
95th-Percentile Queue Length [veh/ln]	0.69	1.51	1.46	0.82	0.57	10.34	10.30	2.14	8.83	0.33
95th-Percentile Queue Length [ft/ln]	17.14	37.69	36.55	20.56	14.23	258.50	257.47	53.48	220.80	8.19

Movement, Approach, & Intersection Results

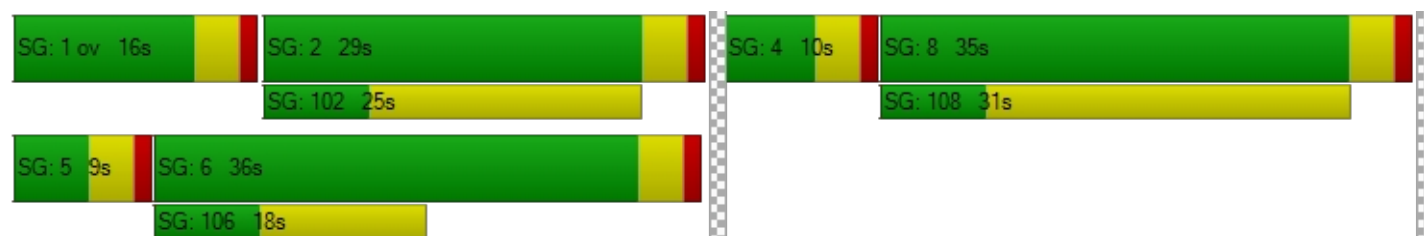
d_M, Delay for Movement [s/veh]	41.71	41.71	33.84	44.05	42.58	42.58	54.33	9.52	9.53	44.54	7.18	4.11
Movement LOS	D	D	C	D	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	36.07			43.52			9.89			9.73		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	10.97											
Intersection LOS	B											
Intersection V/C	0.526											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			0.00			34.72		
I_p,int, Pedestrian LOS Score for Intersection	2.178			1.974			0.000			2.993		
Crosswalk LOS	B			A			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	688			133			555			710		
d_b, Bicycle Delay [s]	19.38			39.24			23.51			18.73		
I_b,int, Bicycle LOS Score for Intersection	1.659			1.650			2.669			2.782		
Bicycle LOS	A			A			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 10: Camino Capistrano at Del Obispo Street**

Control Type:	Signalized	Delay (sec / veh):	30.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	360	198	92	36	264	389	396	694	272	84	702	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	198	92	36	264	389	396	694	272	84	702	14
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	52	24	9	69	102	104	183	72	22	185	4
Total Analysis Volume [veh/h]	379	208	97	38	278	409	417	731	286	88	739	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	18	29	0	24	35	35	14	31	31	11	28	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	12	27	27	3	17	43	21	41	59	5	26	26
g / C, Green / Cycle	0.13	0.28	0.28	0.03	0.18	0.45	0.22	0.43	0.62	0.06	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.06	0.02	0.15	0.26	0.12	0.21	0.18	0.03	0.20	0.20
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1857
c, Capacity [veh/h]	454	525	446	50	332	711	749	1530	977	200	507	503
d1, Uniform Delay [s]	40.33	27.72	26.24	45.92	37.82	19.56	33.22	19.48	8.62	43.35	31.71	31.71
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.27	0.04	0.50	0.06	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.57	0.49	0.24	8.32	5.62	1.84	0.24	1.07	0.10	0.57	9.65	9.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.40	0.22	0.76	0.84	0.58	0.56	0.48	0.29	0.44	0.75	0.75
d, Delay for Lane Group [s/veh]	41.91	28.20	26.48	54.24	43.45	21.40	33.46	20.55	8.72	43.91	41.35	41.42
Lane Group LOS	D	C	C	D	D	C	C	C	A	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.37	3.85	1.70	1.00	6.68	6.80	4.24	5.81	2.56	1.01	9.12	9.07
50th-Percentile Queue Length [ft/ln]	109.29	96.14	42.41	25.03	166.89	170.07	106.03	145.37	64.11	25.24	228.12	226.79
95th-Percentile Queue Length [veh/ln]	7.80	6.92	3.05	1.80	10.91	11.08	7.62	9.77	4.62	1.82	14.08	14.01
95th-Percentile Queue Length [ft/ln]	195.02	173.06	76.33	45.06	272.82	277.00	190.47	244.24	115.40	45.43	351.98	350.28

Movement, Approach, & Intersection Results

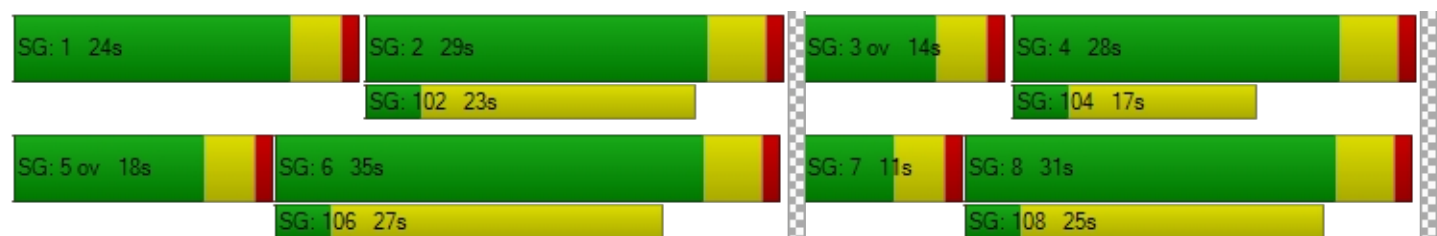
d_M, Delay for Movement [s/veh]	41.91	28.20	26.48	54.24	43.45	21.40	33.46	20.55	8.72	43.91	41.39	41.42
Movement LOS	D	C	C	D	D	C	C	C	A	D	D	D
d_A, Approach Delay [s/veh]	35.55			31.57			21.95			41.65		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	30.87											
Intersection LOS	C											
Intersection V/C	0.756											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	39.88			39.88			39.88			39.88		
I_p,int, Pedestrian LOS Score for Intersection	2.675			2.571			3.011			2.736		
Crosswalk LOS	B			B			C			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	503			629			545			482		
d_b, Bicycle Delay [s]	26.65			22.34			25.17			27.40		
I_b,int, Bicycle LOS Score for Intersection	2.688			2.756			2.743			2.254		
Bicycle LOS	B			C			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	404	57	77	385	126	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	404	57	77	385	126	159
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	106	15	20	101	33	42
Total Analysis Volume [veh/h]	425	60	81	405	133	167
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	16	29	40	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	60	77	5	70	12	12
g / C, Green / Cycle	0.67	0.85	0.06	0.77	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.23	0.04	0.05	0.22	0.07	0.11
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	1252	1353	106	1447	233	208
d1, Uniform Delay [s]	6.36	1.03	41.74	2.95	36.79	38.04
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.74	0.06	4.26	0.48	0.83	2.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.04	0.77	0.28	0.57	0.80
d, Delay for Lane Group [s/veh]	7.09	1.09	46.01	3.43	37.61	40.81
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.20	0.07	1.88	1.62	2.77	3.68
50th-Percentile Queue Length [ft/ln]	79.99	1.85	46.95	40.61	69.13	92.02
95th-Percentile Queue Length [veh/ln]	5.76	0.13	3.38	2.92	4.98	6.63
95th-Percentile Queue Length [ft/ln]	143.97	3.33	84.51	73.10	124.44	165.64

Movement, Approach, & Intersection Results

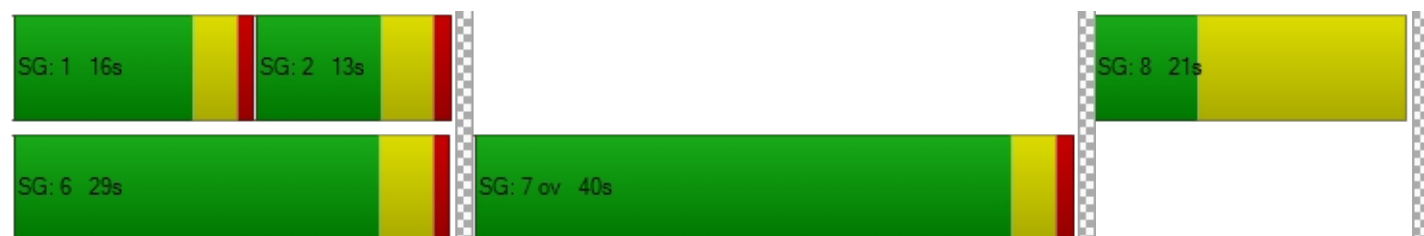
d_M, Delay for Movement [s/veh]	7.09	1.09	46.01	3.43	37.61	40.81
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	6.35		10.53		39.39	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	15.75					
Intersection LOS	B					
Intersection V/C	0.436					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.272	2.290	2.083
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	542	800
d_b, Bicycle Delay [s]	37.01	23.93	16.22
I_b,int, Bicycle LOS Score for Intersection	2.360	2.362	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	30.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.128

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	9	108	121	129	23	18	3	129	8	131	258	195
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	108	121	129	23	18	3	129	8	131	258	195
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	28	32	34	6	5	1	34	2	34	68	51
Total Analysis Volume [veh/h]	9	114	127	136	24	19	3	136	8	138	272	205
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	0	58	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	54	54	54	28	28	28	28
g / C, Green / Cycle	0.60	0.60	0.60	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.23	0.81	0.01	0.04	0.04	0.21	0.20
s, saturation flow rate [veh/h]	1071	197	1589	1850	1668	1445	1522
c, Capacity [veh/h]	682	192	951	620	521	510	476
d1, Uniform Delay [s]	13.31	24.09	7.34	22.18	22.19	27.70	26.61
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.33	32.89	0.01	0.41	0.53	5.29	6.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.83	0.02	0.12	0.13	0.61	0.64
d, Delay for Lane Group [s/veh]	13.64	56.97	7.35	22.59	22.73	32.99	33.16
Lane Group LOS	B	E	A	C	C	C	C
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.58	5.29	0.14	1.22	1.12	6.46	6.35
50th-Percentile Queue Length [ft/ln]	64.61	132.24	3.48	30.57	28.04	161.56	158.65
95th-Percentile Queue Length [veh/ln]	4.65	9.06	0.25	2.20	2.02	10.63	10.48
95th-Percentile Queue Length [ft/ln]	116.30	226.54	6.27	55.03	50.47	265.78	261.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.64	13.64	13.64	56.97	56.97	7.35	22.59	22.65	22.73	32.99	33.05	33.16
Movement LOS	B	B	B	E	E	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	13.64			51.71			22.66			33.07		
Approach LOS	B			D			C			C		
d_I, Intersection Delay [s/veh]	30.51											
Intersection LOS	C											
Intersection V/C	1.128											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.115			2.107			2.252			2.571		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1200			1200			622			622		
d_b, Bicycle Delay [s]	7.20			7.20			21.36			21.36		
I_b,int, Bicycle LOS Score for Intersection	1.972			1.855			1.681			2.067		
Bicycle LOS	A			A			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	84	896	10	14	1016	482	323	4	62	8	2	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	896	10	14	1016	482	323	4	62	8	2	20
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	236	3	4	267	127	85	1	16	2	1	5
Total Analysis Volume [veh/h]	88	943	11	14	1069	507	340	4	65	8	2	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	34	0	16	29	29	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	6	57	57	2	52	76	13	13	13	2	2
g / C, Green / Cycle	0.06	0.63	0.63	0.02	0.58	0.84	0.14	0.14	0.14	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.05	0.18	0.18	0.01	0.30	0.32	0.10	0.10	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1859	1781	3560	1589	1781	1783	1589	1781	1610
c, Capacity [veh/h]	116	2236	1167	32	2068	1342	254	254	227	45	41
d1, Uniform Delay [s]	41.48	7.57	7.57	43.85	11.32	1.61	36.69	36.69	34.57	43.03	43.46
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.42	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.85	0.31	0.60	9.35	0.93	0.68	3.15	3.14	0.69	0.69	4.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.28	0.28	0.44	0.52	0.38	0.68	0.68	0.29	0.18	0.56
d, Delay for Lane Group [s/veh]	45.33	7.88	8.17	53.20	12.24	2.28	39.84	39.84	35.26	43.72	47.92
Lane Group LOS	D	A	A	D	B	A	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.02	2.53	2.73	0.39	6.05	1.00	3.76	3.76	1.30	0.18	0.55
50th-Percentile Queue Length [ft/ln]	50.61	63.15	68.31	9.72	151.15	24.93	93.94	94.03	32.57	4.54	13.82
95th-Percentile Queue Length [veh/ln]	3.64	4.55	4.92	0.70	10.08	1.80	6.76	6.77	2.34	0.33	1.00
95th-Percentile Queue Length [ft/ln]	91.11	113.68	122.95	17.49	251.96	44.88	169.09	169.26	58.62	8.17	24.88

Movement, Approach, & Intersection Results

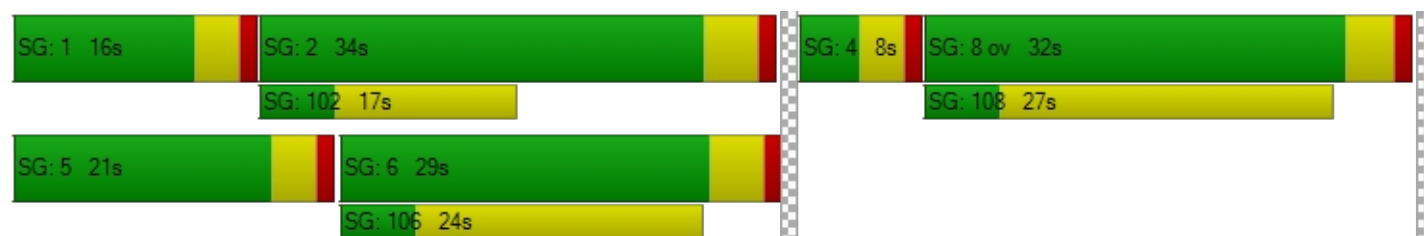
d_M, Delay for Movement [s/veh]	45.33	7.98	8.17	53.20	12.24	2.28	39.84	39.84	35.26	43.72	47.92	47.92
Movement LOS	D	A	A	D	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	11.14			9.43			39.11			46.84		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	14.34											
Intersection LOS	B											
Intersection V/C	0.531											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.809			0.000			2.378			1.961		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	653			542			617			89		
d_b, Bicycle Delay [s]	20.44			23.95			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.133			2.871			2.234			1.611		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	29.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.732

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1008	0	772	0	920	162	470	827	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1008	0	772	0	920	162	470	827	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	265	0	203	0	242	43	124	218	0
Total Analysis Volume [veh/h]	0	0	0	1061	0	813	0	968	171	495	871	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	43	0	0	0	34	0	18	52	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		95	95	95	95	95	95
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		37	37	25	25	17	48
g / C, Green / Cycle		0.39	0.39	0.26	0.26	0.18	0.50
(v / s)_i Volume / Saturation Flow Rate		0.31	0.29	0.19	0.11	0.14	0.24
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1357	1104	1337	417	623	1786
d1, Uniform Delay [s]		25.33	24.69	31.93	28.98	37.29	15.64
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		3.61	3.49	3.44	2.97	2.82	0.96
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.78	0.74	0.72	0.41	0.79	0.49
d, Delay for Lane Group [s/veh]		28.94	28.18	35.37	31.95	40.12	16.60
Lane Group LOS		C	C	D	C	D	B
Critical Lane Group		Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		10.75	8.05	7.03	3.52	5.67	6.17
50th-Percentile Queue Length [ft/ln]		268.65	201.35	175.83	88.04	141.65	154.16
95th-Percentile Queue Length [veh/ln]		16.12	12.71	11.38	6.34	9.57	10.24
95th-Percentile Queue Length [ft/ln]		403.05	317.71	284.56	158.48	239.24	255.97

Movement, Approach, & Intersection Results

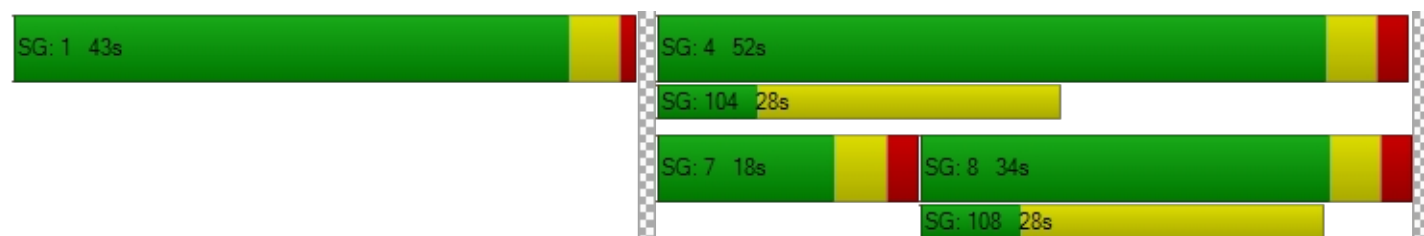
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	28.94	0.00	28.18	0.00	35.37	31.95	40.12	16.60	0.00
Movement LOS				C		C		D	C	D	B	
d_A, Approach Delay [s/veh]	0.00			28.61			34.86			25.12		
Approach LOS	A			C			C			C		
d_I, Intersection Delay [s/veh]	29.15											
Intersection LOS	C											
Intersection V/C	0.732											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.16	37.16	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.042	2.590	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	810	598	976
d_b, Bicycle Delay [s]	47.52	16.82	23.36	12.45
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.186	2.687
Bicycle LOS	D	A	B	B

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	31.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	216	42	404	44	0	148	44	1385	482	0	1723	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	42	404	44	0	148	44	1385	482	0	1723	68
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	11	106	12	0	39	12	364	127	0	453	18
Total Analysis Volume [veh/h]	227	44	425	46	0	156	46	1458	507	0	1814	72
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	47	0	13	0	0	10	50	0	0	40	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	26	26	13	13	4	55	55	55	47	47
g / C, Green / Cycle	0.24	0.24	0.12	0.12	0.03	0.50	0.50	0.50	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.21	0.21	0.03	0.10	0.03	0.28	0.28	0.29	0.35	0.34
s, saturation flow rate [veh/h]	1739	1589	1781	1589	1781	3560	1837	1589	3560	1833
c, Capacity [veh/h]	415	379	208	186	62	1788	922	798	1515	780
d1, Uniform Delay [s]	40.28	40.45	44.06	47.59	52.63	18.94	18.95	19.10	28.07	27.64
k, delay calibration	0.11	0.12	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.05	7.61	0.39	7.40	9.06	1.26	2.44	2.93	5.41	8.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.88	0.22	0.84	0.74	0.56	0.56	0.57	0.83	0.81
d, Delay for Lane Group [s/veh]	46.34	48.05	44.45	54.99	61.69	20.19	21.39	22.03	33.48	36.35
Lane Group LOS	D	D	D	D	E	C	C	C	C	D
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.99	9.46	1.16	4.55	1.41	8.83	9.44	8.49	15.38	15.91
50th-Percentile Queue Length [ft/ln]	249.75	236.49	29.03	113.82	35.32	220.7	236.0	212.2	384.56	397.80
95th-Percentile Queue Length [veh/ln]	15.17	14.50	2.09	8.05	2.54	13.70	14.48	13.27	21.81	22.45
95th-Percentile Queue Length [ft/ln]	379.34	362.59	52.26	201.30	63.58	342.5	362.0	331.6	545.37	561.35

Movement, Approach, & Intersection Results

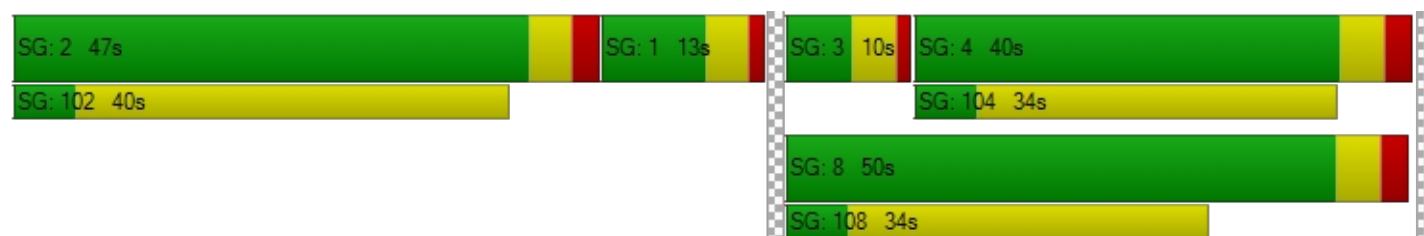
d_M, Delay for Movement [s/veh]	46.34	46.34	47.72	44.45	0.00	54.99	61.69	20.57	22.01	0.00	34.36	36.35
Movement LOS	D	D	D	D		D	E	C	C		C	D
d_A, Approach Delay [s/veh]	47.16			52.59			21.87			34.44		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	31.78											
Intersection LOS	C											
Intersection V/C	0.772											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			0.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	46.38			46.38			0.00			46.38		
I_p,int, Pedestrian LOS Score for Intersection	2.435			2.070			0.000			3.084		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	754			155			805			623		
d_b, Bicycle Delay [s]	21.34			46.84			19.63			26.06		
I_b,int, Bicycle LOS Score for Intersection	2.708			1.560			2.666			2.597		
Bicycle LOS	B			A			B			B		

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	27.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.310

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	444	196	22	459	67	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	444	196	22	459	67	11
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	52	6	121	18	3
Total Analysis Volume [veh/h]	467	206	23	483	71	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.31	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	9.02	0.00	27.73	18.94
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	1.40	1.40
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.93	0.00	35.04	35.04
d_A, Approach Delay [s/veh]	0.00		0.41		26.46	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	1.90					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	86.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	10	820	50	126	848	18	6	0	16	10	0	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	820	50	126	848	18	6	0	16	10	0	90
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	216	13	33	223	5	2	0	4	3	0	24
Total Analysis Volume [veh/h]	11	863	53	133	893	19	6	0	17	11	0	95
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.18	0.01	0.00	0.13	0.00	0.03	0.20	0.00	0.17
d_M, Delay for Movement [s/veh]	9.92	0.00	0.00	10.93	0.00	0.00	86.61	96.27	16.06	76.38	94.33	18.16
Movement LOS	A	A	A	B	A	A	F	F	C	F	F	C
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.65	0.00	0.00	0.55	0.55	0.55	1.60	1.60	1.60
95th-Percentile Queue Length [ft/ln]	1.13	0.00	0.00	16.29	0.00	0.00	13.66	13.66	13.66	40.02	40.02	40.02
d_A, Approach Delay [s/veh]	0.12			1.39			34.47			24.20		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	2.34											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵			↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	4	436	42	6	3	3	584	18	482	769	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	4	436	42	6	3	3	584	18	482	769	48
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	115	11	2	1	1	154	5	127	202	13
Total Analysis Volume [veh/h]	15	4	459	44	6	3	3	615	19	507	809	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	29	0	9	35	0	36	62	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	32	5	5	0	61	61	20	80	80
g / C, Green / Cycle	0.07	0.07	0.29	0.04	0.04	0.00	0.55	0.55	0.18	0.73	0.73
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.16	0.02	0.01	0.00	0.17	0.17	0.15	0.23	0.23
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1766	1781	1870	1850	3459	1870	1831
c, Capacity [veh/h]	133	139	827	80	79	9	1033	1022	634	1366	1337
d1, Uniform Delay [s]	47.55	47.25	32.78	51.51	50.50	54.59	13.30	13.31	43.04	5.21	5.22
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.37	0.08	0.58	5.86	0.63	20.26	0.78	0.79	2.40	0.61	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	0.03	0.55	0.55	0.11	0.33	0.31	0.31	0.80	0.32	0.32
d, Delay for Lane Group [s/veh]	47.92	47.33	33.36	57.37	51.13	74.85	14.08	14.09	45.43	5.82	5.85
Lane Group LOS	D	D	C	E	D	E	B	B	D	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.40	0.11	5.20	1.32	0.25	0.13	4.36	4.33	6.77	3.24	3.20
50th-Percentile Queue Length [ft/ln]	9.95	2.63	129.90	32.94	6.30	3.34	109.05	108.13	169.34	81.08	79.88
95th-Percentile Queue Length [veh/ln]	0.72	0.19	8.93	2.37	0.45	0.24	7.79	7.74	11.04	5.84	5.75
95th-Percentile Queue Length [ft/ln]	17.91	4.73	223.36	59.30	11.34	6.00	194.69	193.40	276.05	145.94	143.78

Movement, Approach, & Intersection Results

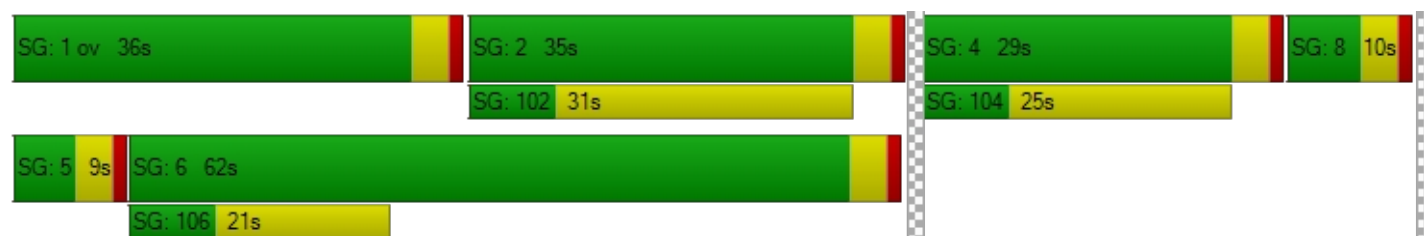
d_M, Delay for Movement [s/veh]	47.92	47.33	33.36	57.37	51.13	51.13	74.85	14.09	14.09	45.43	5.83	5.85
Movement LOS	D	D	C	E	D	D	E	B	B	D	A	A
d_A, Approach Delay [s/veh]	33.94			56.31			14.37			20.52		
Approach LOS	C			E			B			C		
d_I, Intersection Delay [s/veh]	22.25											
Intersection LOS	C											
Intersection V/C	0.530											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	44.58			44.58			44.58			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.627			1.986			2.595			0.000		
Crosswalk LOS	B			A			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	109			454			563			1054		
d_b, Bicycle Delay [s]	49.19			32.86			28.39			12.31		
I_b,int, Bicycle LOS Score for Intersection	2.348			1.647			2.085			2.687		
Bicycle LOS	B			A			B			B		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	13.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	50	1	106	57	1	19	16	1042	23	101	1216	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1	106	57	1	19	16	1042	23	101	1216	40
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	28	15	0	5	4	274	6	27	320	11
Total Analysis Volume [veh/h]	53	1	112	60	1	20	17	1097	24	106	1280	42
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	10	0	9	36	0	9	36	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	15	5	5	2	58	58	5	61	61
g / C, Green / Cycle	0.07	0.17	0.06	0.06	0.02	0.64	0.64	0.06	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.03	0.07	0.03	0.01	0.01	0.30	0.30	0.03	0.36	0.03
s, saturation flow rate [veh/h]	1783	1589	1781	1601	1781	1870	1856	3459	3560	1589
c, Capacity [veh/h]	119	266	105	95	37	1198	1189	196	2408	1075
d1, Uniform Delay [s]	40.51	33.62	41.31	40.45	43.67	8.34	8.34	41.41	7.38	4.85
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.71	1.06	4.79	1.17	8.79	1.32	1.33	2.33	0.84	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.42	0.57	0.22	0.46	0.47	0.47	0.54	0.53	0.04
d, Delay for Lane Group [s/veh]	43.22	34.68	46.11	41.62	52.46	9.66	9.67	43.73	8.22	4.92
Lane Group LOS	D	C	D	D	D	A	A	D	A	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.23	2.24	1.42	0.47	0.46	5.33	5.30	1.20	5.46	0.24
50th-Percentile Queue Length [ft/ln]	30.75	56.09	35.60	11.77	11.53	133.32	132.44	29.93	136.40	6.09
95th-Percentile Queue Length [veh/ln]	2.21	4.04	2.56	0.85	0.83	9.12	9.07	2.15	9.29	0.44
95th-Percentile Queue Length [ft/ln]	55.35	100.97	64.08	21.18	20.75	228.00	226.81	53.87	232.16	10.97

Movement, Approach, & Intersection Results

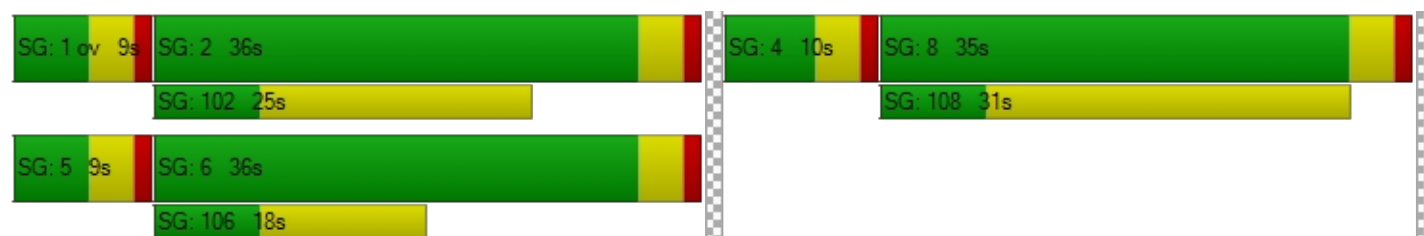
d_M, Delay for Movement [s/veh]	43.22	43.22	34.68	46.11	41.62	41.62	52.46	9.67	9.67	43.73	8.22	4.92
Movement LOS	D	D	C	D	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	37.46			44.94			10.31			10.76		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	13.14											
Intersection LOS	B											
Intersection V/C	0.569											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			0.00			34.72		
I_p,int, Pedestrian LOS Score for Intersection	2.203			1.986			0.000			2.969		
Crosswalk LOS	B			A			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	688			133			710			710		
d_b, Bicycle Delay [s]	19.38			39.24			18.73			18.73		
I_b,int, Bicycle LOS Score for Intersection	1.834			1.693			2.498			2.738		
Bicycle LOS	A			A			B			B		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	32.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	408	288	156	62	226	293	259	616	284	134	734	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	408	288	156	62	226	293	259	616	284	134	734	30
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	76	41	16	59	77	68	162	75	35	193	8
Total Analysis Volume [veh/h]	429	303	164	65	238	308	273	648	299	141	773	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	30	39	0	24	33	33	19	31	31	11	23	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	16	27	27	5	16	40	19	48	69	6	36	36
g / C, Green / Cycle	0.15	0.25	0.25	0.05	0.15	0.38	0.18	0.46	0.65	0.06	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.12	0.16	0.10	0.04	0.13	0.19	0.08	0.18	0.19	0.04	0.22	0.22
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1844
c, Capacity [veh/h]	515	473	402	86	284	599	610	1617	1036	209	632	624
d1, Uniform Delay [s]	43.47	35.02	32.72	49.43	43.30	25.31	38.73	19.15	7.86	48.39	29.40	29.40
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.07	0.04	0.50	0.14	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.37	1.45	0.67	5.02	6.43	0.43	0.19	0.74	0.19	1.43	4.93	5.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.64	0.41	0.76	0.84	0.51	0.45	0.40	0.29	0.68	0.64	0.64
d, Delay for Lane Group [s/veh]	44.84	36.47	33.38	54.45	49.73	25.74	38.92	19.90	8.06	49.81	34.33	34.40
Lane Group LOS	D	D	C	D	D	C	D	B	A	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.48	7.04	3.54	1.80	6.47	5.92	3.15	5.32	2.73	1.85	9.36	9.24
50th-Percentile Queue Length [ft/ln]	136.93	175.88	88.39	45.00	161.83	148.03	78.80	133.10	68.32	46.14	233.97	231.01
95th-Percentile Queue Length [veh/ln]	9.32	11.39	6.36	3.24	10.65	9.91	5.67	9.11	4.92	3.32	14.38	14.23
95th-Percentile Queue Length [ft/ln]	232.88	284.63	159.10	81.01	266.14	247.80	141.84	227.70	122.97	83.06	359.40	355.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.84	36.47	33.38	54.45	49.73	25.74	38.92	19.90	8.06	49.81	34.36	34.40
Movement LOS	D	D	C	D	D	C	D	B	A	D	C	C
d_A, Approach Delay [s/veh]	39.91			38.14			21.25			36.67		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	32.58											
Intersection LOS	C											
Intersection V/C	0.679											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	44.84			44.84			44.84			44.84		
I_p,int, Pedestrian LOS Score for Intersection	2.718			2.547			2.984			2.759		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	645			531			493			341		
d_b, Bicycle Delay [s]	24.10			28.34			29.83			36.16		
I_b,int, Bicycle LOS Score for Intersection	3.038			2.568			2.566			2.340		
Bicycle LOS	C			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX F-II

**EXISTING PLUS PROJECT (WITHOUT FORSTER)
TRAFFIC CONDITIONS WITH IMPROVEMENTS – HCM
METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	23.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	7	102	66	236	35	58	3	185	10	59	314	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	102	66	236	35	58	3	185	10	59	314	238
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	17	62	9	15	1	49	3	16	83	63
Total Analysis Volume [veh/h]	7	107	69	248	37	61	3	195	11	62	331	251
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	25	0	0	43	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	17	17	50	50	50	50
g / C, Green / Cycle	0.13	0.19	0.19	0.55	0.55	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.10	0.16	0.04	0.06	0.06	0.20	0.20
s, saturation flow rate [veh/h]	1750	1792	1589	1852	1669	1715	1481
c, Capacity [veh/h]	225	333	296	1064	922	994	818
d1, Uniform Delay [s]	38.20	35.49	31.04	9.60	9.60	11.09	11.31
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.94	6.28	0.34	0.19	0.24	0.96	1.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.86	0.21	0.10	0.11	0.35	0.36
d, Delay for Lane Group [s/veh]	45.14	41.77	31.38	9.79	9.84	12.05	12.56
Lane Group LOS	D	D	C	A	A	B	B
Critical Lane Group	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.30	6.51	1.14	1.02	0.94	3.79	3.38
50th-Percentile Queue Length [ft/ln]	107.55	162.68	28.43	25.60	23.41	94.68	84.48
95th-Percentile Queue Length [veh/ln]	7.70	10.69	2.05	1.84	1.69	6.82	6.08
95th-Percentile Queue Length [ft/ln]	192.59	267.26	51.18	46.07	42.13	170.43	152.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.14	45.14	45.14	41.77	41.77	31.38	9.79	9.81	9.84	12.05	12.12	12.56
Movement LOS	D	D	D	D	D	C	A	A	A	B	B	B
d_A, Approach Delay [s/veh]	45.14			39.94			9.81			12.29		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	23.19											
Intersection LOS	C											
Intersection V/C	0.511											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.70			34.70			34.70			34.70		
I_p,int, Pedestrian LOS Score for Intersection	1.945			2.174			2.279			2.412		
Crosswalk LOS	A			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	466			866			400			400		
d_b, Bicycle Delay [s]	26.47			14.47			28.82			28.82		
I_b,int, Bicycle LOS Score for Intersection	1.862			2.131			1.732			2.091		
Bicycle LOS	A			B			A			B		

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	22.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.486

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	9	108	121	129	23	18	3	129	8	131	258	195
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	108	121	129	23	18	3	129	8	131	258	195
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	28	32	34	6	5	1	34	2	34	68	51
Total Analysis Volume [veh/h]	9	114	127	136	24	19	3	136	8	138	272	205
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	43	0	0	25	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	10	10	53	53	53	53
g / C, Green / Cycle	0.17	0.11	0.11	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.15	0.09	0.01	0.04	0.04	0.21	0.20
s, saturation flow rate [veh/h]	1713	1794	1589	1839	1668	1490	1521
c, Capacity [veh/h]	294	202	179	1114	973	927	887
d1, Uniform Delay [s]	36.22	38.97	35.92	8.17	8.17	10.26	9.79
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.90	6.91	0.26	0.12	0.14	0.97	1.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.79	0.11	0.07	0.07	0.33	0.34
d, Delay for Lane Group [s/veh]	43.12	45.87	36.18	8.29	8.32	11.23	10.85
Lane Group LOS	D	D	D	A	A	B	B
Critical Lane Group	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.79	3.78	0.38	0.64	0.59	3.32	3.13
50th-Percentile Queue Length [ft/ln]	144.72	94.58	9.62	16.03	14.70	82.92	78.21
95th-Percentile Queue Length [veh/ln]	9.73	6.81	0.69	1.15	1.06	5.97	5.63
95th-Percentile Queue Length [ft/ln]	243.36	170.24	17.31	28.85	26.46	149.26	140.77

Movement, Approach, & Intersection Results

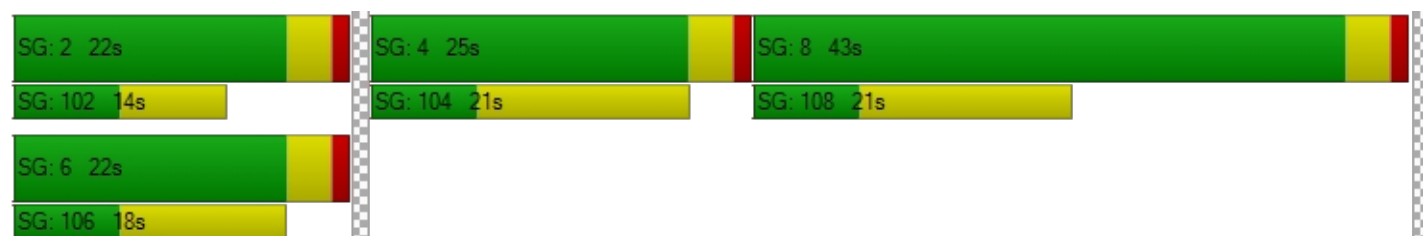
d_M, Delay for Movement [s/veh]	43.12	43.12	43.12	45.87	45.87	36.18	8.29	8.30	8.32	11.23	11.09	10.85
Movement LOS	D	D	D	D	D	D	A	A	A	B	B	B
d_A, Approach Delay [s/veh]	43.12			44.84			8.30			11.04		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	22.52											
Intersection LOS	C											
Intersection V/C	0.486											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.70			34.70			34.70			34.70		
I_p,int, Pedestrian LOS Score for Intersection	2.115			2.107			2.240			2.378		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	866			466			400			400		
d_b, Bicycle Delay [s]	14.47			26.47			28.82			28.82		
I_b,int, Bicycle LOS Score for Intersection	1.972			1.855			1.681			2.067		
Bicycle LOS	A			A			A			B		

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX F-III

**EXISTING PLUS PROJECT (WITHOUT FORSTER)
PLUS CUMULATIVE (YEAR 2028) TRAFFIC
CONDITIONS – HCM METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	27.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.802

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	510	35	248	589	113	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	510	35	248	589	113	395
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	134	9	65	155	30	104
Total Analysis Volume [veh/h]	537	37	261	620	119	416
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	19	32	37	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	37	67	15	56	26	26
g / C, Green / Cycle	0.41	0.75	0.17	0.62	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.29	0.02	0.15	0.33	0.07	0.26
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	767	1184	296	1160	505	451
d1, Uniform Delay [s]	21.99	3.00	36.71	9.71	24.76	31.30
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.20
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.28	0.05	3.45	1.77	0.09	13.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.03	0.88	0.53	0.24	0.92
d, Delay for Lane Group [s/veh]	27.27	3.05	40.16	11.47	24.85	44.92
Lane Group LOS	C	A	D	B	C	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.05	0.15	5.78	6.69	1.93	10.18
50th-Percentile Queue Length [ft/ln]	251.33	3.70	144.57	167.23	48.25	254.50
95th-Percentile Queue Length [veh/ln]	15.25	0.27	9.73	10.93	3.47	15.41
95th-Percentile Queue Length [ft/ln]	381.33	6.67	243.16	273.27	86.84	385.31

Movement, Approach, & Intersection Results

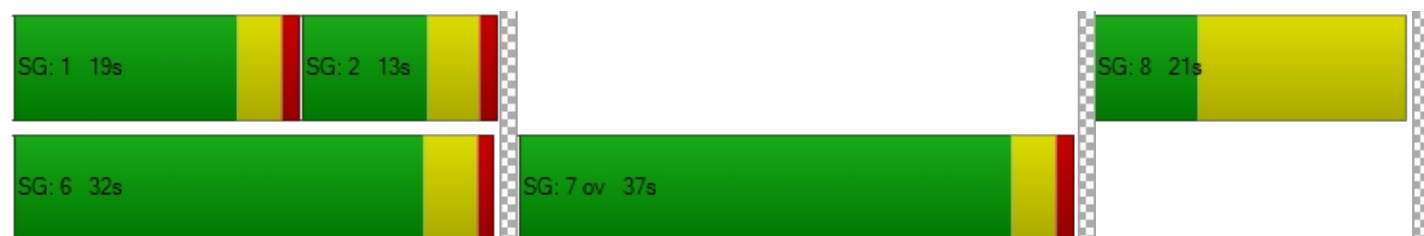
d_M, Delay for Movement [s/veh]	27.27	3.05	40.16	11.47	24.85	44.92
Movement LOS	C	A	D	B	C	D
d_A, Approach Delay [s/veh]	25.70		19.97		40.46	
Approach LOS	C		B		D	
d_I, Intersection Delay [s/veh]	27.13					
Intersection LOS	C					
Intersection V/C	0.802					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.366	2.536	2.210
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	609	733
d_b, Bicycle Delay [s]	37.01	21.79	18.07
I_b,int, Bicycle LOS Score for Intersection	2.507	3.013	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	134.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.960

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	28	22	64	9	16	1	70	4	24	115	64
Total Analysis Volume [veh/h]	12	111	87	255	38	62	3	280	18	95	461	257
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	66	0	0	66	0	0	24	0	0	24	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	62	62	62	20	20	20	20
g / C, Green / Cycle	0.69	0.69	0.69	0.22	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.27	1.47	0.04	0.10	0.10	0.32	0.30
s, saturation flow rate [veh/h]	780	199	1589	1399	1669	1102	1550
c, Capacity [veh/h]	578	212	1092	354	374	298	347
d1, Uniform Delay [s]	17.36	24.22	4.58	29.39	30.06	37.99	34.92
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.38	199.06	0.02	3.16	3.72	107.07	170.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	1.38	0.06	0.39	0.44	1.17	1.34
d, Delay for Lane Group [s/veh]	17.74	223.28	4.60	32.55	33.77	145.06	204.92
Lane Group LOS	B	F	A	C	C	F	F
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.30	16.40	0.32	2.75	3.40	15.44	23.79
50th-Percentile Queue Length [ft/ln]	57.50	409.91	8.09	68.80	84.94	385.95	594.82
95th-Percentile Queue Length [veh/ln]	4.14	28.28	0.58	4.95	6.12	23.73	36.60
95th-Percentile Queue Length [ft/ln]	103.50	706.99	14.56	123.84	152.90	593.25	914.92

Movement, Approach, & Intersection Results

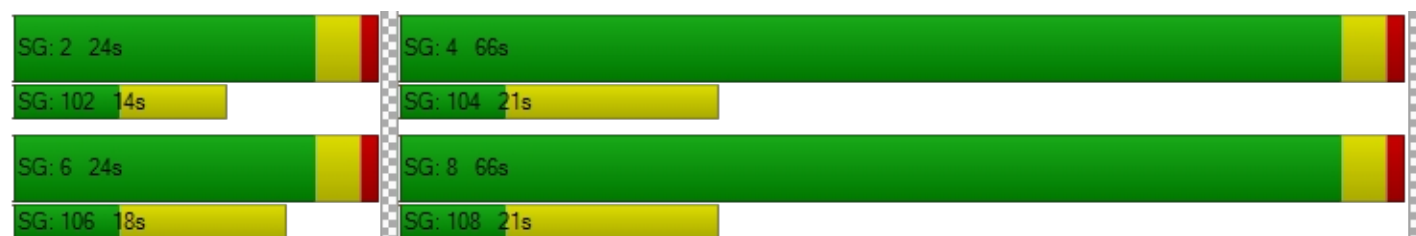
d_M, Delay for Movement [s/veh]	17.74	17.74	17.74	223.28	223.28	4.60	32.55	33.19	33.77	145.06	171.96	204.92
Movement LOS	B	B	B	F	F	A	C	C	C	F	F	F
d_A, Approach Delay [s/veh]	17.74			185.09			33.22			179.24		
Approach LOS	B			F			C			F		
d_I, Intersection Delay [s/veh]	134.10											
Intersection LOS	F											
Intersection V/C	1.960											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.025			2.180			2.351			2.843		
Crosswalk LOS	B			B			B			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1378			1378			444			444		
d_b, Bicycle Delay [s]	4.36			4.36			27.22			27.22		
I_b,int, Bicycle LOS Score for Intersection	1.906			2.145			1.808			2.230		
Bicycle LOS	A			B			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	15.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	41	1033	6	14	1149	700	527	0	66	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	1033	6	14	1149	700	527	0	66	6	0	10
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	272	2	4	302	184	139	0	17	2	0	3
Total Analysis Volume [veh/h]	43	1087	6	14	1209	737	555	0	69	6	0	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	8	28	0	22	42	42	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	3	51	51	2	50	79	19	19	19	1	1
g / C, Green / Cycle	0.03	0.57	0.57	0.02	0.55	0.88	0.21	0.21	0.21	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.02	0.20	0.20	0.01	0.34	0.46	0.16	0.16	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1865	1781	3560	1589	1781	1781	1589	1781	1589
c, Capacity [veh/h]	57	2021	1058	32	1971	1394	377	377	336	30	27
d1, Uniform Delay [s]	43.30	10.56	10.56	43.85	13.61	1.27	33.21	33.21	29.30	43.74	43.90
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.39	0.49	0.93	9.35	1.44	1.44	2.82	2.82	0.30	1.21	3.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.35	0.35	0.44	0.61	0.53	0.74	0.74	0.21	0.20	0.41
d, Delay for Lane Group [s/veh]	50.69	11.05	11.49	53.20	15.05	2.71	36.03	36.03	29.60	44.95	47.65
Lane Group LOS	D	B	B	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.06	3.69	3.99	0.39	7.95	0.80	5.83	5.83	1.24	0.14	0.27
50th-Percentile Queue Length [ft/ln]	26.45	92.20	99.86	9.72	198.82	19.92	145.84	145.84	31.08	3.52	6.71
95th-Percentile Queue Length [veh/ln]	1.90	6.64	7.19	0.70	12.58	1.43	9.79	9.79	2.24	0.25	0.48
95th-Percentile Queue Length [ft/ln]	47.61	165.97	179.74	17.49	314.44	35.85	244.86	244.86	55.94	6.34	12.09

Movement, Approach, & Intersection Results

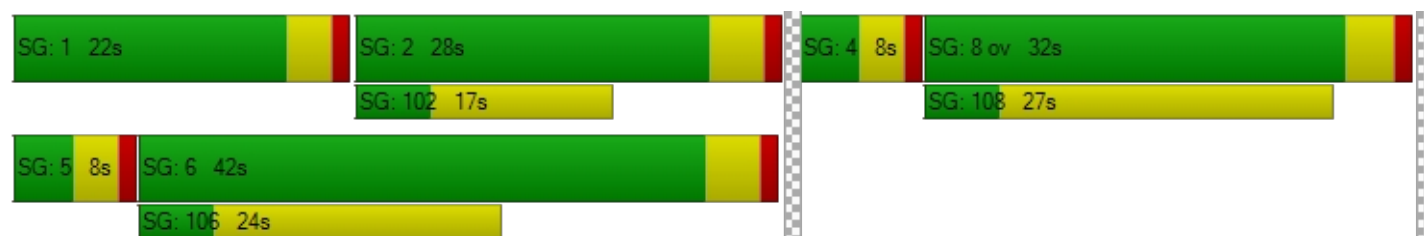
d_M, Delay for Movement [s/veh]	50.69	11.20	11.49	53.20	15.05	2.71	36.03	36.03	29.60	44.95	47.65	47.65
Movement LOS	D	B	B	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	12.69			10.68			35.31			46.70		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	15.57											
Intersection LOS	B											
Intersection V/C	0.626											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.848			0.000			2.475			1.954		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	519			830			617			89		
d_b, Bicycle Delay [s]	24.68			15.41			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.184			3.177			2.589			1.588		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	37.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.839

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	993	0	986	0	1402	177	316	900	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	993	0	986	0	1402	177	316	900	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	261	0	259	0	369	47	83	237	0
Total Analysis Volume [veh/h]	0	0	0	1045	0	1038	0	1476	186	333	947	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	55	0	0	0	46	0	19	65	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		120	120	120	120	120	120
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		50	50	40	40	15	60
g / C, Green / Cycle		0.42	0.42	0.33	0.33	0.12	0.50
(v / s)_i Volume / Saturation Flow Rate		0.30	0.37	0.29	0.12	0.10	0.27
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1443	1174	1684	525	420	1775
d1, Uniform Delay [s]		29.19	32.28	37.84	30.44	51.24	20.54
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		2.53	7.99	6.76	1.86	4.12	1.15
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.72	0.88	0.88	0.35	0.79	0.53
d, Delay for Lane Group [s/veh]		31.71	40.27	44.60	32.30	55.36	21.69
Lane Group LOS		C	D	D	C	E	C
Critical Lane Group		No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		12.88	14.90	14.51	4.36	5.10	9.21
50th-Percentile Queue Length [ft/ln]		322.07	372.47	362.83	109.12	127.60	230.18
95th-Percentile Queue Length [veh/ln]		18.77	21.23	20.76	7.79	8.81	14.18
95th-Percentile Queue Length [ft/ln]		469.24	530.72	519.03	194.78	220.23	354.58

Movement, Approach, & Intersection Results

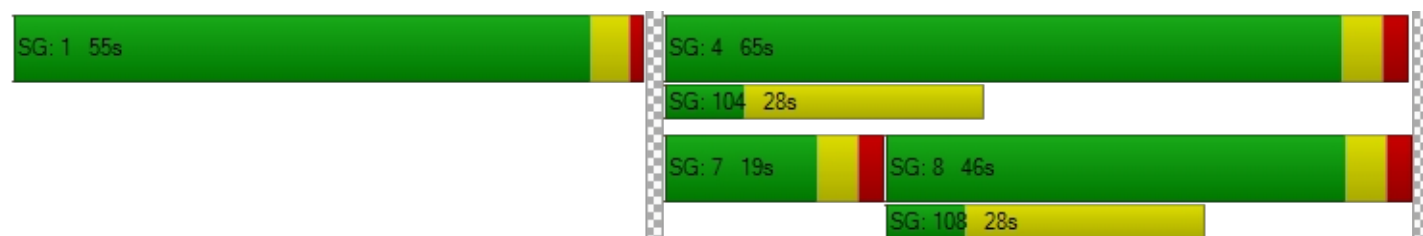
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	31.71	0.00	40.27	0.00	44.60	32.30	55.36	21.69	0.00
Movement LOS				C		D		D	C	E	C	
d_A, Approach Delay [s/veh]	0.00			35.98			43.22			30.45		
Approach LOS	A			D			D			C		
d_I, Intersection Delay [s/veh]	36.97											
Intersection LOS	D											
Intersection V/C	0.839											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.49	49.49	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.982	2.653	0.000	0.000
Crosswalk LOS	A	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	842	673	990
d_b, Bicycle Delay [s]	59.99	20.11	26.39	15.29
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.474	2.616
Bicycle LOS	D	A	B	B

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	51.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.890

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	195	70	636	27	0	111	51	1671	672	0	1973	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	70	636	27	0	111	51	1671	672	0	1973	57
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	18	167	7	0	29	13	440	177	0	519	15
Total Analysis Volume [veh/h]	205	74	669	28	0	117	54	1759	707	0	2077	60
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	46	0	13	0	0	10	61	0	0	51	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	38	38	11	11	5	56	56	56	46	46
g / C, Green / Cycle	0.32	0.32	0.09	0.09	0.04	0.46	0.46	0.46	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.28	0.30	0.02	0.07	0.03	0.35	0.35	0.38	0.40	0.39
s, saturation flow rate [veh/h]	1708	1589	1781	1589	1781	3560	1815	1589	3560	1843
c, Capacity [veh/h]	540	503	159	142	70	1652	842	737	1376	712
d1, Uniform Delay [s]	38.90	39.92	50.62	53.78	57.16	26.38	26.60	27.64	36.84	36.84
k, delay calibration	0.31	0.35	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.45	21.64	0.39	8.74	9.37	3.11	6.31	9.36	33.97	33.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.94	0.18	0.83	0.77	0.75	0.76	0.81	1.04	1.00
d, Delay for Lane Group [s/veh]	51.35	61.56	51.01	62.52	66.53	29.49	32.91	37.00	70.81	70.71
Lane Group LOS	D	E	D	E	E	C	C	D	F	F
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	15.01	16.40	0.80	3.82	1.81	14.81	16.20	16.24	26.18	27.07
50th-Percentile Queue Length [ft/ln]	375.19	409.93	19.99	95.42	45.13	370.3	404.9	406.0	654.41	676.80
95th-Percentile Queue Length [veh/ln]	21.36	23.04	1.44	6.87	3.25	21.12	22.80	22.85	35.46	35.62
95th-Percentile Queue Length [ft/ln]	534.02	575.96	35.98	171.76	81.24	528.1	570.0	571.2	886.40	890.50

Movement, Approach, & Intersection Results

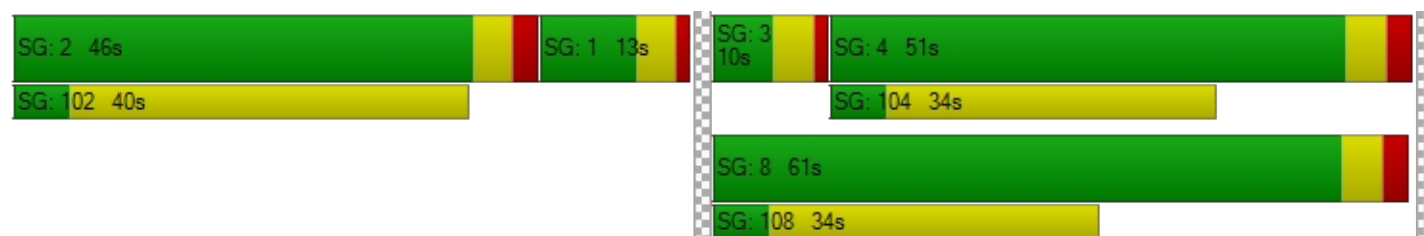
d_M, Delay for Movement [s/veh]	51.35	51.35	58.57	51.01	0.00	62.52	66.53	30.52	36.45	0.00	70.78	70.71
Movement LOS	D	D	E	D		E	E	C	D		E	E
d_A, Approach Delay [s/veh]	56.43			60.30			32.93			70.78		
Approach LOS	E			E			C			E		
d_I, Intersection Delay [s/veh]	51.56											
Intersection LOS	D											
Intersection V/C	0.890											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			0.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	51.36			51.36			0.00			51.36		
I_p,int, Pedestrian LOS Score for Intersection	2.550			2.064			0.000			3.214		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	675			142			921			755		
d_b, Bicycle Delay [s]	26.35			51.82			17.46			23.27		
I_b,int, Bicycle LOS Score for Intersection	3.124			1.560			2.946			2.735		
Bicycle LOS	C			A			C			B		

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	49.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	514	173	7	696	76	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	514	173	7	696	76	4
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	46	2	183	20	1
Total Analysis Volume [veh/h]	541	182	7	733	80	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.51	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	9.13	0.00	49.08	33.79
Movement LOS	A	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	2.53	2.53
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.60	0.00	63.31	63.31
d_A, Approach Delay [s/veh]	0.00		0.09		48.35	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.67					
Intersection LOS	E					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	112.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.161

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	4	975	31	105	1022	12	6	0	6	4	0	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	975	31	105	1022	12	6	0	6	4	0	33
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	257	8	28	269	3	2	0	2	1	0	9
Total Analysis Volume [veh/h]	4	1026	33	111	1076	13	6	0	6	4	0	35
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.17	0.01	0.00	0.16	0.00	0.01	0.10	0.00	0.07
d_M, Delay for Movement [s/veh]	10.69	0.00	0.00	11.63	0.00	0.00	112.32	141.47	23.00	95.28	130.21	15.14
Movement LOS	B	A	A	B	A	A	F	F	C	F	F	C
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.61	0.00	0.00	0.58	0.58	0.58	0.58	0.58	0.58
95th-Percentile Queue Length [ft/ln]	0.47	0.00	0.00	15.21	0.00	0.00	14.56	14.56	14.56	14.59	14.59	14.59
d_A, Approach Delay [s/veh]	0.04			1.08			67.66			23.36		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	1.32											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵			↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	28	24	575	93	11	4	1	824	17	512	898	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	24	575	93	11	4	1	824	17	512	898	31
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	6	151	24	3	1	0	217	4	135	236	8
Total Analysis Volume [veh/h]	29	25	605	98	12	4	1	867	18	539	945	33
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	29	0	9	35	0	41	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	11	38	8	8	0	57	57	23	79	79
g / C, Green / Cycle	0.10	0.10	0.33	0.07	0.07	0.00	0.49	0.49	0.20	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.02	0.01	0.22	0.06	0.01	0.00	0.24	0.24	0.16	0.26	0.26
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1791	1781	1870	1857	3459	1870	1848
c, Capacity [veh/h]	177	185	930	128	129	4	923	916	679	1286	1270
d1, Uniform Delay [s]	47.47	47.33	32.87	52.45	50.01	57.30	19.36	19.36	44.01	7.62	7.63
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.43	0.33	0.78	9.13	0.43	26.18	1.80	1.81	2.15	0.86	0.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.13	0.65	0.77	0.12	0.24	0.48	0.48	0.79	0.38	0.38
d, Delay for Lane Group [s/veh]	47.90	47.65	33.64	61.58	50.44	83.48	21.16	21.17	46.16	8.48	8.51
Lane Group LOS	D	D	C	E	D	F	C	C	D	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.78	0.67	7.24	3.10	0.45	0.06	8.20	8.14	7.48	5.02	4.99
50th-Percentile Queue Length [ft/ln]	19.62	16.83	180.92	77.56	11.19	1.50	204.97	203.60	187.04	125.49	124.73
95th-Percentile Queue Length [veh/ln]	1.41	1.21	11.65	5.58	0.81	0.11	12.89	12.82	11.97	8.69	8.65
95th-Percentile Queue Length [ft/ln]	35.31	30.29	291.22	139.61	20.15	2.70	322.37	320.61	299.19	217.35	216.31

Movement, Approach, & Intersection Results

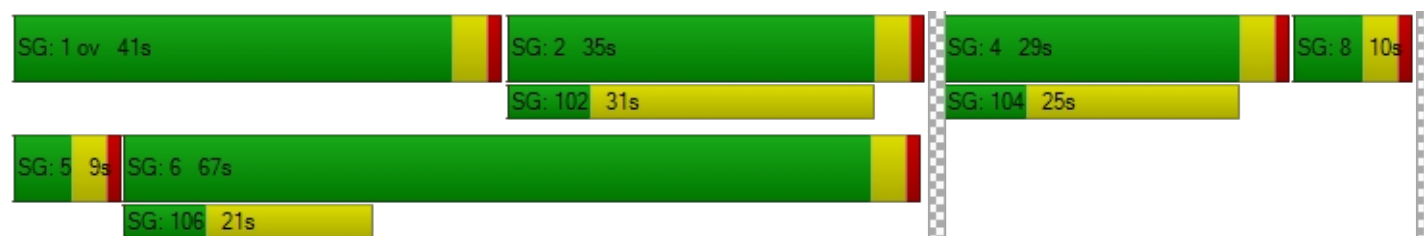
d_M, Delay for Movement [s/veh]	47.90	47.65	33.64	61.58	50.44	50.44	83.48	21.16	21.17	46.16	8.49	8.51
Movement LOS	D	D	C	E	D	D	F	C	C	D	A	A
d_A, Approach Delay [s/veh]	34.80			60.02			21.23			21.88		
Approach LOS	C			E			C			C		
d_I, Intersection Delay [s/veh]	25.75											
Intersection LOS	C											
Intersection V/C	0.676											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	47.05			47.05			47.05			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.664			2.008			2.675			0.000		
Crosswalk LOS	B			B			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	104			435			539			1095		
d_b, Bicycle Delay [s]	51.68			35.24			30.70			11.77		
I_b,int, Bicycle LOS Score for Intersection	2.647			1.748			2.291			2.811		
Bicycle LOS	B			A			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	46
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	18	16	1	8	13	371	10	38	369	12
Total Analysis Volume [veh/h]	20	2	73	64	3	34	52	1483	39	151	1475	48
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	10	0	9	35	0	10	36	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	15	6	6	4	57	57	6	59	59
g / C, Green / Cycle	0.06	0.17	0.06	0.06	0.04	0.64	0.64	0.06	0.66	0.66
(v / s)_i Volume / Saturation Flow Rate	0.01	0.05	0.04	0.02	0.03	0.41	0.41	0.04	0.41	0.03
s, saturation flow rate [veh/h]	1789	1589	1781	1609	1781	1870	1853	3459	3560	1589
c, Capacity [veh/h]	110	271	111	100	74	1185	1174	224	2338	1044
d1, Uniform Delay [s]	40.20	32.50	41.11	40.57	42.65	10.22	10.24	41.24	9.07	5.48
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.88	0.53	4.63	2.24	11.25	2.70	2.75	3.50	1.30	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.20	0.27	0.58	0.37	0.70	0.64	0.65	0.67	0.63	0.05
d, Delay for Lane Group [s/veh]	41.08	33.02	45.74	42.81	53.90	12.92	13.00	44.73	10.37	5.56
Lane Group LOS	D	C	D	D	D	B	B	D	B	A
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.49	1.41	1.51	0.84	1.36	8.94	8.92	1.73	7.56	0.30
50th-Percentile Queue Length [ft/ln]	12.15	35.22	37.75	21.06	34.08	223.49	223.05	43.25	188.93	7.61
95th-Percentile Queue Length [veh/ln]	0.87	2.54	2.72	1.52	2.45	13.84	13.82	3.11	12.07	0.55
95th-Percentile Queue Length [ft/ln]	21.87	63.40	67.95	37.90	61.34	346.08	345.52	77.85	301.64	13.70

Movement, Approach, & Intersection Results

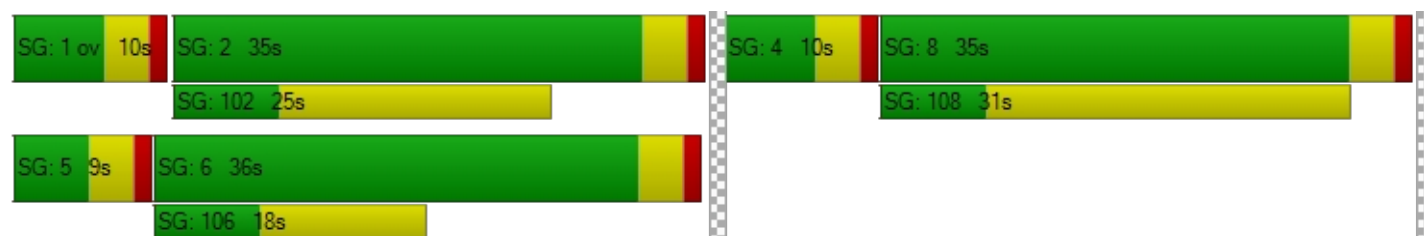
d_M, Delay for Movement [s/veh]	41.08	41.08	33.02	45.74	42.81	42.81	53.90	12.96	13.00	44.73	10.37	5.56
Movement LOS	D	D	C	D	D	D	D	B	B	D	B	A
d_A, Approach Delay [s/veh]	34.89			44.67			14.31			13.33		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	15.29											
Intersection LOS	B											
Intersection V/C	0.646											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			0.00			34.72		
I_p,int, Pedestrian LOS Score for Intersection	2.201			2.006			0.000			3.052		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	688			133			688			710		
d_b, Bicycle Delay [s]	19.38			39.24			19.38			18.73		
I_b,int, Bicycle LOS Score for Intersection	1.716			1.726			2.858			2.941		
Bicycle LOS	A			A			C			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	35.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.892

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	411	264	105	37	323	471	500	772	315	98	777	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	411	264	105	37	323	471	500	772	315	98	777	14
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	69	28	10	85	124	132	203	83	26	204	4
Total Analysis Volume [veh/h]	433	278	111	39	340	496	526	813	332	103	818	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	20	29	0	29	38	38	10	31	31	11	32	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	14	33	33	3	21	44	18	40	59	6	27	27
g / C, Green / Cycle	0.14	0.33	0.33	0.03	0.21	0.44	0.18	0.40	0.59	0.06	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.13	0.15	0.07	0.02	0.18	0.31	0.15	0.23	0.21	0.03	0.22	0.22
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1858
c, Capacity [veh/h]	501	610	519	50	392	703	628	1407	939	196	505	502
d1, Uniform Delay [s]	41.81	26.66	24.40	48.32	38.20	22.63	39.50	23.70	10.57	45.87	34.29	34.29
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.46	0.04	0.50	0.17	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.80	0.53	0.20	9.73	5.95	5.44	1.17	1.73	0.35	0.82	14.35	14.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.46	0.21	0.79	0.87	0.71	0.84	0.58	0.35	0.53	0.83	0.83
d, Delay for Lane Group [s/veh]	43.61	27.19	24.60	58.04	44.15	28.07	40.66	25.43	10.93	46.68	48.64	48.72
Lane Group LOS	D	C	C	E	D	C	D	C	B	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.29	5.26	1.92	1.10	8.58	10.15	6.25	7.67	3.65	1.26	11.38	11.32
50th-Percentile Queue Length [ft/ln]	132.28	131.50	47.97	27.40	214.38	253.67	156.33	191.70	91.24	31.50	284.46	282.93
95th-Percentile Queue Length [veh/ln]	9.06	9.02	3.45	1.97	13.38	15.37	10.35	12.21	6.57	2.27	16.91	16.83
95th-Percentile Queue Length [ft/ln]	226.59	225.53	86.34	49.31	334.44	384.28	258.86	305.23	164.24	56.71	422.75	420.86

Movement, Approach, & Intersection Results

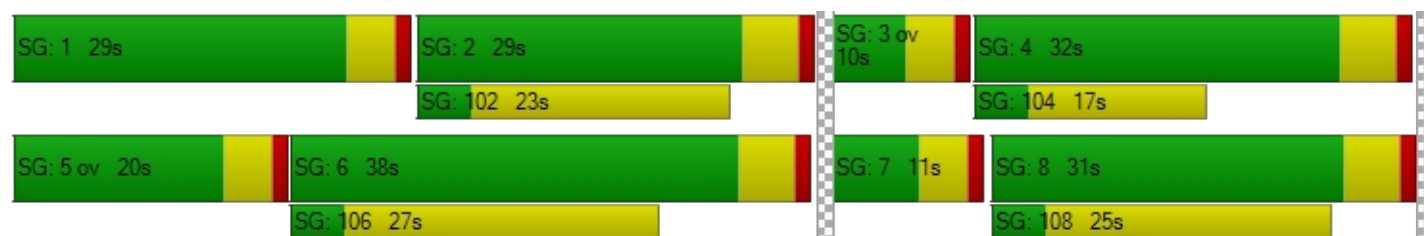
d_M, Delay for Movement [s/veh]	43.61	27.19	24.60	58.04	44.15	28.07	40.66	25.43	10.93	46.68	48.68	48.72
Movement LOS	D	C	C	E	D	C	D	C	B	D	D	D
d_A, Approach Delay [s/veh]	35.49			35.66			27.35			48.46		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	35.18											
Intersection LOS	D											
Intersection V/C	0.892											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	42.32			42.32			42.32			42.32		
I_p,int, Pedestrian LOS Score for Intersection	2.720			2.638			3.077			2.769		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	478			658			518			538		
d_b, Bicycle Delay [s]	28.96			22.51			27.46			26.72		
I_b,int, Bicycle LOS Score for Intersection	2.916			3.003			2.938			2.332		
Bicycle LOS	C			C			C			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	473	109	124	459	155	186
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	473	109	124	459	155	186
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	29	33	121	41	49
Total Analysis Volume [veh/h]	498	115	131	483	163	196
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	31	31	12	43	26	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	56	74	8	68	13	13
g / C, Green / Cycle	0.62	0.82	0.09	0.76	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.27	0.07	0.07	0.26	0.09	0.12
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	1161	1305	160	1412	266	237
d1, Uniform Delay [s]	8.83	1.55	40.28	3.65	35.87	37.17
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.16	0.13	3.90	0.66	0.86	2.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.09	0.82	0.34	0.61	0.83
d, Delay for Lane Group [s/veh]	9.99	1.69	44.18	4.31	36.73	39.96
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.84	0.24	2.99	2.37	3.36	4.30
50th-Percentile Queue Length [ft/ln]	121.02	6.09	74.65	59.16	84.11	107.43
95th-Percentile Queue Length [veh/ln]	8.45	0.44	5.37	4.26	6.06	7.70
95th-Percentile Queue Length [ft/ln]	211.23	10.97	134.37	106.49	151.40	192.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.99	1.69	44.18	4.31	36.73	39.96
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	8.43		12.82		38.49	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	16.93					
Intersection LOS	B					
Intersection V/C	0.534					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.349	2.365	2.136
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	586	853	489
d_b, Bicycle Delay [s]	22.49	14.81	25.71
I_b,int, Bicycle LOS Score for Intersection	2.571	2.573	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	34.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.103

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	17	111	178	132	24	18	3	217	18	154	304	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	111	178	132	24	18	3	217	18	154	304	200
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	29	47	35	6	5	1	57	5	41	80	53
Total Analysis Volume [veh/h]	18	117	187	139	25	19	3	228	19	162	320	211
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	0	58	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	54	54	54	28	28	28	28
g / C, Green / Cycle	0.60	0.60	0.60	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.38	0.74	0.01	0.07	0.07	0.27	0.24
s, saturation flow rate [veh/h]	838	222	1589	1843	1655	1186	1549
c, Capacity [veh/h]	544	207	951	617	518	432	484
d1, Uniform Delay [s]	21.05	22.12	7.35	22.85	22.89	30.94	28.08
k, delay calibration	0.20	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.91	26.12	0.01	0.78	1.03	10.49	11.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.79	0.02	0.21	0.23	0.73	0.78
d, Delay for Lane Group [s/veh]	22.96	48.24	7.36	23.63	23.93	41.43	39.74
Lane Group LOS	C	D	A	C	C	D	D
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.83	5.13	0.14	2.15	1.98	7.59	8.70
50th-Percentile Queue Length [ft/ln]	120.74	128.16	3.49	53.80	49.59	189.78	217.52
95th-Percentile Queue Length [veh/ln]	8.43	8.84	0.25	3.87	3.57	12.11	13.54
95th-Percentile Queue Length [ft/ln]	210.85	220.99	6.28	96.84	89.26	302.74	338.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	22.96	22.96	22.96	48.24	48.24	7.36	23.63	23.76	23.93	41.43	40.56	39.74
Movement LOS	C	C	C	D	D	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	22.96			43.99			23.77			40.51		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	34.16											
Intersection LOS	C											
Intersection V/C	1.103											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.202			2.111			2.304			2.632		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1200			1200			622			622		
d_b, Bicycle Delay [s]	7.20			7.20			21.36			21.36		
I_b,int, Bicycle LOS Score for Intersection	2.091			1.862			1.766			2.131		
Bicycle LOS	B			A			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.634

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	92	954	10	14	1158	549	463	4	71	8	2	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	954	10	14	1158	549	463	4	71	8	2	21
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	251	3	4	305	144	122	1	19	2	1	6
Total Analysis Volume [veh/h]	97	1004	11	14	1219	578	487	4	75	8	2	22
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	32	0	18	29	29	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	6	53	53	2	48	76	17	17	17	2	2
g / C, Green / Cycle	0.07	0.58	0.58	0.02	0.53	0.84	0.19	0.19	0.19	0.03	0.03
(v / s)_i Volume / Saturation Flow Rate	0.05	0.19	0.19	0.01	0.34	0.36	0.14	0.14	0.05	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1860	1781	3560	1589	1781	1782	1589	1781	1610
c, Capacity [veh/h]	126	2075	1084	32	1886	1332	333	334	298	46	42
d1, Uniform Delay [s]	41.16	9.65	9.65	43.85	15.17	1.86	34.55	34.55	31.26	42.98	43.44
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.64	0.41	0.78	9.35	1.73	1.03	3.17	3.17	0.44	0.66	4.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.32	0.32	0.44	0.65	0.43	0.74	0.74	0.25	0.17	0.58
d, Delay for Lane Group [s/veh]	44.79	10.06	10.44	53.20	16.89	2.89	37.72	37.72	31.70	43.64	48.06
Lane Group LOS	D	B	B	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.22	3.20	3.46	0.39	8.66	1.43	5.26	5.27	1.41	0.18	0.58
50th-Percentile Queue Length [ft/ln]	55.46	80.07	86.49	9.72	216.44	35.75	131.58	131.68	35.27	4.53	14.44
95th-Percentile Queue Length [veh/ln]	3.99	5.77	6.23	0.70	13.48	2.57	9.03	9.03	2.54	0.33	1.04
95th-Percentile Queue Length [ft/ln]	99.83	144.13	155.69	17.49	337.07	64.34	225.65	225.77	63.49	8.16	25.99

Movement, Approach, & Intersection Results

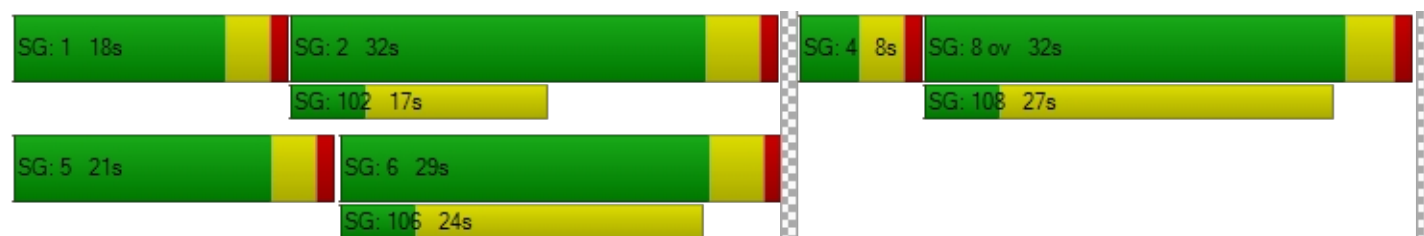
d_M, Delay for Movement [s/veh]	44.79	10.19	10.44	53.20	16.89	2.89	37.72	37.72	31.70	43.64	48.06	48.06
Movement LOS	D	B	B	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	13.21			12.71			36.92			46.95		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	17.07											
Intersection LOS	B											
Intersection V/C	0.634											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.847			0.000			2.436			1.962		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	608			542			617			89		
d_b, Bicycle Delay [s]	21.81			23.95			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.171			3.054			2.494			1.612		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	34.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1043	0	871	0	1084	192	487	941	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1043	0	871	0	1084	192	487	941	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	274	0	229	0	285	51	128	248	0
Total Analysis Volume [veh/h]	0	0	0	1098	0	917	0	1141	202	513	991	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	49	0	0	0	34	0	27	61	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		110	110	110	110	110	110
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		44	44	31	31	20	56
g / C, Green / Cycle		0.40	0.40	0.28	0.28	0.18	0.51
(v / s)_i Volume / Saturation Flow Rate		0.32	0.33	0.22	0.13	0.15	0.28
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1373	1117	1427	445	623	1820
d1, Uniform Delay [s]		29.31	29.68	36.72	32.64	43.39	18.20
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		3.95	5.46	4.78	3.31	3.36	1.17
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.80	0.82	0.80	0.45	0.82	0.54
d, Delay for Lane Group [s/veh]		33.26	35.13	41.49	35.95	46.76	19.37
Lane Group LOS		C	D	D	D	D	B
Critical Lane Group		No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		13.25	11.42	10.00	4.83	6.97	8.57
50th-Percentile Queue Length [ft/ln]		331.29	285.39	249.97	120.81	174.15	214.30
95th-Percentile Queue Length [veh/ln]		19.22	16.96	15.18	8.44	11.29	13.37
95th-Percentile Queue Length [ft/ln]		480.55	423.92	379.61	210.94	282.37	334.34

Movement, Approach, & Intersection Results

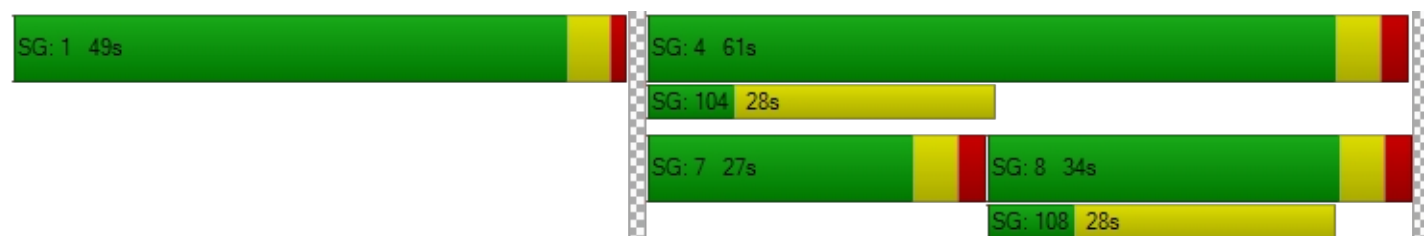
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	33.26	0.00	35.13	0.00	41.49	35.95	46.76	19.37	0.00
Movement LOS				C		D		D	D	D	B	
d_A, Approach Delay [s/veh]	0.00			34.11			40.66			28.71		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	34.25											
Intersection LOS	C											
Intersection V/C	0.784											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	44.55	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.073	2.632	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	809	516	1007
d_b, Bicycle Delay [s]	55.00	19.50	30.26	13.55
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.298	2.800
Bicycle LOS	D	A	B	C

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	36.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.813

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	248	43	421	45	0	152	45	1505	560	0	1844	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	43	421	45	0	152	45	1505	560	0	1844	70
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	11	111	12	0	40	12	396	147	0	485	18
Total Analysis Volume [veh/h]	261	45	443	47	0	160	47	1584	589	0	1941	74
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	57	0	13	0	0	10	50	0	0	40	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	30	30	14	14	4	60	60	60	51	51
g / C, Green / Cycle	0.25	0.25	0.12	0.12	0.03	0.50	0.50	0.50	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.22	0.23	0.03	0.10	0.03	0.31	0.31	0.32	0.38	0.37
s, saturation flow rate [veh/h]	1746	1589	1781	1589	1781	3560	1825	1589	3560	1834
c, Capacity [veh/h]	444	404	211	188	62	1769	907	790	1509	777
d1, Uniform Delay [s]	42.94	43.26	47.93	51.89	57.43	21.96	22.02	22.38	32.02	31.46
k, delay calibration	0.11	0.11	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.52	7.18	0.39	7.81	9.54	1.64	3.23	4.06	8.30	12.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.90	0.22	0.85	0.76	0.62	0.62	0.65	0.89	0.86
d, Delay for Lane Group [s/veh]	48.46	50.44	48.33	59.71	66.97	23.60	25.25	26.44	40.33	43.74
Lane Group LOS	D	D	D	E	E	C	C	C	D	D
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	11.63	11.10	1.30	5.13	1.58	11.40	12.20	11.32	19.33	19.93
50th-Percentile Queue Length [ft/ln]	290.79	277.57	32.58	128.17	39.49	285.0	304.9	283.1	483.22	498.26
95th-Percentile Queue Length [veh/ln]	17.22	16.57	2.35	8.84	2.84	16.94	17.92	16.84	26.54	27.25
95th-Percentile Queue Length [ft/ln]	430.62	414.18	58.65	221.00	71.09	423.4	448.1	421.0	663.47	681.30

Movement, Approach, & Intersection Results

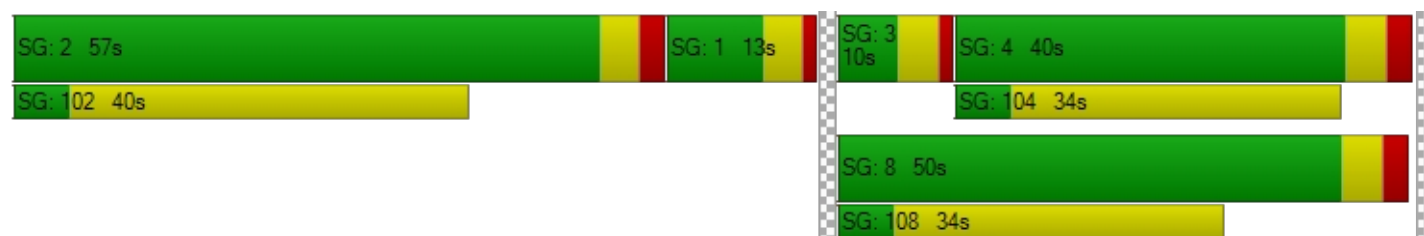
d_M, Delay for Movement [s/veh]	48.46	48.46	50.12	48.33	0.00	59.71	66.97	24.11	26.34	0.00	41.38	43.74
Movement LOS	D	D	D	D		E	E	C	C		D	D
d_A, Approach Delay [s/veh]	49.42			57.12			25.59			41.46		
Approach LOS	D			E			C			D		
d_I, Intersection Delay [s/veh]	36.45											
Intersection LOS	D											
Intersection V/C	0.813											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.36	51.36	0.00	51.36
I_p,int, Pedestrian LOS Score for Intersection	2.472	2.077	0.000	3.133
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	858	142	738	571
d_b, Bicycle Delay [s]	19.57	51.82	23.89	30.62
I_b,int, Bicycle LOS Score for Intersection	2.795	1.560	2.781	2.668
Bicycle LOS	C	A	C	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	51.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	547	250	22	545	88	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	547	250	22	545	88	11
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	144	66	6	143	23	3
Total Analysis Volume [veh/h]	576	263	23	574	93	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.03	0.01	0.56	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	9.66	0.00	51.84	38.46
Movement LOS	A	A	A	A	F	E
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.09	0.00	3.17	3.17
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.23	0.00	79.33	79.33
d_A, Approach Delay [s/veh]	0.00		0.37		50.31	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	3.57					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	154.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.226

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	10	941	51	129	1059	18	6	0	16	10	0	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	941	51	129	1059	18	6	0	16	10	0	92
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	248	13	34	279	5	2	0	4	3	0	24
Total Analysis Volume [veh/h]	11	991	54	136	1115	19	6	0	17	11	0	97
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.21	0.01	0.00	0.23	0.00	0.04	0.31	0.00	0.19
d_M, Delay for Movement [s/veh]	10.99	0.00	0.00	11.85	0.00	0.00	154.88	170.87	26.62	123.52	164.83	27.59
Movement LOS	B	A	A	B	A	A	F	F	D	F	F	D
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.77	0.00	0.00	0.95	0.95	0.95	2.53	2.53	2.53
95th-Percentile Queue Length [ft/ln]	1.37	0.00	0.00	19.19	0.00	0.00	23.86	23.86	23.86	63.34	63.34	63.34
d_A, Approach Delay [s/veh]	0.11			1.27			60.08			37.36		
Approach LOS	A			A			F			E		
d_I, Intersection Delay [s/veh]	2.91											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	23.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵			↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	4	495	43	6	3	3	679	18	549	877	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	4	495	43	6	3	3	679	18	549	877	49
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	130	11	2	1	1	179	5	144	231	13
Total Analysis Volume [veh/h]	15	4	521	45	6	3	3	715	19	578	923	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	29	0	9	35	0	41	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	37	5	5	1	61	61	24	84	84
g / C, Green / Cycle	0.08	0.08	0.32	0.04	0.04	0.00	0.53	0.53	0.21	0.73	0.73
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.19	0.03	0.01	0.00	0.20	0.20	0.17	0.26	0.26
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1766	1781	1870	1853	3459	1870	1835
c, Capacity [veh/h]	148	156	910	78	77	9	989	980	710	1363	1338
d1, Uniform Delay [s]	48.77	48.46	32.34	53.98	52.88	57.06	15.92	15.93	43.63	5.73	5.75
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	0.07	0.57	6.58	0.66	20.82	1.08	1.09	2.33	0.74	0.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.03	0.57	0.58	0.12	0.34	0.37	0.37	0.81	0.36	0.36
d, Delay for Lane Group [s/veh]	49.06	48.53	32.91	60.56	53.54	77.89	17.00	17.02	45.97	6.47	6.51
Lane Group LOS	D	D	C	E	D	E	B	B	D	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.41	0.11	6.07	1.42	0.26	0.14	5.88	5.83	8.04	4.10	4.07
50th-Percentile Queue Length [ft/ln]	10.29	2.72	151.63	35.52	6.62	3.46	146.96	145.79	201.09	102.58	101.72
95th-Percentile Queue Length [veh/ln]	0.74	0.20	10.10	2.56	0.48	0.25	9.85	9.79	12.69	7.39	7.32
95th-Percentile Queue Length [ft/ln]	18.52	4.89	252.60	63.93	11.91	6.23	246.37	244.81	317.37	184.65	183.10

Movement, Approach, & Intersection Results

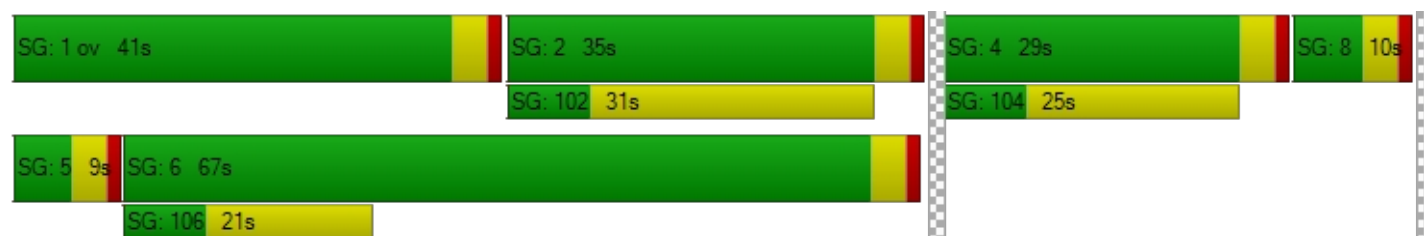
d_M, Delay for Movement [s/veh]	49.06	48.53	32.91	60.56	53.54	53.54	77.89	17.01	17.02	45.97	6.49	6.51
Movement LOS	D	D	C	E	D	D	E	B	B	D	A	A
d_A, Approach Delay [s/veh]	33.47			59.39			17.26			21.18		
Approach LOS	C			E			B			C		
d_I, Intersection Delay [s/veh]	23.20											
Intersection LOS	C											
Intersection V/C	0.590											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	47.05			47.05			47.05			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.650			1.989			2.639			0.000		
Crosswalk LOS	B			A			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	104			435			539			1095		
d_b, Bicycle Delay [s]	51.68			35.24			30.70			11.77		
I_b,int, Bicycle LOS Score for Intersection	2.451			1.649			2.168			2.841		
Bicycle LOS	B			A			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	37	24	0	11	15	303	7	34	359	14
Total Analysis Volume [veh/h]	61	1	147	96	1	43	60	1211	29	137	1435	56
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	11	0	27	40	0	9	22	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	15	7	7	4	61	61	5	62	62
g / C, Green / Cycle	0.06	0.16	0.07	0.07	0.04	0.64	0.64	0.05	0.65	0.65
(v / s)_i Volume / Saturation Flow Rate	0.03	0.09	0.05	0.03	0.03	0.33	0.33	0.04	0.40	0.04
s, saturation flow rate [veh/h]	1782	1589	1781	1595	1781	1870	1855	3459	3560	1589
c, Capacity [veh/h]	114	253	130	117	80	1199	1189	185	2313	1033
d1, Uniform Delay [s]	43.21	37.05	43.20	42.03	44.89	9.17	9.18	44.38	9.78	6.05
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.02	2.10	7.83	2.00	12.75	1.61	1.62	5.68	1.26	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.58	0.74	0.38	0.75	0.52	0.52	0.74	0.62	0.05
d, Delay for Lane Group [s/veh]	47.23	39.14	51.03	44.03	57.65	10.78	10.80	50.06	11.04	6.15
Lane Group LOS	D	D	D	D	E	B	B	D	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.53	3.28	2.48	1.04	1.67	6.65	6.61	1.72	8.01	0.40
50th-Percentile Queue Length [ft/ln]	38.27	82.01	61.90	26.07	41.82	166.20	165.18	43.11	200.31	9.90
95th-Percentile Queue Length [veh/ln]	2.76	5.90	4.46	1.88	3.01	10.88	10.82	3.10	12.65	0.71
95th-Percentile Queue Length [ft/ln]	68.89	147.62	111.42	46.92	75.28	271.92	270.57	77.59	316.37	17.82

Movement, Approach, & Intersection Results

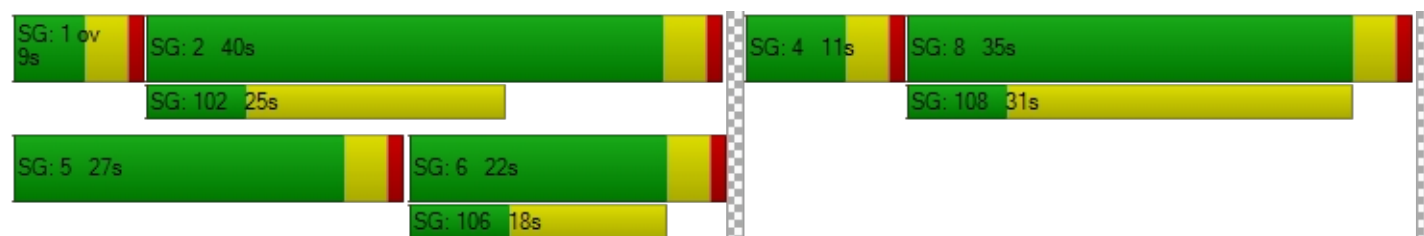
d_M, Delay for Movement [s/veh]	47.23	47.23	39.14	51.03	44.03	44.03	57.65	10.79	10.80	50.06	11.04	6.15
Movement LOS	D	D	D	D	D	D	E	B	B	D	B	A
d_A, Approach Delay [s/veh]	41.54			48.83			12.95			14.16		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	16.91											
Intersection LOS	B											
Intersection V/C	0.693											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	37.18			37.18			0.00			37.18		
I_p,int, Pedestrian LOS Score for Intersection	2.225			2.026			0.000			3.025		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	652			147			757			379		
d_b, Bicycle Delay [s]	21.59			40.80			18.36			31.24		
I_b,int, Bicycle LOS Score for Intersection	1.904			1.791			2.632			2.903		
Bicycle LOS	A			A			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 10: Camino Capistrano at Del Obispo Street**

Control Type:	Signalized	Delay (sec / veh):	35.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.827

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	465	328	195	64	274	347	296	701	336	170	837	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	465	328	195	64	274	347	296	701	336	170	837	108
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	86	51	17	72	91	78	184	88	45	220	28
Total Analysis Volume [veh/h]	489	345	205	67	288	365	312	738	354	179	881	114
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	22	39	0	16	33	33	8	33	33	12	37	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	16	29	29	5	18	38	14	39	61	7	32	32
g / C, Green / Cycle	0.16	0.29	0.29	0.05	0.18	0.38	0.14	0.39	0.61	0.07	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.14	0.18	0.13	0.04	0.15	0.23	0.09	0.21	0.22	0.05	0.27	0.27
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1796
c, Capacity [veh/h]	559	547	465	87	336	595	497	1399	962	249	600	577
d1, Uniform Delay [s]	40.94	30.70	28.74	47.03	39.80	25.41	40.29	23.25	10.01	45.42	31.62	31.64
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.23	0.04	0.50	0.21	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.76	1.21	0.66	5.42	6.36	2.16	0.49	1.43	0.45	1.47	13.63	14.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.63	0.44	0.77	0.86	0.61	0.63	0.53	0.37	0.72	0.84	0.85
d, Delay for Lane Group [s/veh]	42.70	31.91	29.40	52.45	46.16	27.58	40.78	24.67	10.47	46.88	45.25	45.87
Lane Group LOS	D	C	C	D	D	C	D	C	B	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.95	7.28	4.03	1.77	7.37	7.21	3.61	6.78	3.80	2.21	13.41	13.00
50th-Percentile Queue Length [ft/ln]	148.70	181.98	100.81	44.24	184.29	180.35	90.32	169.57	94.94	55.30	335.17	324.90
95th-Percentile Queue Length [veh/ln]	9.95	11.70	7.26	3.19	11.82	11.62	6.50	11.05	6.84	3.98	19.41	18.91
95th-Percentile Queue Length [ft/ln]	248.70	292.59	181.47	79.63	295.61	290.47	162.57	276.35	170.89	99.53	485.29	472.70

Movement, Approach, & Intersection Results

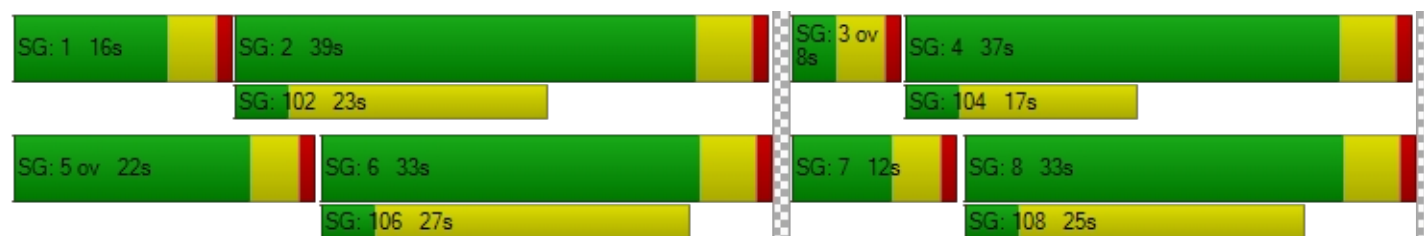
d_M, Delay for Movement [s/veh]	42.70	31.91	29.40	52.45	46.16	27.58	40.78	24.67	10.47	46.88	45.51	45.87
Movement LOS	D	C	C	D	D	C	D	C	B	D	D	D
d_A, Approach Delay [s/veh]	36.49			37.32			24.67			45.76		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	35.31											
Intersection LOS	D											
Intersection V/C	0.827											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	42.32			42.32			42.32			42.32		
I_p,int, Pedestrian LOS Score for Intersection	2.763			2.598			3.039			2.815		
Crosswalk LOS	C			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	678			558			558			638		
d_b, Bicycle Delay [s]	21.85			26.00			26.00			23.19		
I_b,int, Bicycle LOS Score for Intersection	3.274			2.748			2.718			2.528		
Bicycle LOS	C			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX F-IV

**EXISTING PLUS PROJECT (WITHOUT FORSTER)
PLUS CUMULATIVE (YEAR 2028) TRAFFIC
CONDITIONS WITH IMPROVEMENTS – HCM METHOD
OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	27.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.802

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	510	35	248	589	189	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	510	35	248	589	189	395
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	134	9	65	155	50	104
Total Analysis Volume [veh/h]	537	37	261	620	199	416
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	19	32	37	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	37	67	15	56	26	26
g / C, Green / Cycle	0.41	0.75	0.17	0.62	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.29	0.02	0.15	0.33	0.11	0.26
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	766	1184	296	1159	506	452
d1, Uniform Delay [s]	22.04	3.00	36.71	9.74	25.97	31.24
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.20
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.31	0.05	3.45	1.77	0.18	13.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.03	0.88	0.53	0.39	0.92
d, Delay for Lane Group [s/veh]	27.35	3.05	40.16	11.51	26.15	44.62
Lane Group LOS	C	A	D	B	C	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.07	0.15	5.78	6.71	3.39	10.14
50th-Percentile Queue Length [ft/ln]	251.77	3.70	144.57	167.63	84.78	253.58
95th-Percentile Queue Length [veh/ln]	15.28	0.27	9.73	10.95	6.10	15.37
95th-Percentile Queue Length [ft/ln]	381.88	6.67	243.16	273.80	152.60	384.16

Movement, Approach, & Intersection Results

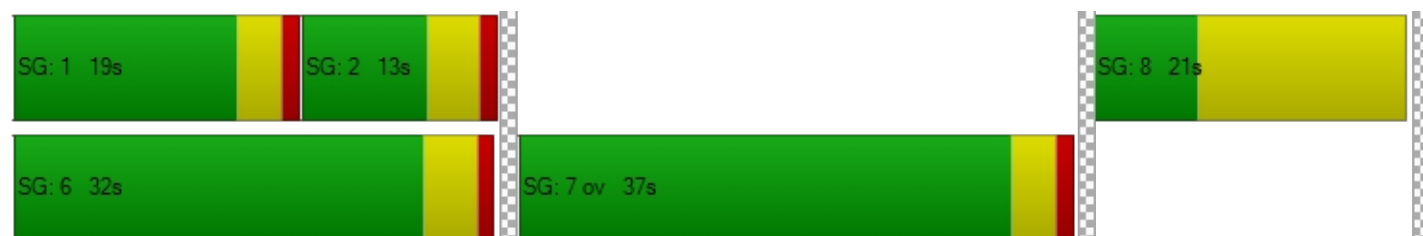
d_M, Delay for Movement [s/veh]	27.35	3.05	40.16	11.51	26.15	44.62
Movement LOS	C	A	D	B	C	D
d_A, Approach Delay [s/veh]	25.78		20.00		38.64	
Approach LOS	C		B		D	
d_I, Intersection Delay [s/veh]	27.14					
Intersection LOS	C					
Intersection V/C	0.802					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.392	2.536	2.236
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	609	733
d_b, Bicycle Delay [s]	37.01	21.79	18.07
I_b,int, Bicycle LOS Score for Intersection	2.507	3.013	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	27.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.818

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	87	105	83	242	36	59	3	266	17	90	438	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	105	83	242	36	59	3	266	17	90	438	244
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	28	22	64	9	16	1	70	4	24	115	64
Total Analysis Volume [veh/h]	92	111	87	255	38	62	3	280	18	95	461	257
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	57	0	0	57	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	49	49	49	33	33	33	33
g / C, Green / Cycle	0.54	0.54	0.54	0.37	0.37	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.48	0.44	0.04	0.09	0.09	0.26	0.26
s, saturation flow rate [veh/h]	604	665	1589	1849	1665	1573	1527
c, Capacity [veh/h]	381	436	864	721	612	628	562
d1, Uniform Delay [s]	25.62	16.54	9.76	19.65	19.68	24.54	24.30
k, delay calibration	0.33	0.28	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.23	4.61	0.03	0.70	0.89	5.46	7.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.67	0.07	0.22	0.23	0.66	0.71
d, Delay for Lane Group [s/veh]	34.85	21.15	9.80	20.35	20.58	30.00	31.60
Lane Group LOS	C	C	A	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.99	5.02	0.56	2.36	2.17	8.31	8.04
50th-Percentile Queue Length [ft/ln]	174.82	125.42	14.01	59.11	54.27	207.63	201.10
95th-Percentile Queue Length [veh/ln]	11.33	8.69	1.01	4.26	3.91	13.03	12.70
95th-Percentile Queue Length [ft/ln]	283.24	217.25	25.22	106.39	97.69	325.78	317.38

Movement, Approach, & Intersection Results

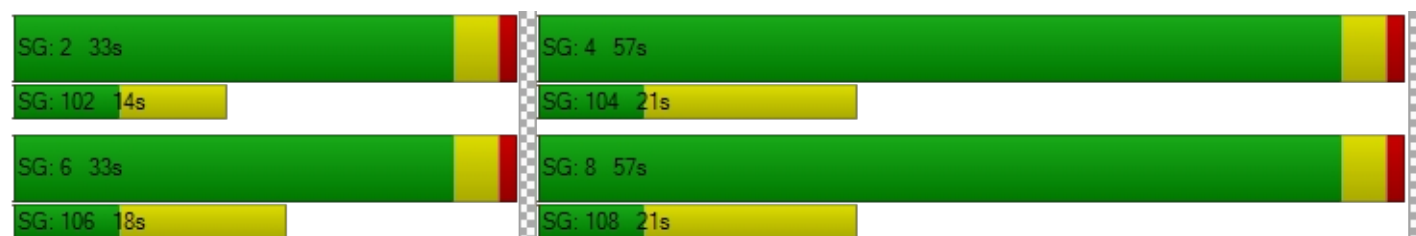
d_M, Delay for Movement [s/veh]	34.85	34.85	34.85	21.15	21.15	9.80	20.35	20.45	20.58	30.00	30.48	31.60
Movement LOS	C	C	C	C	C	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	34.85			19.17			20.46			30.78		
Approach LOS	C			B			C			C		
d_I, Intersection Delay [s/veh]	27.34											
Intersection LOS	C											
Intersection V/C	0.818											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.064			2.180			2.485			2.843		
Crosswalk LOS	B			B			B			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1178			1178			644			644		
d_b, Bicycle Delay [s]	7.61			7.61			20.67			20.67		
I_b,int, Bicycle LOS Score for Intersection	2.038			2.145			1.808			2.230		
Bicycle LOS	B			B			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 6: Camino Capistrano at Forster Street**

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	514	173	7	772	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	514	173	7	772	0	4
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	46	2	203	0	1
Total Analysis Volume [veh/h]	541	182	7	813	0	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	9.13	0.00	0.00	12.56
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.60	0.00	0.00	0.63
d_A, Approach Delay [s/veh]	0.00		0.08		12.56	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	B					

Intersection Level Of Service Report**Intersection 1: Camino Capistrano at Ortega Highway**

Control Type:	Signalized	Delay (sec / veh):	18.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.558

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	473	109	124	459	243	186
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	473	109	124	459	243	186
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	29	33	121	64	49
Total Analysis Volume [veh/h]	498	115	131	483	256	196
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	15	28	41	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	54	74	8	66	15	15
g / C, Green / Cycle	0.60	0.82	0.09	0.73	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.27	0.07	0.07	0.26	0.14	0.12
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	1116	1302	164	1370	305	272
d1, Uniform Delay [s]	9.99	1.59	40.09	4.33	36.12	35.28
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.29	0.13	3.41	0.71	2.39	1.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.09	0.80	0.35	0.84	0.72
d, Delay for Lane Group [s/veh]	11.28	1.72	43.50	5.05	38.50	36.62
Lane Group LOS	B	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.28	0.25	2.96	2.74	5.54	4.09
50th-Percentile Queue Length [ft/ln]	131.95	6.26	74.00	68.44	138.46	102.30
95th-Percentile Queue Length [veh/ln]	9.05	0.45	5.33	4.93	9.40	7.37
95th-Percentile Queue Length [ft/ln]	226.14	11.26	133.21	123.19	234.95	184.15

Movement, Approach, & Intersection Results

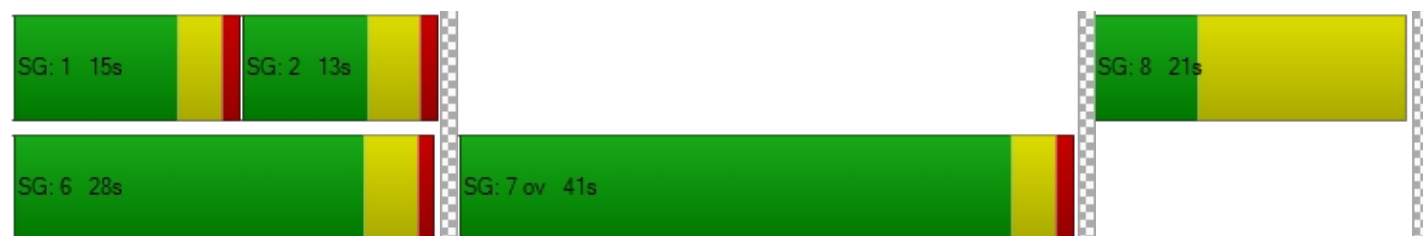
d_M, Delay for Movement [s/veh]	11.28	1.72	43.50	5.05	38.50	36.62
Movement LOS	B	A	D	A	D	D
d_A, Approach Delay [s/veh]	9.49		13.25		37.69	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	18.46					
Intersection LOS	B					
Intersection V/C	0.558					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.379	2.365	2.167
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	520	822
d_b, Bicycle Delay [s]	37.01	24.66	15.62
I_b,int, Bicycle LOS Score for Intersection	2.571	2.573	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	23.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.718

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	105	111	178	132	24	18	3	217	18	154	304	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	111	178	132	24	18	3	217	18	154	304	200
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	29	47	35	6	5	1	57	5	41	80	53
Total Analysis Volume [veh/h]	111	117	187	139	25	19	3	228	19	162	320	211
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	53	0	0	53	0	0	37	0	0	37	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	42	42	42	42
g / C, Green / Cycle	0.44	0.44	0.44	0.47	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.40	0.27	0.01	0.07	0.07	0.25	0.24
s, saturation flow rate [veh/h]	1031	616	1589	1860	1655	1296	1545
c, Capacity [veh/h]	505	345	701	915	778	669	726
d1, Uniform Delay [s]	27.44	18.96	14.23	13.59	13.61	18.43	16.57
k, delay calibration	0.27	0.11	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.14	1.01	0.02	0.33	0.41	2.53	2.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.47	0.03	0.14	0.15	0.49	0.50
d, Delay for Lane Group [s/veh]	35.58	19.98	14.25	13.92	14.02	20.96	19.07
Lane Group LOS	D	B	B	B	B	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.55	2.58	0.22	1.55	1.41	5.27	5.48
50th-Percentile Queue Length [ft/ln]	238.78	64.46	5.41	38.73	35.25	131.83	137.11
95th-Percentile Queue Length [veh/ln]	14.62	4.64	0.39	2.79	2.54	9.04	9.32
95th-Percentile Queue Length [ft/ln]	365.49	116.03	9.74	69.72	63.46	225.98	233.12

Movement, Approach, & Intersection Results

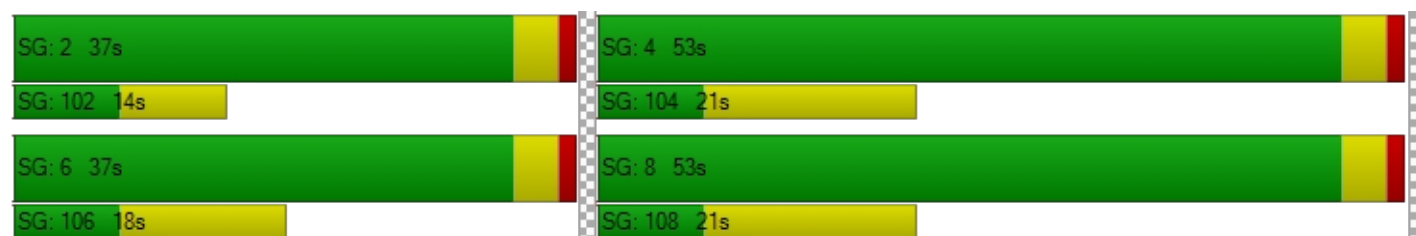
d_M, Delay for Movement [s/veh]	35.58	35.58	35.58	19.98	19.98	14.25	13.92	13.96	14.02	20.96	20.04	19.07
Movement LOS	D	D	D	B	B	B	B	B	B	C	C	B
d_A, Approach Delay [s/veh]	35.58			19.38			13.97			19.95		
Approach LOS	D			B			B			B		
d_I, Intersection Delay [s/veh]	23.12											
Intersection LOS	C											
Intersection V/C	0.718											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.248			2.111			2.459			2.632		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1089			1089			733			733		
d_b, Bicycle Delay [s]	9.34			9.34			18.05			18.05		
I_b,int, Bicycle LOS Score for Intersection	2.244			1.862			1.766			2.131		
Bicycle LOS	B			A			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	547	250	22	636	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	547	250	22	636	0	11
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	144	66	6	167	0	3
Total Analysis Volume [veh/h]	576	263	23	669	0	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.03	0.01	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	9.66	0.00	0.00	13.51
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.09	0.00	0.00	0.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.23	0.00	0.00	2.12
d_A, Approach Delay [s/veh]	0.00		0.32		13.51	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	B					

APPENDIX F-V

**EXISTING PLUS PROJECT (WITH FORSTER) TRAFFIC
CONDITIONS – HCM METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	20.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	364	23	173	471	89	290
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	364	23	173	471	89	290
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	6	46	124	23	76
Total Analysis Volume [veh/h]	383	24	182	496	94	305
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	18	31	38	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	47	71	11	62	19	19
g / C, Green / Cycle	0.52	0.79	0.12	0.69	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.20	0.02	0.10	0.27	0.05	0.19
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	978	1254	217	1289	383	342
d1, Uniform Delay [s]	12.90	2.04	38.67	5.92	29.30	34.34
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.18	0.03	3.27	0.87	0.12	3.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.02	0.84	0.38	0.25	0.89
d, Delay for Lane Group [s/veh]	14.08	2.07	41.93	6.79	29.42	37.62
Lane Group LOS	B	A	D	A	C	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.67	0.07	4.07	3.61	1.68	6.64
50th-Percentile Queue Length [ft/ln]	116.79	1.70	101.64	90.14	41.90	165.89
95th-Percentile Queue Length [veh/ln]	8.22	0.12	7.32	6.49	3.02	10.86
95th-Percentile Queue Length [ft/ln]	205.41	3.05	182.95	162.26	75.41	271.50

Movement, Approach, & Intersection Results

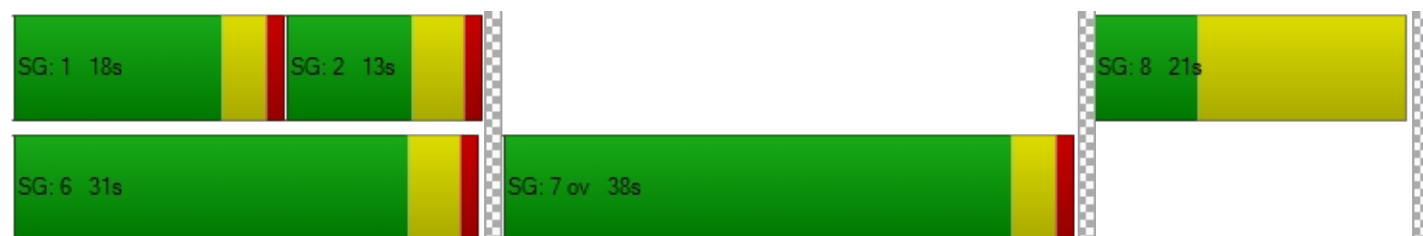
d_M, Delay for Movement [s/veh]	14.08	2.07	41.93	6.79	29.42	37.62
Movement LOS	B	A	D	A	C	D
d_A, Approach Delay [s/veh]	13.37		16.23		35.69	
Approach LOS	B		B		D	
d_I, Intersection Delay [s/veh]	20.68					
Intersection LOS	C					
Intersection V/C	0.576					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.264	2.384	2.136
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	586	755
d_b, Bicycle Delay [s]	37.01	22.49	17.44
I_b,int, Bicycle LOS Score for Intersection	2.231	2.678	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	97.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.037

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	7	102	58	236	35	58	3	185	10	53	314	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	102	58	236	35	58	3	185	10	53	314	238
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	15	62	9	15	1	49	3	14	83	63
Total Analysis Volume [veh/h]	7	107	61	248	37	61	3	195	11	56	331	251
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	68	0	0	68	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	64	64	64	18	18	18	18
g / C, Green / Cycle	0.71	0.71	0.71	0.20	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.18	1.64	0.04	0.07	0.07	0.21	0.21
s, saturation flow rate [veh/h]	965	174	1589	1389	1673	1505	1492
c, Capacity [veh/h]	726	198	1128	321	337	350	301
d1, Uniform Delay [s]	11.24	24.26	3.95	30.35	30.80	36.84	35.93
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.17	223.81	0.02	2.32	2.72	32.20	64.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	1.44	0.05	0.29	0.34	0.92	1.05
d, Delay for Lane Group [s/veh]	11.41	248.07	3.96	32.67	33.52	69.04	100.56
Lane Group LOS	B	F	A	C	C	E	F
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.28	16.69	0.28	1.91	2.36	10.19	11.83
50th-Percentile Queue Length [ft/ln]	32.12	417.34	7.06	47.72	58.91	254.82	295.72
95th-Percentile Queue Length [veh/ln]	2.31	29.28	0.51	3.44	4.24	15.43	17.89
95th-Percentile Queue Length [ft/ln]	57.82	732.04	12.71	85.90	106.03	385.72	447.20

Movement, Approach, & Intersection Results

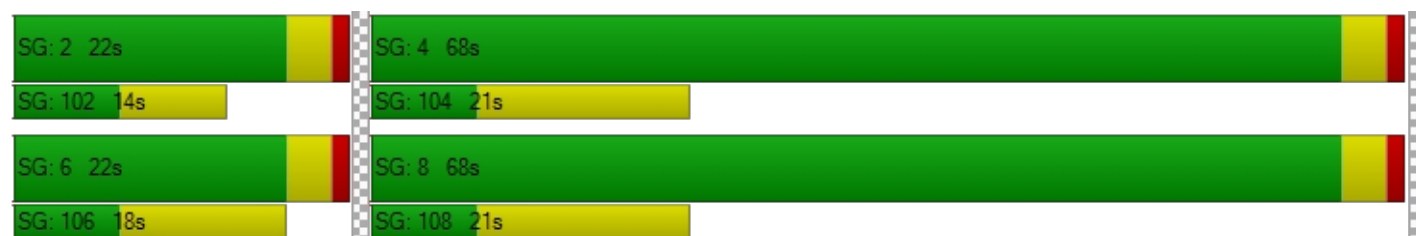
d_M, Delay for Movement [s/veh]	11.41	11.41	11.41	248.07	248.07	3.96	32.67	33.12	33.52	69.04	75.09	100.56
Movement LOS	B	B	B	F	F	A	C	C	C	E	E	F
d_A, Approach Delay [s/veh]	11.41			205.03			33.14			84.58		
Approach LOS	B			F			C			F		
d_I, Intersection Delay [s/veh]	97.83											
Intersection LOS	F											
Intersection V/C	2.037											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	1.930			2.174			2.289			2.762		
Crosswalk LOS	A			B			B			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1422			1422			400			400		
d_b, Bicycle Delay [s]	3.76			3.76			28.80			28.80		
I_b,int, Bicycle LOS Score for Intersection	1.848			2.131			1.732			2.086		
Bicycle LOS	A			B			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.537

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	36	953	6	14	1062	540	417	0	64	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	953	6	14	1062	540	417	0	64	6	0	10
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	251	2	4	279	142	110	0	17	2	0	3
Total Analysis Volume [veh/h]	38	1003	6	14	1118	568	439	0	67	6	0	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	8	28	0	9	29	29	0	37	0	0	16	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	2	55	55	2	54	79	16	16	16	1	1
g / C, Green / Cycle	0.03	0.61	0.61	0.02	0.60	0.88	0.17	0.17	0.17	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.02	0.19	0.19	0.01	0.31	0.36	0.12	0.12	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1864	1781	3560	1589	1781	1781	1589	1781	1589
c, Capacity [veh/h]	50	2152	1127	32	2115	1400	311	311	278	30	27
d1, Uniform Delay [s]	43.52	8.67	8.67	43.85	10.83	0.99	35.02	35.02	32.06	43.74	43.90
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.27	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.42	0.37	0.71	9.35	0.95	0.48	2.92	2.92	0.44	1.21	3.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.31	0.31	0.44	0.53	0.41	0.71	0.71	0.24	0.20	0.41
d, Delay for Lane Group [s/veh]	51.93	9.04	9.38	53.20	11.78	1.47	37.95	37.95	32.50	44.95	47.65
Lane Group LOS	D	A	A	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.95	2.95	3.19	0.39	6.17	0.26	4.70	4.70	1.28	0.14	0.27
50th-Percentile Queue Length [ft/ln]	23.75	73.70	79.84	9.72	154.32	6.40	117.60	117.60	31.95	3.52	6.71
95th-Percentile Queue Length [veh/ln]	1.71	5.31	5.75	0.70	10.25	0.46	8.26	8.26	2.30	0.25	0.48
95th-Percentile Queue Length [ft/ln]	42.76	132.66	143.72	17.49	256.18	11.52	206.53	206.53	57.51	6.34	12.09

Movement, Approach, & Intersection Results

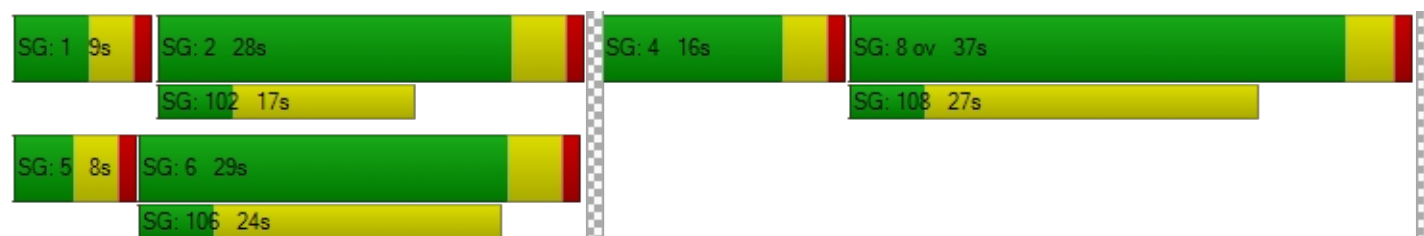
d_M, Delay for Movement [s/veh]	51.93	9.16	9.38	53.20	11.78	1.47	37.95	37.95	32.50	44.95	47.65	47.65
Movement LOS	D	A	A	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	10.71			8.68			37.23			46.70		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	13.94											
Intersection LOS	B											
Intersection V/C	0.537											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.818			0.000			2.404			1.954		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	519			542			728			266		
d_b, Bicycle Delay [s]	24.68			23.95			18.22			33.84		
I_b,int, Bicycle LOS Score for Intersection	2.135			2.962			2.395			1.588		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	34.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	966	0	907	0	1227	164	302	731	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	966	0	907	0	1227	164	302	731	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	254	0	239	0	323	43	79	192	0
Total Analysis Volume [veh/h]	0	0	0	1017	0	955	0	1292	173	318	769	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	58	0	0	0	41	0	21	62	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		120	120	120	120	120	120
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		52	52	39	39	14	58
g / C, Green / Cycle		0.43	0.43	0.32	0.32	0.12	0.49
(v / s)_i Volume / Saturation Flow Rate		0.29	0.34	0.25	0.11	0.09	0.22
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1489	1211	1640	512	403	1727
d1, Uniform Delay [s]		27.54	29.44	36.95	30.95	51.54	20.27
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		2.02	4.17	3.92	1.79	4.15	0.83
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.68	0.79	0.79	0.34	0.79	0.45
d, Delay for Lane Group [s/veh]		29.56	33.60	40.87	32.73	55.69	21.11
Lane Group LOS		C	C	D	C	E	C
Critical Lane Group		No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		12.00	12.33	11.97	4.08	4.88	7.20
50th-Percentile Queue Length [ft/ln]		300.08	308.22	299.34	102.05	122.07	180.06
95th-Percentile Queue Length [veh/ln]		17.69	18.09	17.65	7.35	8.51	11.60
95th-Percentile Queue Length [ft/ln]		442.13	452.18	441.21	183.69	212.66	290.09

Movement, Approach, & Intersection Results

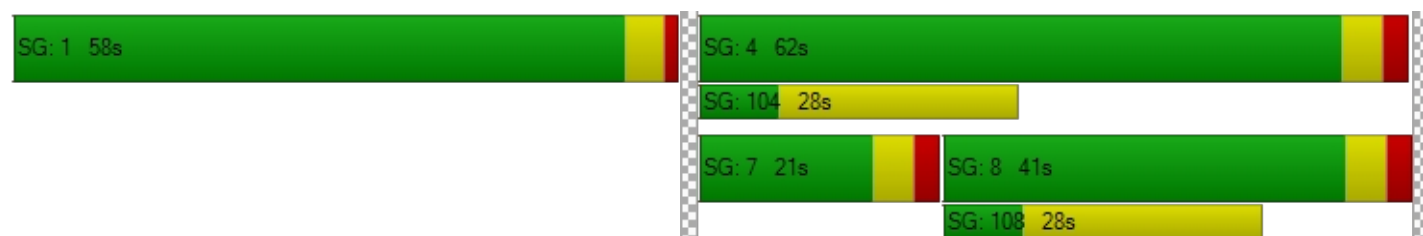
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	29.56	0.00	33.60	0.00	40.87	32.73	55.69	21.11	0.00
Movement LOS				C		C		D	C	E	C	
d_A, Approach Delay [s/veh]	0.00			31.52			39.91			31.22		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	34.17											
Intersection LOS	C											
Intersection V/C	0.761											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.49	49.49	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.968	2.626	0.000	0.000
Crosswalk LOS	A	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	892	590	940
d_b, Bicycle Delay [s]	59.99	18.41	29.81	16.84
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.365	2.456
Bicycle LOS	D	A	B	B

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	40.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	175	68	618	26	0	108	50	1537	603	0	1779	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	68	618	26	0	108	50	1537	603	0	1779	56
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	18	163	7	0	28	13	404	159	0	468	15
Total Analysis Volume [veh/h]	184	72	651	27	0	114	53	1618	635	0	1873	59
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	53	0	13	0	0	10	54	0	0	44	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	37	37	11	11	5	57	57	57	47	47
g / C, Green / Cycle	0.31	0.31	0.09	0.09	0.04	0.47	0.47	0.47	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.27	0.28	0.02	0.07	0.03	0.32	0.32	0.34	0.36	0.35
s, saturation flow rate [veh/h]	1703	1589	1781	1589	1781	3560	1814	1589	3560	1840
c, Capacity [veh/h]	526	491	157	140	70	1682	857	751	1406	727
d1, Uniform Delay [s]	39.23	39.98	50.69	53.78	57.13	24.54	24.66	25.17	34.45	33.82
k, delay calibration	0.21	0.24	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.52	13.79	0.38	8.21	8.77	2.19	4.37	5.65	10.86	14.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.92	0.17	0.81	0.76	0.67	0.68	0.71	0.92	0.89
d, Delay for Lane Group [s/veh]	47.75	53.78	51.07	61.99	65.90	26.73	29.02	30.82	45.31	48.77
Lane Group LOS	D	D	D	E	E	C	C	C	D	D
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	13.87	14.51	0.77	3.70	1.76	12.76	13.71	12.99	19.54	20.12
50th-Percentile Queue Length [ft/ln]	346.84	362.69	19.29	92.51	44.08	318.9	342.6	324.6	488.62	503.09
95th-Percentile Queue Length [veh/ln]	19.98	20.75	1.39	6.66	3.17	18.61	19.78	18.89	26.80	27.48
95th-Percentile Queue Length [ft/ln]	499.56	518.85	34.71	166.52	79.34	465.3	494.4	472.3	669.88	687.01

Movement, Approach, & Intersection Results

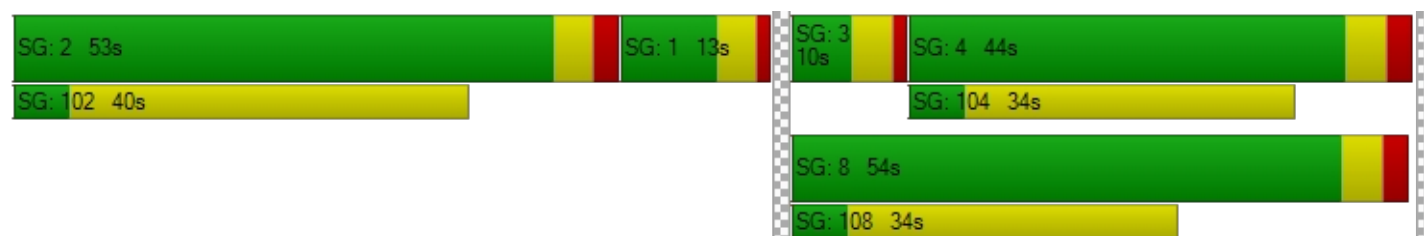
d_M, Delay for Movement [s/veh]	47.75	47.75	51.92	51.07	0.00	61.99	65.90	27.42	30.60	0.00	46.39	48.77
Movement LOS	D	D	D	D		E	E	C	C		D	D
d_A, Approach Delay [s/veh]	50.73			59.90			29.16			46.46		
Approach LOS	D			E			C			D		
d_I, Intersection Delay [s/veh]	40.00											
Intersection LOS	D											
Intersection V/C	0.829											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			0.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	51.36			51.36			0.00			51.36		
I_p,int, Pedestrian LOS Score for Intersection	2.522			2.061			0.000			3.155		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	791			142			805			638		
d_b, Bicycle Delay [s]	21.92			51.82			21.44			27.83		
I_b,int, Bicycle LOS Score for Intersection	3.056			1.560			2.828			2.622		
Bicycle LOS	C			A			C			B		

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	25.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.257

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	368	144	7	569	59	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	368	144	7	569	59	4
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	38	2	150	16	1
Total Analysis Volume [veh/h]	387	152	7	599	62	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.01	0.26	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	8.52	0.00	25.01	16.09
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	1.03	1.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.51	0.00	25.73	25.73
d_A, Approach Delay [s/veh]	0.00		0.10		24.47	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.38					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	103.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.332

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	10	884	30	102	932	18	15	0	10	4	0	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	884	30	102	932	18	15	0	10	4	0	32
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	233	8	27	245	5	4	0	3	1	0	8
Total Analysis Volume [veh/h]	11	931	32	107	981	19	16	0	11	4	0	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.15	0.01	0.00	0.33	0.00	0.02	0.08	0.00	0.06
d_M, Delay for Movement [s/veh]	10.32	0.00	0.00	10.96	0.00	0.00	103.52	123.36	35.65	75.64	99.91	13.73
Movement LOS	B	A	A	B	A	A	F	F	E	F	F	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.53	0.00	0.00	1.35	1.35	1.35	0.48	0.48	0.48
95th-Percentile Queue Length [ft/ln]	1.22	0.00	0.00	13.20	0.00	0.00	33.63	33.63	33.63	11.89	11.89	11.89
d_A, Approach Delay [s/veh]	0.12			1.06			75.87			20.24		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	1.91											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	24.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵			↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	27	23	515	91	11	4	1	670	17	475	790	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	23	515	91	11	4	1	670	17	475	790	30
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	6	136	24	3	1	0	176	4	125	208	8
Total Analysis Volume [veh/h]	28	24	542	96	12	4	1	705	18	500	832	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	29	0	9	35	0	36	62	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	34	8	8	0	56	56	20	76	76
g / C, Green / Cycle	0.09	0.09	0.31	0.07	0.07	0.00	0.51	0.51	0.18	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.02	0.01	0.19	0.05	0.01	0.00	0.19	0.19	0.14	0.23	0.23
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1791	1781	1870	1854	3459	1870	1846
c, Capacity [veh/h]	159	167	870	127	128	4	955	946	635	1293	1276
d1, Uniform Delay [s]	46.37	46.24	32.53	50.19	47.91	54.81	16.37	16.37	42.91	6.82	6.83
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	0.39	0.74	8.82	0.44	25.08	1.15	1.16	2.23	0.70	0.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.14	0.62	0.76	0.13	0.23	0.38	0.38	0.79	0.34	0.34
d, Delay for Lane Group [s/veh]	46.89	46.62	33.27	59.01	48.35	79.89	17.52	17.53	45.13	7.52	7.54
Lane Group LOS	D	D	C	E	D	E	B	B	D	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.73	0.62	6.21	2.90	0.43	0.06	5.74	5.70	6.65	3.94	3.90
50th-Percentile Queue Length [ft/ln]	18.32	15.62	155.27	72.51	10.69	1.45	143.46	142.38	166.26	98.53	97.60
95th-Percentile Queue Length [veh/ln]	1.32	1.12	10.30	5.22	0.77	0.10	9.67	9.61	10.88	7.09	7.03
95th-Percentile Queue Length [ft/ln]	32.97	28.11	257.45	130.51	19.24	2.60	241.68	240.22	271.99	177.35	175.68

Movement, Approach, & Intersection Results

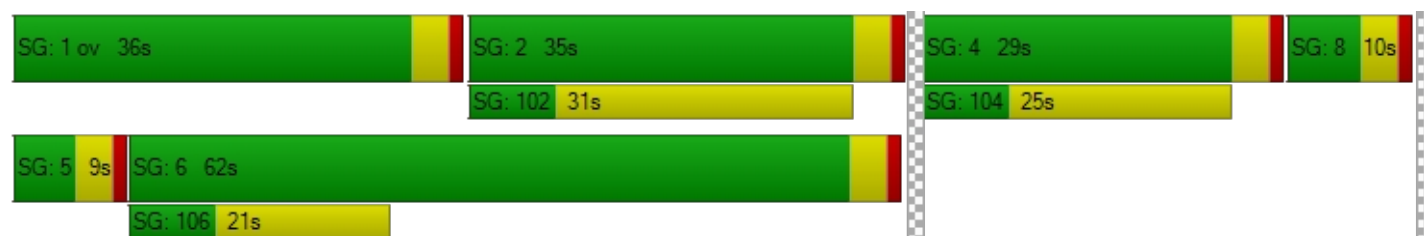
d_M, Delay for Movement [s/veh]	46.89	46.62	33.27	59.01	48.35	48.35	79.89	17.53	17.53	45.13	7.53	7.54
Movement LOS	D	D	C	E	D	D	E	B	B	D	A	A
d_A, Approach Delay [s/veh]	34.45			57.49			17.61			21.31		
Approach LOS	C			E			B			C		
d_I, Intersection Delay [s/veh]	24.60											
Intersection LOS	C											
Intersection V/C	0.607											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	44.58			44.58			44.58			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.645			2.005			2.619			0.000		
Crosswalk LOS	B			B			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	109			454			563			1054		
d_b, Bicycle Delay [s]	49.19			32.86			28.39			12.31		
I_b,int, Bicycle LOS Score for Intersection	2.540			1.744			2.157			2.685		
Bicycle LOS	B			A			B			B		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	2	41	33	3	16	10	1241	27	99	1275	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	2	41	33	3	16	10	1241	27	99	1275	34
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	11	9	1	4	3	327	7	26	336	9
Total Analysis Volume [veh/h]	15	2	43	35	3	17	11	1306	28	104	1342	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	10	0	9	29	0	16	36	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	13	5	5	1	60	60	5	64	64
g / C, Green / Cycle	0.05	0.15	0.05	0.05	0.01	0.67	0.67	0.05	0.71	0.71
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.02	0.01	0.01	0.36	0.36	0.03	0.38	0.02
s, saturation flow rate [veh/h]	1791	1589	1781	1626	1781	1870	1856	3459	3560	1589
c, Capacity [veh/h]	95	238	91	83	26	1245	1236	182	2505	1118
d1, Uniform Delay [s]	40.82	33.48	41.41	41.10	44.04	7.84	7.85	41.73	6.36	4.05
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.89	0.36	2.64	1.48	10.28	1.67	1.68	2.82	0.83	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.18	0.38	0.24	0.42	0.54	0.54	0.57	0.54	0.03
d, Delay for Lane Group [s/veh]	41.71	33.84	44.05	42.58	54.33	9.51	9.53	44.54	7.18	4.11
Lane Group LOS	D	C	D	D	D	A	A	D	A	A
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.38	0.84	0.81	0.46	0.32	6.24	6.21	1.19	5.12	0.18
50th-Percentile Queue Length [ft/ln]	9.52	20.94	20.30	11.42	7.90	156.06	155.29	29.71	128.02	4.55
95th-Percentile Queue Length [veh/ln]	0.69	1.51	1.46	0.82	0.57	10.34	10.30	2.14	8.83	0.33
95th-Percentile Queue Length [ft/ln]	17.14	37.69	36.55	20.56	14.23	258.50	257.47	53.48	220.80	8.19

Movement, Approach, & Intersection Results

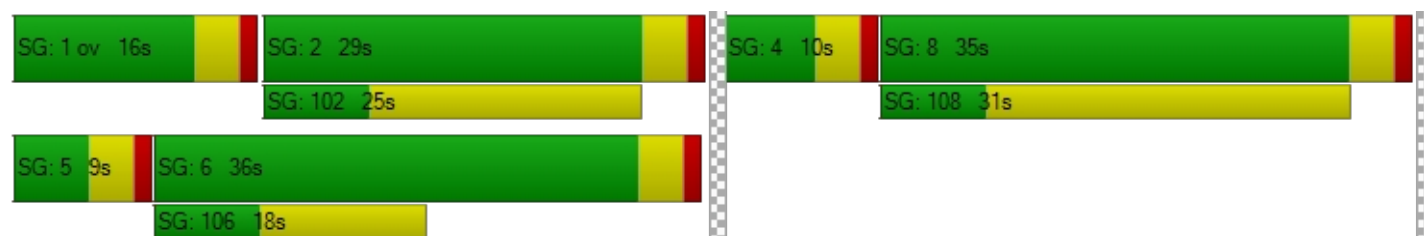
d_M, Delay for Movement [s/veh]	41.71	41.71	33.84	44.05	42.58	42.58	54.33	9.52	9.53	44.54	7.18	4.11
Movement LOS	D	D	C	D	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	36.07			43.52			9.89			9.73		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	10.97											
Intersection LOS	B											
Intersection V/C	0.526											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			0.00			34.72		
I_p,int, Pedestrian LOS Score for Intersection	2.178			1.974			0.000			2.993		
Crosswalk LOS	B			A			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	688			133			555			710		
d_b, Bicycle Delay [s]	19.38			39.24			23.51			18.73		
I_b,int, Bicycle LOS Score for Intersection	1.659			1.650			2.669			2.782		
Bicycle LOS	A			A			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 10: Camino Capistrano at Del Obispo Street**

Control Type:	Signalized	Delay (sec / veh):	30.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	360	195	95	36	263	386	393	697	272	85	705	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	195	95	36	263	386	393	697	272	85	705	14
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	51	25	9	69	102	103	183	72	22	186	4
Total Analysis Volume [veh/h]	379	205	100	38	277	406	414	734	286	89	742	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	18	29	0	24	35	35	17	31	31	11	25	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	12	27	27	3	17	43	21	41	59	5	26	26
g / C, Green / Cycle	0.13	0.28	0.28	0.03	0.18	0.45	0.22	0.43	0.62	0.06	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.06	0.02	0.15	0.26	0.12	0.21	0.18	0.03	0.20	0.20
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1857
c, Capacity [veh/h]	454	523	445	50	331	714	756	1531	977	201	504	500
d1, Uniform Delay [s]	40.33	27.71	26.33	45.92	37.85	19.40	33.01	19.47	8.60	43.34	31.87	31.87
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.27	0.04	0.50	0.06	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.57	0.48	0.25	8.32	5.63	1.76	0.23	1.08	0.10	0.57	10.02	10.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.39	0.22	0.76	0.84	0.57	0.55	0.48	0.29	0.44	0.75	0.75
d, Delay for Lane Group [s/veh]	41.91	28.19	26.58	54.24	43.48	21.16	33.24	20.55	8.70	43.92	41.89	41.96
Lane Group LOS	D	C	C	D	D	C	C	C	A	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.37	3.79	1.75	1.00	6.65	6.71	4.20	5.84	2.56	1.02	9.22	9.17
50th-Percentile Queue Length [ft/ln]	109.29	94.66	43.85	25.03	166.33	167.81	104.94	146.00	64.01	25.53	230.47	229.13
95th-Percentile Queue Length [veh/ln]	7.80	6.82	3.16	1.80	10.88	10.96	7.56	9.80	4.61	1.84	14.20	14.13
95th-Percentile Queue Length [ft/ln]	195.02	170.40	78.94	45.06	272.09	274.04	188.88	245.09	115.22	45.95	354.95	353.26

Movement, Approach, & Intersection Results

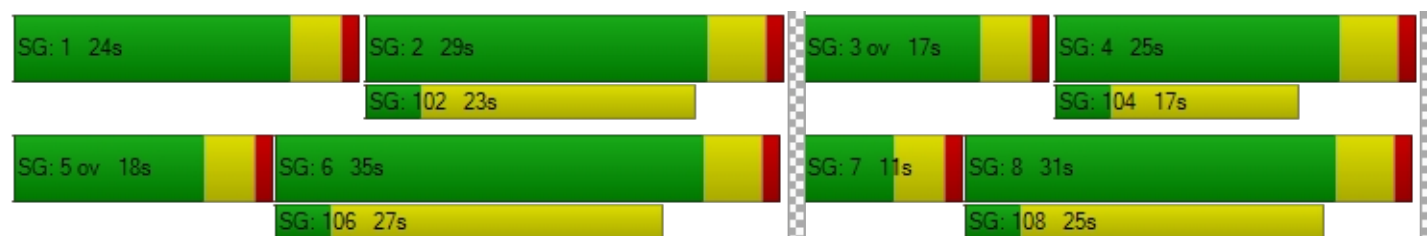
d_M, Delay for Movement [s/veh]	41.91	28.19	26.58	54.24	43.48	21.16	33.24	20.55	8.70	43.92	41.93	41.96
Movement LOS	D	C	C	D	D	C	C	C	A	D	D	D
d_A, Approach Delay [s/veh]	35.56			31.48			21.85			42.14		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	30.94											
Intersection LOS	C											
Intersection V/C	0.753											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	39.88			39.88			39.88			39.88		
I_p,int, Pedestrian LOS Score for Intersection	2.675			2.569			3.011			2.737		
Crosswalk LOS	B			B			C			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	503			629			545			419		
d_b, Bicycle Delay [s]	26.65			22.34			25.17			29.73		
I_b,int, Bicycle LOS Score for Intersection	2.688			2.749			2.743			2.258		
Bicycle LOS	B			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	404	57	77	385	126	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	404	57	77	385	126	159
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	106	15	20	101	33	42
Total Analysis Volume [veh/h]	425	60	81	405	133	167
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	16	29	40	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	60	77	5	70	12	12
g / C, Green / Cycle	0.67	0.85	0.06	0.77	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.23	0.04	0.05	0.22	0.07	0.11
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	1252	1353	106	1447	233	208
d1, Uniform Delay [s]	6.36	1.03	41.74	2.95	36.79	38.04
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.74	0.06	4.26	0.48	0.83	2.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.04	0.77	0.28	0.57	0.80
d, Delay for Lane Group [s/veh]	7.09	1.09	46.01	3.43	37.61	40.81
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.20	0.07	1.88	1.62	2.77	3.68
50th-Percentile Queue Length [ft/ln]	79.99	1.85	46.95	40.61	69.13	92.02
95th-Percentile Queue Length [veh/ln]	5.76	0.13	3.38	2.92	4.98	6.63
95th-Percentile Queue Length [ft/ln]	143.97	3.33	84.51	73.10	124.44	165.64

Movement, Approach, & Intersection Results

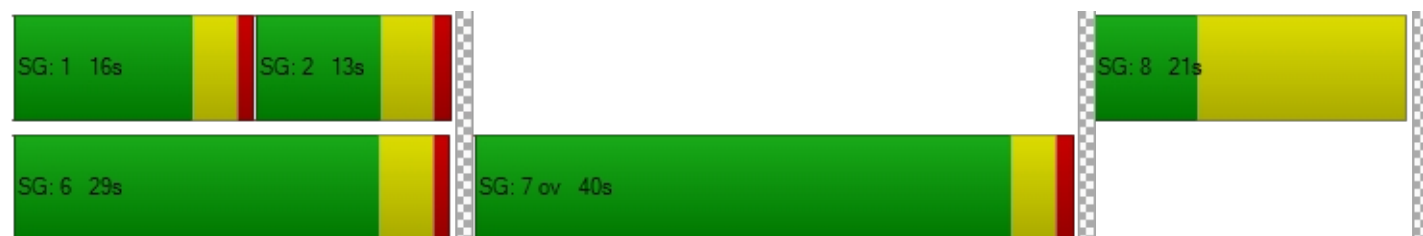
d_M, Delay for Movement [s/veh]	7.09	1.09	46.01	3.43	37.61	40.81
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	6.35		10.53		39.39	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	15.75					
Intersection LOS	B					
Intersection V/C	0.436					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.272	2.290	2.083
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	542	800
d_b, Bicycle Delay [s]	37.01	23.93	16.22
I_b,int, Bicycle LOS Score for Intersection	2.360	2.362	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	30.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.120

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	9	108	113	129	23	18	3	129	8	111	258	195
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	108	113	129	23	18	3	129	8	111	258	195
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	28	30	34	6	5	1	34	2	29	68	51
Total Analysis Volume [veh/h]	9	114	119	136	24	19	3	136	8	117	272	205
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	31	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	55	55	55	27	27	27	27
g / C, Green / Cycle	0.61	0.61	0.61	0.30	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.23	0.82	0.01	0.04	0.04	0.20	0.19
s, saturation flow rate [veh/h]	1049	195	1589	1850	1668	1517	1513
c, Capacity [veh/h]	682	193	970	599	502	512	455
d1, Uniform Delay [s]	13.26	23.44	6.93	22.92	22.94	27.81	27.18
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.31	31.89	0.01	0.44	0.58	5.03	6.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.83	0.02	0.13	0.14	0.60	0.64
d, Delay for Lane Group [s/veh]	13.58	55.33	6.94	23.37	23.52	32.83	33.79
Lane Group LOS	B	E	A	C	C	C	C
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.46	5.25	0.13	1.25	1.15	6.33	6.06
50th-Percentile Queue Length [ft/ln]	61.43	131.22	3.35	31.22	28.63	158.23	151.51
95th-Percentile Queue Length [veh/ln]	4.42	9.01	0.24	2.25	2.06	10.46	10.10
95th-Percentile Queue Length [ft/ln]	110.58	225.15	6.03	56.19	51.54	261.38	252.44

Movement, Approach, & Intersection Results

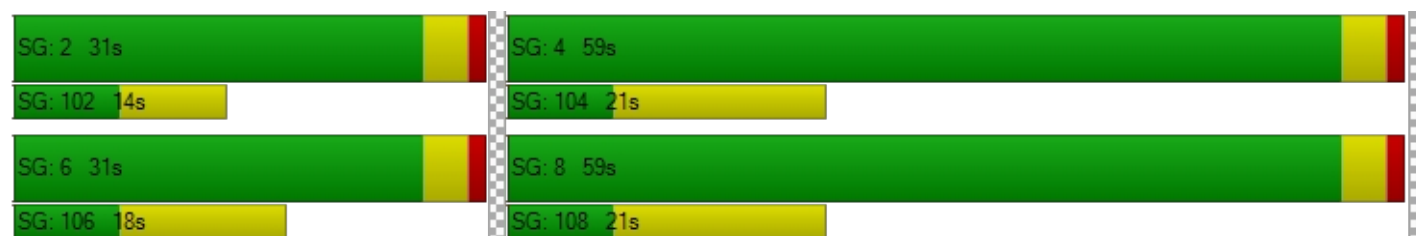
d_M, Delay for Movement [s/veh]	13.58	13.58	13.58	55.33	55.33	6.94	23.37	23.44	23.52	32.83	33.13	33.79
Movement LOS	B	B	B	E	E	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	13.58			50.19			23.44			33.30		
Approach LOS	B			D			C			C		
d_I, Intersection Delay [s/veh]	30.55											
Intersection LOS	C											
Intersection V/C	1.120											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.071			2.107			2.252			2.564		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1222			1222			600			600		
d_b, Bicycle Delay [s]	6.81			6.81			22.05			22.05		
I_b,int, Bicycle LOS Score for Intersection	1.959			1.855			1.681			2.050		
Bicycle LOS	A			A			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	84	905	10	14	1038	462	315	4	62	8	2	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	905	10	14	1038	462	315	4	62	8	2	20
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	238	3	4	273	122	83	1	16	2	1	5
Total Analysis Volume [veh/h]	88	953	11	14	1093	486	332	4	65	8	2	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	36	0	14	29	29	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	6	57	57	2	53	76	13	13	13	2	2
g / C, Green / Cycle	0.06	0.63	0.63	0.02	0.59	0.84	0.14	0.14	0.14	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.05	0.18	0.18	0.01	0.31	0.31	0.09	0.09	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1859	1781	3560	1589	1781	1783	1589	1781	1610
c, Capacity [veh/h]	116	2247	1173	32	2079	1342	248	249	222	45	41
d1, Uniform Delay [s]	41.48	7.46	7.46	43.85	11.26	1.58	36.87	36.87	34.82	43.03	43.46
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.39	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.85	0.31	0.60	9.35	0.95	0.59	3.20	3.20	0.73	0.69	4.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.28	0.28	0.44	0.53	0.36	0.68	0.68	0.29	0.18	0.56
d, Delay for Lane Group [s/veh]	45.33	7.78	8.06	53.20	12.21	2.17	40.07	40.06	35.54	43.72	47.92
Lane Group LOS	D	A	A	D	B	A	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.02	2.53	2.73	0.39	6.18	0.92	3.68	3.68	1.31	0.18	0.55
50th-Percentile Queue Length [ft/ln]	50.61	63.20	68.37	9.72	154.53	23.00	92.00	92.09	32.73	4.54	13.82
95th-Percentile Queue Length [veh/ln]	3.64	4.55	4.92	0.70	10.26	1.66	6.62	6.63	2.36	0.33	1.00
95th-Percentile Queue Length [ft/ln]	91.11	113.75	123.07	17.49	256.46	41.41	165.60	165.77	58.92	8.17	24.88

Movement, Approach, & Intersection Results

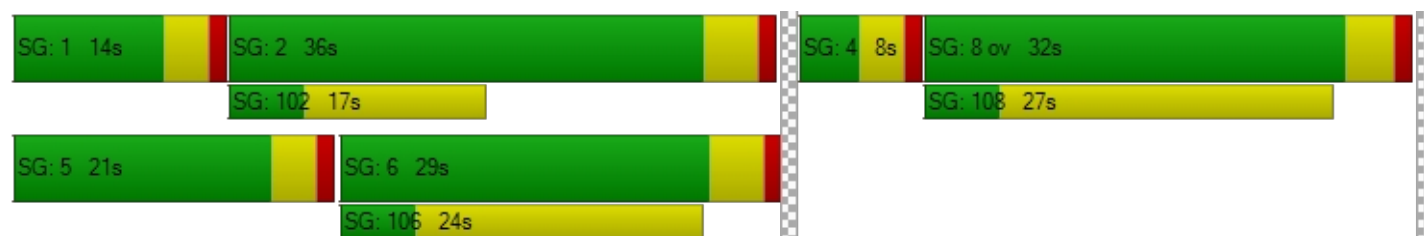
d_M, Delay for Movement [s/veh]	45.33	7.87	8.06	53.20	12.21	2.17	40.07	40.06	35.54	43.72	47.92	47.92
Movement LOS	D	A	A	D	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	11.01			9.51			39.33			46.84		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	14.28											
Intersection LOS	B											
Intersection V/C	0.536											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.815			0.000			2.371			1.961		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	697			542			617			89		
d_b, Bicycle Delay [s]	19.12			23.95			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.138			2.874			2.221			1.611		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	29.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.732

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1008	0	772	0	920	162	470	827	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1008	0	772	0	920	162	470	827	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	265	0	203	0	242	43	124	218	0
Total Analysis Volume [veh/h]	0	0	0	1061	0	813	0	968	171	495	871	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	43	0	0	0	34	0	18	52	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		95	95	95	95	95	95
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		37	37	25	25	17	48
g / C, Green / Cycle		0.39	0.39	0.26	0.26	0.18	0.50
(v / s)_i Volume / Saturation Flow Rate		0.31	0.29	0.19	0.11	0.14	0.24
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1357	1104	1337	417	623	1786
d1, Uniform Delay [s]		25.33	24.69	31.93	28.98	37.29	15.64
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		3.61	3.49	3.44	2.97	2.82	0.96
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.78	0.74	0.72	0.41	0.79	0.49
d, Delay for Lane Group [s/veh]		28.94	28.18	35.37	31.95	40.12	16.60
Lane Group LOS		C	C	D	C	D	B
Critical Lane Group		Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		10.75	8.05	7.03	3.52	5.67	6.17
50th-Percentile Queue Length [ft/ln]		268.65	201.35	175.83	88.04	141.65	154.16
95th-Percentile Queue Length [veh/ln]		16.12	12.71	11.38	6.34	9.57	10.24
95th-Percentile Queue Length [ft/ln]		403.05	317.71	284.56	158.48	239.24	255.97

Movement, Approach, & Intersection Results

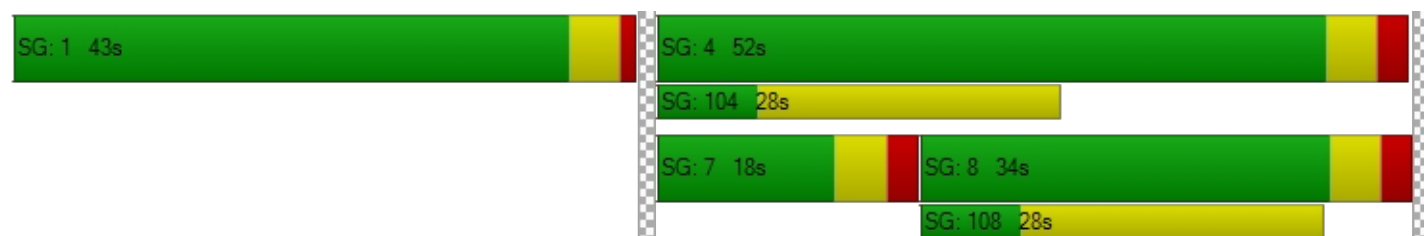
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	28.94	0.00	28.18	0.00	35.37	31.95	40.12	16.60	0.00
Movement LOS				C		C		D	C	D	B	
d_A, Approach Delay [s/veh]	0.00			28.61			34.86			25.12		
Approach LOS	A			C			C			C		
d_I, Intersection Delay [s/veh]	29.15											
Intersection LOS	C											
Intersection V/C	0.732											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	37.16			37.16			0.00			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.042			2.590			0.000			0.000		
Crosswalk LOS	B			B			F			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	0			810			598			976		
d_b, Bicycle Delay [s]	47.52			16.82			23.36			12.45		
I_b,int, Bicycle LOS Score for Intersection	4.132			1.560			2.186			2.687		
Bicycle LOS	D			A			B			B		

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	31.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	216	42	404	44	0	148	44	1385	482	0	1723	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	42	404	44	0	148	44	1385	482	0	1723	68
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	11	106	12	0	39	12	364	127	0	453	18
Total Analysis Volume [veh/h]	227	44	425	46	0	156	46	1458	507	0	1814	72
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	47	0	13	0	0	10	50	0	0	40	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	26	26	13	13	4	55	55	55	47	47
g / C, Green / Cycle	0.24	0.24	0.12	0.12	0.03	0.50	0.50	0.50	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.21	0.21	0.03	0.10	0.03	0.28	0.28	0.29	0.35	0.34
s, saturation flow rate [veh/h]	1739	1589	1781	1589	1781	3560	1837	1589	3560	1833
c, Capacity [veh/h]	415	379	208	186	62	1788	922	798	1515	780
d1, Uniform Delay [s]	40.28	40.45	44.06	47.59	52.63	18.94	18.95	19.10	28.07	27.64
k, delay calibration	0.11	0.12	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.05	7.61	0.39	7.40	9.06	1.26	2.44	2.93	5.41	8.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.88	0.22	0.84	0.74	0.56	0.56	0.57	0.83	0.81
d, Delay for Lane Group [s/veh]	46.34	48.05	44.45	54.99	61.69	20.19	21.39	22.03	33.48	36.35
Lane Group LOS	D	D	D	D	E	C	C	C	C	D
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.99	9.46	1.16	4.55	1.41	8.83	9.44	8.49	15.38	15.91
50th-Percentile Queue Length [ft/ln]	249.75	236.49	29.03	113.82	35.32	220.7	236.0	212.2	384.56	397.80
95th-Percentile Queue Length [veh/ln]	15.17	14.50	2.09	8.05	2.54	13.70	14.48	13.27	21.81	22.45
95th-Percentile Queue Length [ft/ln]	379.34	362.59	52.26	201.30	63.58	342.5	362.0	331.6	545.37	561.35

Movement, Approach, & Intersection Results

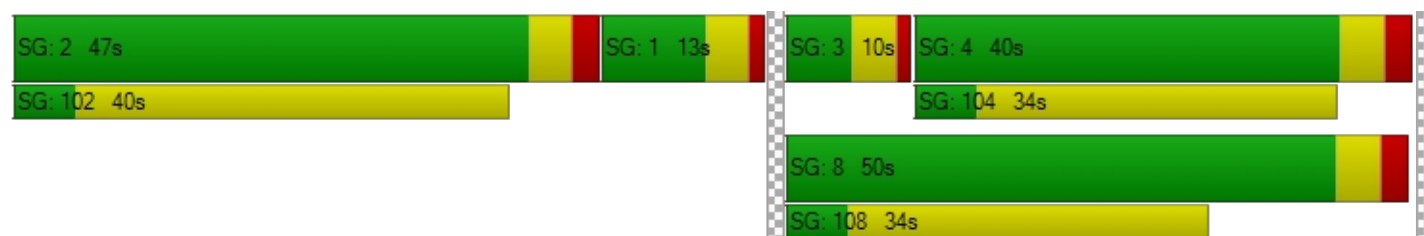
d_M, Delay for Movement [s/veh]	46.34	46.34	47.72	44.45	0.00	54.99	61.69	20.57	22.01	0.00	34.36	36.35
Movement LOS	D	D	D	D		D	E	C	C		C	D
d_A, Approach Delay [s/veh]	47.16			52.59			21.87			34.44		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	31.78											
Intersection LOS	C											
Intersection V/C	0.772											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			0.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	46.38			46.38			0.00			46.38		
I_p,int, Pedestrian LOS Score for Intersection	2.435			2.070			0.000			3.084		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	754			155			805			623		
d_b, Bicycle Delay [s]	21.34			46.84			19.63			26.06		
I_b,int, Bicycle LOS Score for Intersection	2.708			1.560			2.666			2.597		
Bicycle LOS	B			A			B			B		

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	26.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.266

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	444	172	22	459	59	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	444	172	22	459	59	11
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	45	6	121	16	3
Total Analysis Volume [veh/h]	467	181	23	483	62	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.27	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.94	0.00	26.01	17.38
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	1.16	1.16
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.88	0.00	28.92	28.92
d_A, Approach Delay [s/veh]	0.00		0.41		24.61	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.65					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	117.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.385

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	33	820	50	126	848	40	15	0	24	10	0	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	820	50	126	848	40	15	0	24	10	0	90
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	216	13	33	223	11	4	0	6	3	0	24
Total Analysis Volume [veh/h]	35	863	53	133	893	42	16	0	25	11	0	95
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.00	0.18	0.01	0.00	0.38	0.00	0.04	0.22	0.00	0.17
d_M, Delay for Movement [s/veh]	10.19	0.00	0.00	10.93	0.00	0.00	117.36	126.98	37.23	86.91	107.93	19.57
Movement LOS	B	A	A	B	A	A	F	F	E	F	F	C
95th-Percentile Queue Length [veh/ln]	0.15	0.00	0.00	0.65	0.00	0.00	1.79	1.79	1.79	1.77	1.77	1.77
95th-Percentile Queue Length [ft/ln]	3.78	0.00	0.00	16.29	0.00	0.00	44.71	44.71	44.71	44.35	44.35	44.35
d_A, Approach Delay [s/veh]	0.38			1.36			68.50			26.56		
Approach LOS	A			A			F			D		
d_I, Intersection Delay [s/veh]	3.43											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵			↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	4	436	42	6	3	3	584	18	482	769	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	4	436	42	6	3	3	584	18	482	769	48
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	115	11	2	1	1	154	5	127	202	13
Total Analysis Volume [veh/h]	15	4	459	44	6	3	3	615	19	507	809	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	29	0	9	35	0	36	62	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	32	5	5	0	61	61	20	80	80
g / C, Green / Cycle	0.07	0.07	0.29	0.04	0.04	0.00	0.55	0.55	0.18	0.73	0.73
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.16	0.02	0.01	0.00	0.17	0.17	0.15	0.23	0.23
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1766	1781	1870	1850	3459	1870	1831
c, Capacity [veh/h]	133	139	827	80	79	9	1033	1022	634	1366	1337
d1, Uniform Delay [s]	47.55	47.25	32.78	51.51	50.50	54.59	13.30	13.31	43.04	5.21	5.22
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.37	0.08	0.58	5.86	0.63	20.26	0.78	0.79	2.40	0.61	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	0.03	0.55	0.55	0.11	0.33	0.31	0.31	0.80	0.32	0.32
d, Delay for Lane Group [s/veh]	47.92	47.33	33.36	57.37	51.13	74.85	14.08	14.09	45.43	5.82	5.85
Lane Group LOS	D	D	C	E	D	E	B	B	D	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.40	0.11	5.20	1.32	0.25	0.13	4.36	4.33	6.77	3.24	3.20
50th-Percentile Queue Length [ft/ln]	9.95	2.63	129.90	32.94	6.30	3.34	109.05	108.13	169.34	81.08	79.88
95th-Percentile Queue Length [veh/ln]	0.72	0.19	8.93	2.37	0.45	0.24	7.79	7.74	11.04	5.84	5.75
95th-Percentile Queue Length [ft/ln]	17.91	4.73	223.36	59.30	11.34	6.00	194.69	193.40	276.05	145.94	143.78

Movement, Approach, & Intersection Results

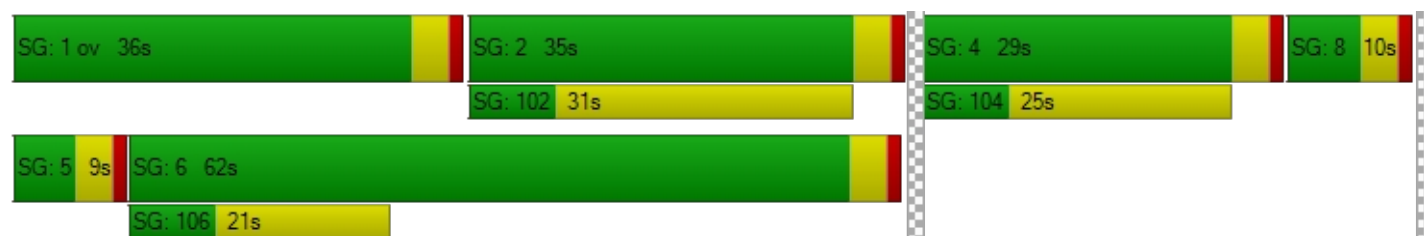
d_M, Delay for Movement [s/veh]	47.92	47.33	33.36	57.37	51.13	51.13	74.85	14.09	14.09	45.43	5.83	5.85
Movement LOS	D	D	C	E	D	D	E	B	B	D	A	A
d_A, Approach Delay [s/veh]	33.94			56.31			14.37			20.52		
Approach LOS	C			E			B			C		
d_I, Intersection Delay [s/veh]	22.25											
Intersection LOS	C											
Intersection V/C	0.530											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	44.58			44.58			44.58			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.627			1.986			2.595			0.000		
Crosswalk LOS	B			A			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	109			454			563			1054		
d_b, Bicycle Delay [s]	49.19			32.86			28.39			12.31		
I_b,int, Bicycle LOS Score for Intersection	2.348			1.647			2.085			2.687		
Bicycle LOS	B			A			B			B		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	13.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	50	1	106	57	1	19	16	1042	23	101	1216	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1	106	57	1	19	16	1042	23	101	1216	40
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	28	15	0	5	4	274	6	27	320	11
Total Analysis Volume [veh/h]	53	1	112	60	1	20	17	1097	24	106	1280	42
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	10	0	9	36	0	9	36	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	15	5	5	2	58	58	5	61	61
g / C, Green / Cycle	0.07	0.17	0.06	0.06	0.02	0.64	0.64	0.06	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.03	0.07	0.03	0.01	0.01	0.30	0.30	0.03	0.36	0.03
s, saturation flow rate [veh/h]	1783	1589	1781	1601	1781	1870	1856	3459	3560	1589
c, Capacity [veh/h]	119	266	105	95	37	1198	1189	196	2408	1075
d1, Uniform Delay [s]	40.51	33.62	41.31	40.45	43.67	8.34	8.34	41.41	7.38	4.85
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.71	1.06	4.79	1.17	8.79	1.32	1.33	2.33	0.84	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.42	0.57	0.22	0.46	0.47	0.47	0.54	0.53	0.04
d, Delay for Lane Group [s/veh]	43.22	34.68	46.11	41.62	52.46	9.66	9.67	43.73	8.22	4.92
Lane Group LOS	D	C	D	D	D	A	A	D	A	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.23	2.24	1.42	0.47	0.46	5.33	5.30	1.20	5.46	0.24
50th-Percentile Queue Length [ft/ln]	30.75	56.09	35.60	11.77	11.53	133.32	132.44	29.93	136.40	6.09
95th-Percentile Queue Length [veh/ln]	2.21	4.04	2.56	0.85	0.83	9.12	9.07	2.15	9.29	0.44
95th-Percentile Queue Length [ft/ln]	55.35	100.97	64.08	21.18	20.75	228.00	226.81	53.87	232.16	10.97

Movement, Approach, & Intersection Results

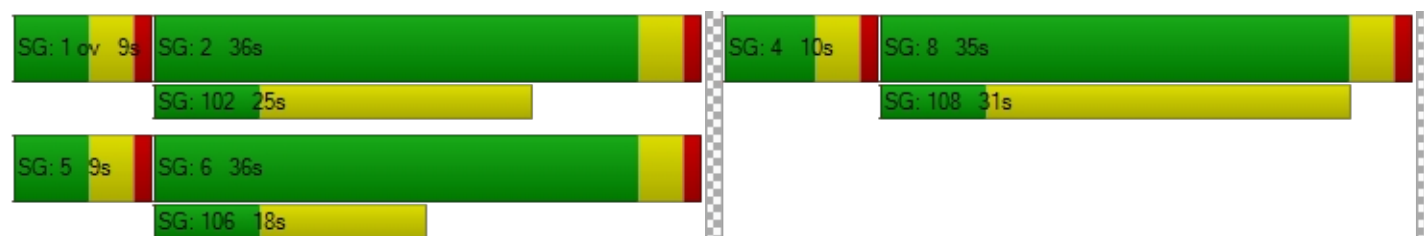
d_M, Delay for Movement [s/veh]	43.22	43.22	34.68	46.11	41.62	41.62	52.46	9.67	9.67	43.73	8.22	4.92
Movement LOS	D	D	C	D	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	37.46			44.94			10.31			10.76		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	13.14											
Intersection LOS	B											
Intersection V/C	0.569											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			0.00			34.72		
I_p,int, Pedestrian LOS Score for Intersection	2.203			1.986			0.000			2.969		
Crosswalk LOS	B			A			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	688			133			710			710		
d_b, Bicycle Delay [s]	19.38			39.24			18.73			18.73		
I_b,int, Bicycle LOS Score for Intersection	1.834			1.693			2.498			2.738		
Bicycle LOS	A			A			B			B		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	32.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	408	276	168	62	223	289	248	627	284	137	738	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	408	276	168	62	223	289	248	627	284	137	738	30
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	73	44	16	59	76	65	165	75	36	194	8
Total Analysis Volume [veh/h]	429	291	177	65	235	304	261	660	299	144	777	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	30	39	0	24	33	33	19	31	31	11	23	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	16	26	26	5	16	39	18	48	69	6	36	36
g / C, Green / Cycle	0.15	0.25	0.25	0.05	0.15	0.37	0.17	0.46	0.65	0.06	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.12	0.16	0.11	0.04	0.13	0.19	0.08	0.19	0.19	0.04	0.22	0.22
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1844
c, Capacity [veh/h]	515	470	399	86	281	594	603	1619	1037	212	639	630
d1, Uniform Delay [s]	43.47	34.91	33.17	49.43	43.39	25.52	38.75	19.18	7.83	48.33	29.13	29.13
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.06	0.04	0.50	0.14	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.37	1.34	0.77	5.02	6.44	0.37	0.18	0.76	0.19	1.43	4.82	4.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.62	0.44	0.76	0.84	0.51	0.43	0.41	0.29	0.68	0.64	0.64
d, Delay for Lane Group [s/veh]	44.84	36.24	33.94	54.45	49.83	25.89	38.93	19.95	8.03	49.76	33.95	34.01
Lane Group LOS	D	D	C	D	D	C	D	B	A	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.48	6.71	3.87	1.80	6.40	5.86	3.01	5.44	2.73	1.88	9.35	9.23
50th-Percentile Queue Length [ft/ln]	136.93	167.86	96.64	45.00	159.88	146.40	75.24	135.94	68.13	47.11	233.70	230.75
95th-Percentile Queue Length [veh/ln]	9.32	10.96	6.96	3.24	10.54	9.82	5.42	9.26	4.91	3.39	14.36	14.21
95th-Percentile Queue Length [ft/ln]	232.88	274.10	173.95	81.01	263.57	245.62	135.42	231.54	122.63	84.80	359.05	355.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.84	36.24	33.94	54.45	49.83	25.89	38.93	19.95	8.03	49.76	33.98	34.01
Movement LOS	D	D	C	D	D	C	D	B	A	D	C	C
d_A, Approach Delay [s/veh]	39.90			38.28			21.09			36.36		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	32.47											
Intersection LOS	C											
Intersection V/C	0.674											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	44.84			44.84			44.84			44.84		
I_p,int, Pedestrian LOS Score for Intersection	2.719			2.541			2.984			2.764		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	645			531			493			341		
d_b, Bicycle Delay [s]	24.10			28.34			29.83			36.16		
I_b,int, Bicycle LOS Score for Intersection	3.040			2.556			2.566			2.346		
Bicycle LOS	C			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX F-VI

**EXISTING PLUS PROJECT (WITH FORSTER) TRAFFIC
CONDITIONS WITH IMPROVEMENTS – HCM METHOD
OF ANALYSIS**

Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	23.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.513

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	7	102	73	236	35	58	3	185	10	53	314	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	102	73	236	35	58	3	185	10	53	314	238
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	19	62	9	15	1	49	3	14	83	63
Total Analysis Volume [veh/h]	7	107	77	248	37	61	3	195	11	56	331	251
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	25	0	0	43	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	17	17	49	49	49	49
g / C, Green / Cycle	0.13	0.19	0.19	0.55	0.55	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.11	0.16	0.04	0.06	0.06	0.20	0.20
s, saturation flow rate [veh/h]	1743	1792	1589	1852	1669	1732	1479
c, Capacity [veh/h]	233	333	296	1054	913	994	809
d1, Uniform Delay [s]	37.95	35.49	31.04	9.82	9.83	11.33	11.54
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.94	6.28	0.34	0.20	0.24	0.96	1.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.86	0.21	0.10	0.11	0.35	0.36
d, Delay for Lane Group [s/veh]	44.89	41.77	31.38	10.02	10.07	12.29	12.80
Lane Group LOS	D	D	C	B	B	B	B
Critical Lane Group	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.48	6.51	1.14	1.04	0.95	3.82	3.37
50th-Percentile Queue Length [ft/ln]	112.03	162.68	28.43	26.00	23.77	95.48	84.32
95th-Percentile Queue Length [veh/ln]	7.95	10.69	2.05	1.87	1.71	6.87	6.07
95th-Percentile Queue Length [ft/ln]	198.82	267.26	51.18	46.79	42.79	171.87	151.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.89	44.89	44.89	41.77	41.77	31.38	10.02	10.04	10.07	12.29	12.36	12.80
Movement LOS	D	D	D	D	D	C	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	44.89			39.94			10.05			12.53		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	23.47											
Intersection LOS	C											
Intersection V/C	0.513											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.70			34.70			34.70			34.70		
I_p,int, Pedestrian LOS Score for Intersection	1.938			2.174			2.279			2.413		
Crosswalk LOS	A			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	466			866			400			400		
d_b, Bicycle Delay [s]	26.47			14.47			28.82			28.82		
I_b,int, Bicycle LOS Score for Intersection	1.875			2.131			1.732			2.086		
Bicycle LOS	A			B			A			B		

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	36	929	6	14	1062	540	432	0	64	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	929	6	14	1062	540	432	0	64	6	0	10
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	244	2	4	279	142	114	0	17	2	0	3
Total Analysis Volume [veh/h]	38	978	6	14	1118	568	455	0	67	6	0	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	8	26	0	23	41	41	0	32	0	0	9	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	2	54	54	2	53	79	16	16	16	1	1
g / C, Green / Cycle	0.03	0.60	0.60	0.02	0.59	0.88	0.18	0.18	0.18	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.02	0.18	0.18	0.01	0.31	0.36	0.13	0.13	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1864	1781	3560	1589	1781	1781	1589	1781	1589
c, Capacity [veh/h]	50	2143	1122	32	2106	1400	316	316	282	30	27
d1, Uniform Delay [s]	43.52	8.73	8.73	43.85	10.97	0.99	34.98	34.98	31.86	43.74	43.90
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.47	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.42	0.36	0.69	9.35	0.96	0.83	3.09	3.09	0.43	1.21	3.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.30	0.30	0.44	0.53	0.41	0.72	0.72	0.24	0.20	0.41
d, Delay for Lane Group [s/veh]	51.93	9.10	9.43	53.20	11.93	1.82	38.08	38.08	32.29	44.95	47.65
Lane Group LOS	D	A	A	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.95	2.89	3.13	0.39	6.23	0.39	4.89	4.89	1.27	0.14	0.27
50th-Percentile Queue Length [ft/ln]	23.75	72.16	78.15	9.72	155.80	9.80	122.27	122.27	31.81	3.52	6.71
95th-Percentile Queue Length [veh/ln]	1.71	5.20	5.63	0.70	10.33	0.71	8.52	8.52	2.29	0.25	0.48
95th-Percentile Queue Length [ft/ln]	42.76	129.89	140.67	17.49	258.15	17.65	212.94	212.94	57.26	6.34	12.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.93	9.21	9.43	53.20	11.93	1.82	38.08	38.08	32.29	44.95	47.65	47.65
Movement LOS	D	A	A	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	10.80			8.89			37.34			46.70		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	14.24											
Intersection LOS	B											
Intersection V/C	0.542											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.814			0.000			2.408			1.954		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	475			808			617			111		
d_b, Bicycle Delay [s]	26.19			16.00			21.53			40.18		
I_b,int, Bicycle LOS Score for Intersection	2.122			2.962			2.421			1.588		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	75.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	10	884	30	102	932	18	0	0	10	4	0	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	884	30	102	932	18	0	0	10	4	0	32
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	233	8	27	245	5	0	0	3	1	0	8
Total Analysis Volume [veh/h]	11	931	32	107	981	19	0	0	11	4	0	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.15	0.01	0.00	0.00	0.00	0.02	0.08	0.00	0.06
d_M, Delay for Movement [s/veh]	10.32	0.00	0.00	10.96	0.00	0.00	0.00	99.74	12.02	75.64	99.91	13.73
Movement LOS	B	A	A	B	A	A		F	B	F	F	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.53	0.00	0.00	0.00	0.06	0.06	0.48	0.48	0.48
95th-Percentile Queue Length [ft/ln]	1.22	0.00	0.00	13.20	0.00	0.00	0.00	1.61	1.61	11.89	11.89	11.89
d_A, Approach Delay [s/veh]	0.12			1.06			12.02			20.24		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.03											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	22.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.479

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	9	108	128	129	23	18	3	129	8	111	258	195
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	108	128	129	23	18	3	129	8	111	258	195
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	28	34	34	6	5	1	34	2	29	68	51
Total Analysis Volume [veh/h]	9	114	135	136	24	19	3	136	8	117	272	205
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	43	0	0	25	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	10	10	52	52	52	52
g / C, Green / Cycle	0.18	0.11	0.11	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.15	0.09	0.01	0.04	0.04	0.20	0.19
s, saturation flow rate [veh/h]	1709	1794	1589	1839	1668	1551	1512
c, Capacity [veh/h]	302	202	179	1104	964	952	874
d1, Uniform Delay [s]	35.98	38.97	35.92	8.37	8.37	10.06	9.92
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.90	6.91	0.26	0.12	0.15	0.89	1.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.79	0.11	0.07	0.07	0.32	0.33
d, Delay for Lane Group [s/veh]	42.89	45.87	36.18	8.49	8.52	10.95	10.93
Lane Group LOS	D	D	D	A	A	B	B
Critical Lane Group	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.96	3.78	0.38	0.65	0.60	3.19	2.98
50th-Percentile Queue Length [ft/ln]	149.11	94.58	9.62	16.29	14.95	79.70	74.44
95th-Percentile Queue Length [veh/ln]	9.97	6.81	0.69	1.17	1.08	5.74	5.36
95th-Percentile Queue Length [ft/ln]	249.24	170.24	17.31	29.33	26.90	143.46	133.98

Movement, Approach, & Intersection Results

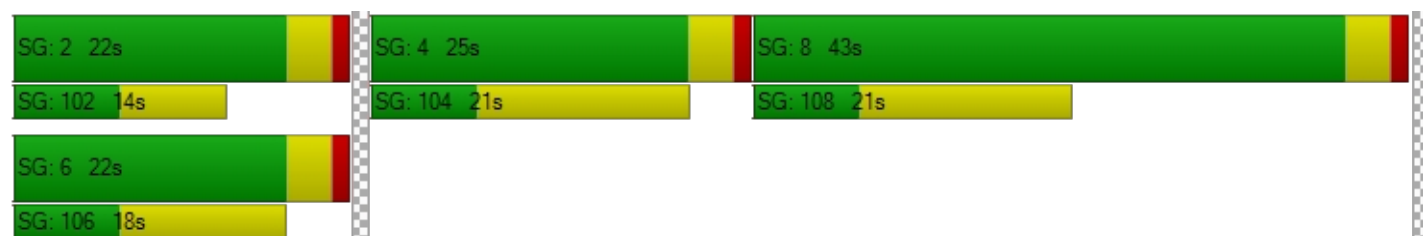
d_M, Delay for Movement [s/veh]	42.89	42.89	42.89	45.87	45.87	36.18	8.49	8.50	8.52	10.95	10.94	10.93
Movement LOS	D	D	D	D	D	D	A	A	A	B	B	B
d_A, Approach Delay [s/veh]	42.89			44.84			8.50			10.94		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	22.79											
Intersection LOS	C											
Intersection V/C	0.479											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.70			34.70			34.70			34.70		
I_p,int, Pedestrian LOS Score for Intersection	2.079			2.107			2.240			2.375		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	866			466			400			400		
d_b, Bicycle Delay [s]	14.47			26.47			28.82			28.82		
I_b,int, Bicycle LOS Score for Intersection	1.985			1.855			1.681			2.050		
Bicycle LOS	A			A			A			B		

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	14.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	84	881	10	14	1038	462	330	4	62	8	2	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	881	10	14	1038	462	330	4	62	8	2	20
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	232	3	4	273	122	87	1	16	2	1	5
Total Analysis Volume [veh/h]	88	927	11	14	1093	486	347	4	65	8	2	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	35	0	15	29	29	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	6	57	57	2	52	76	13	13	13	2	2
g / C, Green / Cycle	0.06	0.63	0.63	0.02	0.58	0.84	0.14	0.14	0.14	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.05	0.17	0.17	0.01	0.31	0.31	0.10	0.10	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1859	1781	3560	1589	1781	1783	1589	1781	1610
c, Capacity [veh/h]	116	2232	1165	32	2064	1342	256	256	229	45	41
d1, Uniform Delay [s]	41.48	7.59	7.60	43.85	11.49	1.58	36.67	36.67	34.47	43.03	43.46
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.39	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.85	0.31	0.59	9.35	0.98	0.59	3.23	3.23	0.68	0.69	4.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.28	0.28	0.44	0.53	0.36	0.69	0.69	0.28	0.18	0.56
d, Delay for Lane Group [s/veh]	45.33	7.90	8.18	53.20	12.47	2.17	39.90	39.90	35.14	43.72	47.92
Lane Group LOS	D	A	A	D	B	A	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.02	2.49	2.69	0.39	6.27	0.92	3.84	3.84	1.30	0.18	0.55
50th-Percentile Queue Length [ft/ln]	50.61	62.16	67.22	9.72	156.77	23.00	95.98	96.08	32.50	4.54	13.82
95th-Percentile Queue Length [veh/ln]	3.64	4.48	4.84	0.70	10.38	1.66	6.91	6.92	2.34	0.33	1.00
95th-Percentile Queue Length [ft/ln]	91.11	111.88	120.99	17.49	259.44	41.41	172.77	172.94	58.51	8.17	24.88

Movement, Approach, & Intersection Results

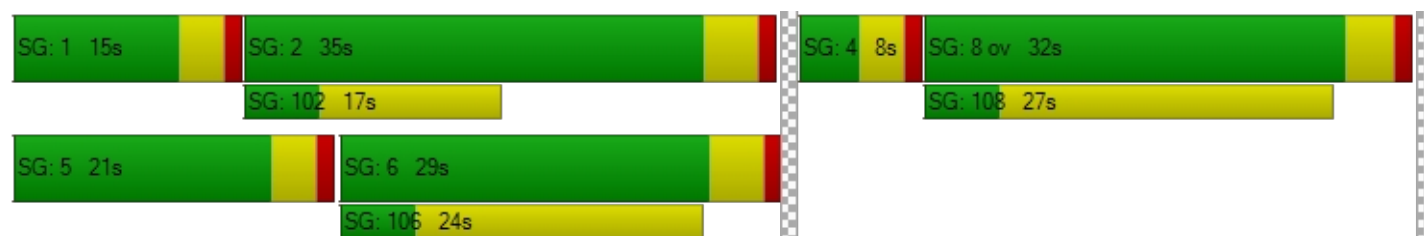
d_M, Delay for Movement [s/veh]	45.33	8.00	8.18	53.20	12.47	2.17	39.90	39.90	35.14	43.72	47.92	47.92
Movement LOS	D	A	A	D	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	11.20			9.68			39.16			46.84		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	14.57											
Intersection LOS	B											
Intersection V/C	0.541											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.811			0.000			2.374			1.961		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	675			542			617			89		
d_b, Bicycle Delay [s]	19.77			23.95			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.124			2.874			2.246			1.611		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	86.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.225

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	33	820	50	126	848	40	0	0	24	10	0	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	820	50	126	848	40	0	0	24	10	0	90
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	216	13	33	223	11	0	0	6	3	0	24
Total Analysis Volume [veh/h]	35	863	53	133	893	42	0	0	25	11	0	95
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.00	0.18	0.01	0.00	0.00	0.00	0.04	0.22	0.00	0.17
d_M, Delay for Movement [s/veh]	10.19	0.00	0.00	10.93	0.00	0.00	0.00	101.49	11.74	86.91	107.93	19.57
Movement LOS	B	A	A	B	A	A		F	B	F	F	C
95th-Percentile Queue Length [veh/ln]	0.15	0.00	0.00	0.65	0.00	0.00	0.00	0.14	0.14	1.77	1.77	1.77
95th-Percentile Queue Length [ft/ln]	3.78	0.00	0.00	16.29	0.00	0.00	0.00	3.50	3.50	44.35	44.35	44.35
d_A, Approach Delay [s/veh]	0.38			1.36			11.74			26.56		
Approach LOS	A			A			B			D		
d_I, Intersection Delay [s/veh]	2.29											
Intersection LOS	F											

APPENDIX F-VII

**EXISTING PLUS PROJECT (WITH FORSTER) PLUS
CUMULATIVE (YEAR 2028) TRAFFIC CONDITIONS –
HCM METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	27.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.802

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	510	35	248	589	113	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	510	35	248	589	113	395
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	134	9	65	155	30	104
Total Analysis Volume [veh/h]	537	37	261	620	119	416
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	19	32	37	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	37	67	15	56	26	26
g / C, Green / Cycle	0.41	0.75	0.17	0.62	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.29	0.02	0.15	0.33	0.07	0.26
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	767	1184	296	1160	505	451
d1, Uniform Delay [s]	21.99	3.00	36.71	9.71	24.76	31.30
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.20
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.28	0.05	3.45	1.77	0.09	13.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.03	0.88	0.53	0.24	0.92
d, Delay for Lane Group [s/veh]	27.27	3.05	40.16	11.47	24.85	44.92
Lane Group LOS	C	A	D	B	C	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.05	0.15	5.78	6.69	1.93	10.18
50th-Percentile Queue Length [ft/ln]	251.33	3.70	144.57	167.23	48.25	254.50
95th-Percentile Queue Length [veh/ln]	15.25	0.27	9.73	10.93	3.47	15.41
95th-Percentile Queue Length [ft/ln]	381.33	6.67	243.16	273.27	86.84	385.31

Movement, Approach, & Intersection Results

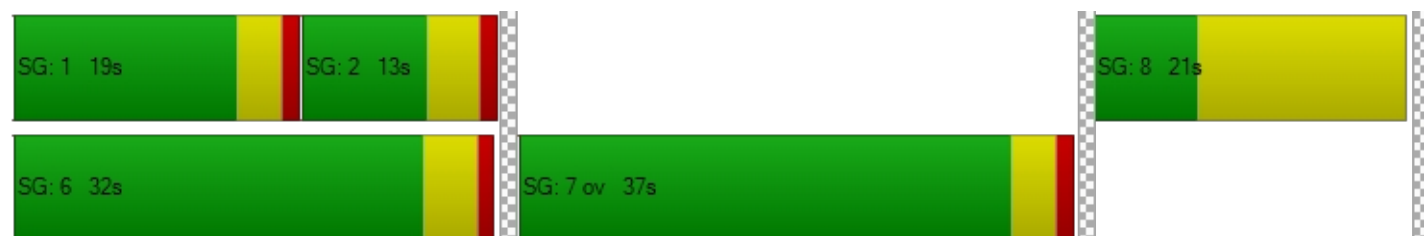
d_M, Delay for Movement [s/veh]	27.27	3.05	40.16	11.47	24.85	44.92
Movement LOS	C	A	D	B	C	D
d_A, Approach Delay [s/veh]	25.70		19.97		40.46	
Approach LOS	C		B		D	
d_I, Intersection Delay [s/veh]	27.13					
Intersection LOS	C					
Intersection V/C	0.802					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.366	2.536	2.210
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	609	733
d_b, Bicycle Delay [s]	37.01	21.79	18.07
I_b,int, Bicycle LOS Score for Intersection	2.507	3.013	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	127.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.925

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	28	20	64	9	16	1	70	4	22	115	64
Total Analysis Volume [veh/h]	12	111	79	255	38	62	3	280	18	88	461	257
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	66	0	0	66	0	0	24	0	0	24	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	62	62	62	20	20	20	20
g / C, Green / Cycle	0.69	0.69	0.69	0.22	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.27	1.45	0.04	0.10	0.10	0.31	0.29
s, saturation flow rate [veh/h]	762	202	1589	1401	1669	1151	1547
c, Capacity [veh/h]	566	214	1092	355	374	308	347
d1, Uniform Delay [s]	17.56	24.14	4.59	29.37	30.04	37.72	34.91
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.38	193.29	0.02	3.15	3.70	97.28	156.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	1.37	0.06	0.39	0.44	1.15	1.31
d, Delay for Lane Group [s/veh]	17.94	217.43	4.61	32.52	33.74	135.00	191.85
Lane Group LOS	B	F	A	C	C	F	F
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.20	16.21	0.32	2.75	3.39	15.13	22.50
50th-Percentile Queue Length [ft/ln]	55.00	405.35	8.09	68.82	84.86	378.36	562.59
95th-Percentile Queue Length [veh/ln]	3.96	27.88	0.58	4.96	6.11	23.10	34.52
95th-Percentile Queue Length [ft/ln]	98.99	697.00	14.57	123.88	152.74	577.61	863.04

Movement, Approach, & Intersection Results

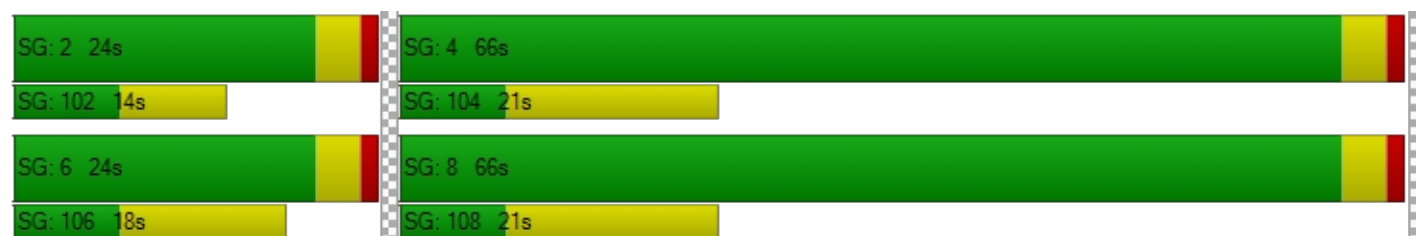
d_M, Delay for Movement [s/veh]	17.94	17.94	17.94	217.43	217.43	4.61	32.52	33.16	33.74	135.00	159.12	191.85
Movement LOS	B	B	B	F	F	A	C	C	C	F	F	F
d_A, Approach Delay [s/veh]	17.94			180.26			33.19			166.92		
Approach LOS	B			F			C			F		
d_I, Intersection Delay [s/veh]	127.49											
Intersection LOS	F											
Intersection V/C	1.925											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.008			2.180			2.351			2.839		
Crosswalk LOS	B			B			B			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1378			1378			444			444		
d_b, Bicycle Delay [s]	4.36			4.36			27.22			27.22		
I_b,int, Bicycle LOS Score for Intersection	1.893			2.145			1.808			2.225		
Bicycle LOS	A			B			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	274	2	4	304	183	137	0	17	2	0	3
Total Analysis Volume [veh/h]	43	1097	6	14	1216	731	546	0	69	6	0	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	8	28	0	22	42	42	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	3	51	51	2	50	79	19	19	19	1	1
g / C, Green / Cycle	0.03	0.57	0.57	0.02	0.56	0.88	0.21	0.21	0.21	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.02	0.20	0.20	0.01	0.34	0.46	0.15	0.15	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1865	1781	3560	1589	1781	1781	1589	1781	1589
c, Capacity [veh/h]	57	2030	1063	32	1980	1394	372	372	332	30	27
d1, Uniform Delay [s]	43.30	10.45	10.45	43.85	13.49	1.26	33.33	33.33	29.50	43.74	43.90
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.39	0.49	0.93	9.35	1.43	1.41	2.82	2.82	0.31	1.21	3.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.36	0.36	0.44	0.61	0.52	0.73	0.73	0.21	0.20	0.41
d, Delay for Lane Group [s/veh]	50.69	10.94	11.39	53.20	14.92	2.67	36.15	36.15	29.81	44.95	47.65
Lane Group LOS	D	B	B	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.06	3.70	4.01	0.39	7.96	0.78	5.75	5.75	1.25	0.14	0.27
50th-Percentile Queue Length [ft/ln]	26.45	92.48	100.17	9.72	198.94	19.59	143.63	143.63	31.21	3.52	6.71
95th-Percentile Queue Length [veh/ln]	1.90	6.66	7.21	0.70	12.58	1.41	9.68	9.68	2.25	0.25	0.48
95th-Percentile Queue Length [ft/ln]	47.61	166.46	180.30	17.49	314.60	35.26	241.91	241.91	56.18	6.34	12.09

Movement, Approach, & Intersection Results

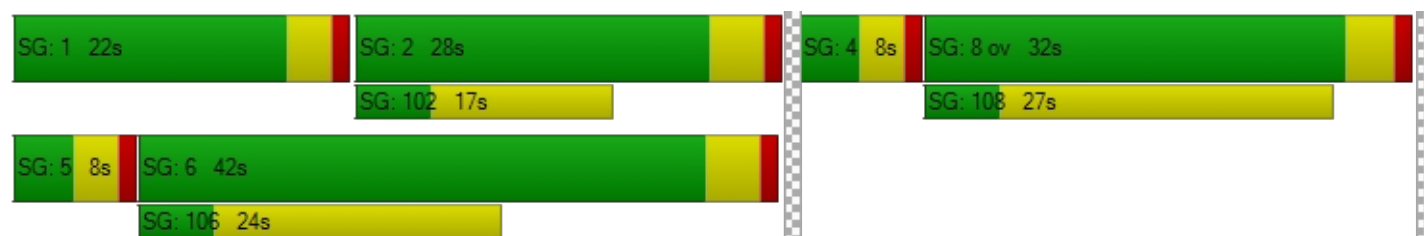
d_M, Delay for Movement [s/veh]	50.69	11.09	11.39	53.20	14.92	2.67	36.15	36.15	29.81	44.95	47.65	47.65
Movement LOS	D	B	B	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	12.58			10.63			35.44			46.70		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	15.47											
Intersection LOS	B											
Intersection V/C	0.621											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.850			0.000			2.471			1.954		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	519			830			617			89		
d_b, Bicycle Delay [s]	24.68			15.41			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.190			3.177			2.574			1.588		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	37.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.839

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	993	0	986	0	1402	177	316	900	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	993	0	986	0	1402	177	316	900	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	261	0	259	0	369	47	83	237	0
Total Analysis Volume [veh/h]	0	0	0	1045	0	1038	0	1476	186	333	947	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	55	0	0	0	46	0	19	65	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		120	120	120	120	120	120
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		50	50	40	40	15	60
g / C, Green / Cycle		0.42	0.42	0.33	0.33	0.12	0.50
(v / s)_i Volume / Saturation Flow Rate		0.30	0.37	0.29	0.12	0.10	0.27
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1443	1174	1684	525	420	1775
d1, Uniform Delay [s]		29.19	32.28	37.84	30.44	51.24	20.54
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		2.53	7.99	6.76	1.86	4.12	1.15
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.72	0.88	0.88	0.35	0.79	0.53
d, Delay for Lane Group [s/veh]		31.71	40.27	44.60	32.30	55.36	21.69
Lane Group LOS		C	D	D	C	E	C
Critical Lane Group		No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		12.88	14.90	14.51	4.36	5.10	9.21
50th-Percentile Queue Length [ft/ln]		322.07	372.47	362.83	109.12	127.60	230.18
95th-Percentile Queue Length [veh/ln]		18.77	21.23	20.76	7.79	8.81	14.18
95th-Percentile Queue Length [ft/ln]		469.24	530.72	519.03	194.78	220.23	354.58

Movement, Approach, & Intersection Results

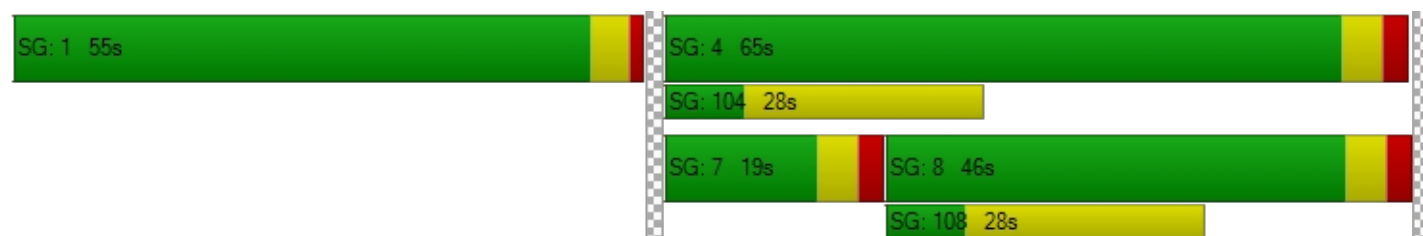
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	31.71	0.00	40.27	0.00	44.60	32.30	55.36	21.69	0.00
Movement LOS				C		D		D	C	E	C	
d_A, Approach Delay [s/veh]	0.00			35.98			43.22			30.45		
Approach LOS	A			D			D			C		
d_I, Intersection Delay [s/veh]	36.97											
Intersection LOS	D											
Intersection V/C	0.839											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.49	49.49	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.982	2.653	0.000	0.000
Crosswalk LOS	A	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	842	673	990
d_b, Bicycle Delay [s]	59.99	20.11	26.39	15.29
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.474	2.616
Bicycle LOS	D	A	B	B

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	51.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.890

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	195	70	636	27	0	111	51	1671	672	0	1973	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	70	636	27	0	111	51	1671	672	0	1973	57
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	18	167	7	0	29	13	440	177	0	519	15
Total Analysis Volume [veh/h]	205	74	669	28	0	117	54	1759	707	0	2077	60
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	46	0	13	0	0	10	61	0	0	51	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	38	38	11	11	5	56	56	56	46	46
g / C, Green / Cycle	0.32	0.32	0.09	0.09	0.04	0.46	0.46	0.46	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.28	0.30	0.02	0.07	0.03	0.35	0.35	0.38	0.40	0.39
s, saturation flow rate [veh/h]	1708	1589	1781	1589	1781	3560	1815	1589	3560	1843
c, Capacity [veh/h]	540	503	159	142	70	1652	842	737	1376	712
d1, Uniform Delay [s]	38.90	39.92	50.62	53.78	57.16	26.38	26.60	27.64	36.84	36.84
k, delay calibration	0.31	0.35	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.45	21.64	0.39	8.74	9.37	3.11	6.31	9.36	33.97	33.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.94	0.18	0.83	0.77	0.75	0.76	0.81	1.04	1.00
d, Delay for Lane Group [s/veh]	51.35	61.56	51.01	62.52	66.53	29.49	32.91	37.00	70.81	70.71
Lane Group LOS	D	E	D	E	E	C	C	D	F	F
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	15.01	16.40	0.80	3.82	1.81	14.81	16.20	16.24	26.18	27.07
50th-Percentile Queue Length [ft/ln]	375.19	409.93	19.99	95.42	45.13	370.3	404.9	406.0	654.41	676.80
95th-Percentile Queue Length [veh/ln]	21.36	23.04	1.44	6.87	3.25	21.12	22.80	22.85	35.46	35.62
95th-Percentile Queue Length [ft/ln]	534.02	575.96	35.98	171.76	81.24	528.1	570.0	571.2	886.40	890.50

Movement, Approach, & Intersection Results

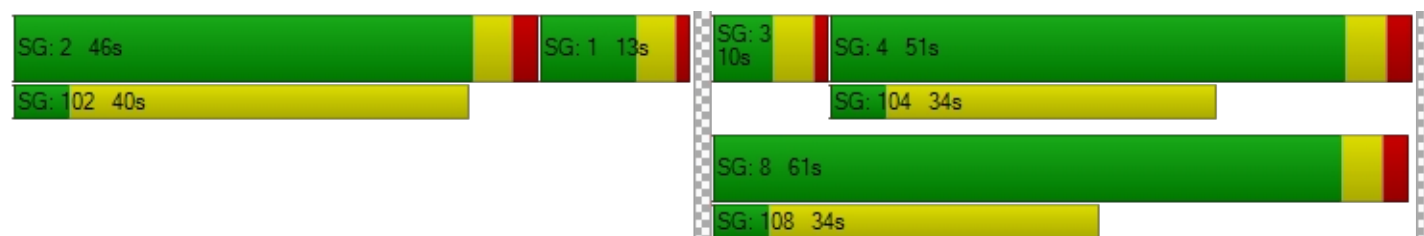
d_M, Delay for Movement [s/veh]	51.35	51.35	58.57	51.01	0.00	62.52	66.53	30.52	36.45	0.00	70.78	70.71
Movement LOS	D	D	E	D		E	E	C	D		E	E
d_A, Approach Delay [s/veh]	56.43			60.30			32.93			70.78		
Approach LOS	E			E			C			E		
d_I, Intersection Delay [s/veh]	51.56											
Intersection LOS	D											
Intersection V/C	0.890											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			0.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	51.36			51.36			0.00			51.36		
I_p,int, Pedestrian LOS Score for Intersection	2.550			2.064			0.000			3.214		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	675			142			921			755		
d_b, Bicycle Delay [s]	26.35			51.82			17.46			23.27		
I_b,int, Bicycle LOS Score for Intersection	3.124			1.560			2.946			2.735		
Bicycle LOS	C			A			C			B		

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	46.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.479

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	514	167	7	696	72	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	514	167	7	696	72	4
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	44	2	183	19	1
Total Analysis Volume [veh/h]	541	176	7	733	76	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.48	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	9.11	0.00	46.91	31.69
Movement LOS	A	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	2.33	2.33
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.60	0.00	58.32	58.32
d_A, Approach Delay [s/veh]	0.00		0.09		46.15	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.44					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	151.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.445

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	10	975	31	105	1022	18	15	0	10	4	0	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	975	31	105	1022	18	15	0	10	4	0	33
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	257	8	28	269	5	4	0	3	1	0	9
Total Analysis Volume [veh/h]	11	1026	33	111	1076	19	16	0	11	4	0	35
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.17	0.01	0.00	0.45	0.00	0.02	0.10	0.00	0.07
d_M, Delay for Movement [s/veh]	10.79	0.00	0.00	11.63	0.00	0.00	151.23	180.96	58.41	99.58	135.49	15.32
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	C
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.61	0.00	0.00	1.80	1.80	1.80	0.60	0.60	0.60
95th-Percentile Queue Length [ft/ln]	1.33	0.00	0.00	15.21	0.00	0.00	44.92	44.92	44.92	15.05	15.05	15.05
d_A, Approach Delay [s/veh]	0.11			1.07			113.41			23.97		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	2.31											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵			↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	28	24	575	93	11	4	1	824	17	512	898	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	24	575	93	11	4	1	824	17	512	898	31
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	6	151	24	3	1	0	217	4	135	236	8
Total Analysis Volume [veh/h]	29	25	605	98	12	4	1	867	18	539	945	33
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	29	0	9	35	0	41	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	11	38	8	8	0	57	57	23	79	79
g / C, Green / Cycle	0.10	0.10	0.33	0.07	0.07	0.00	0.49	0.49	0.20	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.02	0.01	0.22	0.06	0.01	0.00	0.24	0.24	0.16	0.26	0.26
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1791	1781	1870	1857	3459	1870	1848
c, Capacity [veh/h]	177	185	930	128	129	4	923	916	679	1286	1270
d1, Uniform Delay [s]	47.47	47.33	32.87	52.45	50.01	57.30	19.36	19.36	44.01	7.62	7.63
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.43	0.33	0.78	9.13	0.43	26.18	1.80	1.81	2.15	0.86	0.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.13	0.65	0.77	0.12	0.24	0.48	0.48	0.79	0.38	0.38
d, Delay for Lane Group [s/veh]	47.90	47.65	33.64	61.58	50.44	83.48	21.16	21.17	46.16	8.48	8.51
Lane Group LOS	D	D	C	E	D	F	C	C	D	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.78	0.67	7.24	3.10	0.45	0.06	8.20	8.14	7.48	5.02	4.99
50th-Percentile Queue Length [ft/ln]	19.62	16.83	180.92	77.56	11.19	1.50	204.97	203.60	187.04	125.49	124.73
95th-Percentile Queue Length [veh/ln]	1.41	1.21	11.65	5.58	0.81	0.11	12.89	12.82	11.97	8.69	8.65
95th-Percentile Queue Length [ft/ln]	35.31	30.29	291.22	139.61	20.15	2.70	322.37	320.61	299.19	217.35	216.31

Movement, Approach, & Intersection Results

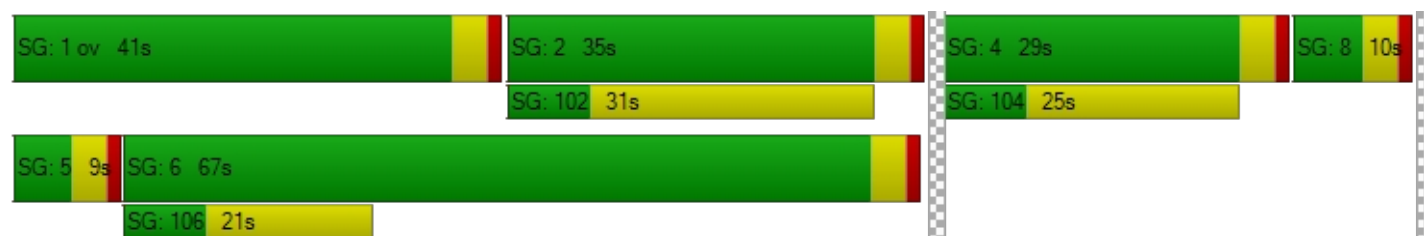
d_M, Delay for Movement [s/veh]	47.90	47.65	33.64	61.58	50.44	50.44	83.48	21.16	21.17	46.16	8.49	8.51
Movement LOS	D	D	C	E	D	D	F	C	C	D	A	A
d_A, Approach Delay [s/veh]	34.80			60.02			21.23			21.88		
Approach LOS	C			E			C			C		
d_I, Intersection Delay [s/veh]	25.75											
Intersection LOS	C											
Intersection V/C	0.676											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	47.05			47.05			47.05			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.664			2.008			2.675			0.000		
Crosswalk LOS	B			B			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	104			435			539			1095		
d_b, Bicycle Delay [s]	51.68			35.24			30.70			11.77		
I_b,int, Bicycle LOS Score for Intersection	2.647			1.748			2.291			2.811		
Bicycle LOS	B			A			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	46
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	18	16	1	8	13	371	10	38	369	12
Total Analysis Volume [veh/h]	20	2	73	64	3	34	52	1483	39	151	1475	48
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	10	0	9	35	0	10	36	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	15	6	6	4	57	57	6	59	59
g / C, Green / Cycle	0.06	0.17	0.06	0.06	0.04	0.64	0.64	0.06	0.66	0.66
(v / s)_i Volume / Saturation Flow Rate	0.01	0.05	0.04	0.02	0.03	0.41	0.41	0.04	0.41	0.03
s, saturation flow rate [veh/h]	1789	1589	1781	1609	1781	1870	1853	3459	3560	1589
c, Capacity [veh/h]	110	271	111	100	74	1185	1174	224	2338	1044
d1, Uniform Delay [s]	40.20	32.50	41.11	40.57	42.65	10.22	10.24	41.24	9.07	5.48
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.88	0.53	4.63	2.24	11.25	2.70	2.75	3.50	1.30	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.20	0.27	0.58	0.37	0.70	0.64	0.65	0.67	0.63	0.05
d, Delay for Lane Group [s/veh]	41.08	33.02	45.74	42.81	53.90	12.92	13.00	44.73	10.37	5.56
Lane Group LOS	D	C	D	D	D	B	B	D	B	A
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.49	1.41	1.51	0.84	1.36	8.94	8.92	1.73	7.56	0.30
50th-Percentile Queue Length [ft/ln]	12.15	35.22	37.75	21.06	34.08	223.49	223.05	43.25	188.93	7.61
95th-Percentile Queue Length [veh/ln]	0.87	2.54	2.72	1.52	2.45	13.84	13.82	3.11	12.07	0.55
95th-Percentile Queue Length [ft/ln]	21.87	63.40	67.95	37.90	61.34	346.08	345.52	77.85	301.64	13.70

Movement, Approach, & Intersection Results

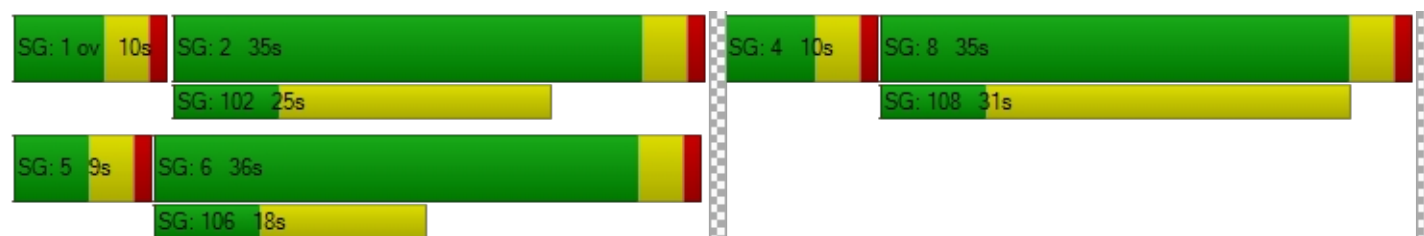
d_M, Delay for Movement [s/veh]	41.08	41.08	33.02	45.74	42.81	42.81	53.90	12.96	13.00	44.73	10.37	5.56
Movement LOS	D	D	C	D	D	D	D	B	B	D	B	A
d_A, Approach Delay [s/veh]	34.89			44.67			14.31			13.33		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	15.29											
Intersection LOS	B											
Intersection V/C	0.646											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			0.00			34.72		
I_p,int, Pedestrian LOS Score for Intersection	2.201			2.006			0.000			3.052		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	688			133			688			710		
d_b, Bicycle Delay [s]	19.38			39.24			19.38			18.73		
I_b,int, Bicycle LOS Score for Intersection	1.716			1.726			2.858			2.941		
Bicycle LOS	A			A			C			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 10: Camino Capistrano at Del Obispo Street**

Control Type:	Signalized	Delay (sec / veh):	37.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.875

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	411	261	108	37	322	468	497	775	315	99	780	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	411	261	108	37	322	468	497	775	315	99	780	14
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	69	28	10	85	123	131	204	83	26	205	4
Total Analysis Volume [veh/h]	433	275	114	39	339	493	523	816	332	104	821	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	18	29	0	22	33	33	20	38	38	11	29	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	13	31	31	3	21	48	22	41	59	6	24	24
g / C, Green / Cycle	0.13	0.31	0.31	0.03	0.21	0.48	0.22	0.41	0.59	0.06	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.13	0.15	0.07	0.02	0.18	0.31	0.15	0.23	0.21	0.03	0.22	0.22
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1858
c, Capacity [veh/h]	464	586	498	50	388	767	775	1453	943	196	450	447
d1, Uniform Delay [s]	42.87	27.64	25.40	48.32	38.39	19.42	35.46	22.74	10.47	45.87	37.18	37.18
k, delay calibration	0.04	0.11	0.11	0.04	0.15	0.46	0.04	0.50	0.17	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.89	0.59	0.23	9.65	8.23	3.76	0.38	1.58	0.35	0.83	28.48	28.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.47	0.23	0.78	0.87	0.64	0.67	0.56	0.35	0.53	0.93	0.93
d, Delay for Lane Group [s/veh]	46.76	28.22	25.63	57.97	46.62	23.18	35.85	24.32	10.82	46.70	65.66	65.78
Lane Group LOS	D	C	C	E	D	C	D	C	B	D	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.49	5.32	2.02	1.10	8.81	9.00	5.79	7.50	3.63	1.27	13.41	13.34
50th-Percentile Queue Length [ft/ln]	137.27	132.88	50.51	27.38	220.29	225.06	144.67	187.38	90.64	31.82	335.33	333.60
95th-Percentile Queue Length [veh/ln]	9.33	9.10	3.64	1.97	13.68	13.92	9.73	11.99	6.53	2.29	19.42	19.33
95th-Percentile Queue Length [ft/ln]	233.34	227.40	90.91	49.28	341.99	348.07	243.30	299.63	163.15	57.28	485.49	483.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.76	28.22	25.63	57.97	46.62	23.18	35.85	24.32	10.82	46.70	65.72	65.78
Movement LOS	D	C	C	E	D	C	D	C	B	D	E	E
d_A, Approach Delay [s/veh]	37.63			33.86			25.24			63.62		
Approach LOS	D			C			C			E		
d_I, Intersection Delay [s/veh]	37.73											
Intersection LOS	D											
Intersection V/C	0.875											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	42.32			42.32			42.32			42.32		
I_p,int, Pedestrian LOS Score for Intersection	2.720			2.636			3.077			2.771		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	478			558			658			478		
d_b, Bicycle Delay [s]	28.96			26.00			22.52			28.96		
I_b,int, Bicycle LOS Score for Intersection	2.916			2.997			2.938			2.335		
Bicycle LOS	C			C			C			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 1: Camino Capistrano at Ortega Highway**

Control Type:	Signalized	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	473	109	124	459	155	186
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	473	109	124	459	155	186
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	29	33	121	41	49
Total Analysis Volume [veh/h]	498	115	131	483	163	196
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	31	31	12	43	26	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	56	74	8	68	13	13
g / C, Green / Cycle	0.62	0.82	0.09	0.76	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.27	0.07	0.07	0.26	0.09	0.12
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	1161	1305	160	1412	266	237
d1, Uniform Delay [s]	8.83	1.55	40.28	3.65	35.87	37.17
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.16	0.13	3.90	0.66	0.86	2.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.09	0.82	0.34	0.61	0.83
d, Delay for Lane Group [s/veh]	9.99	1.69	44.18	4.31	36.73	39.96
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.84	0.24	2.99	2.37	3.36	4.30
50th-Percentile Queue Length [ft/ln]	121.02	6.09	74.65	59.16	84.11	107.43
95th-Percentile Queue Length [veh/ln]	8.45	0.44	5.37	4.26	6.06	7.70
95th-Percentile Queue Length [ft/ln]	211.23	10.97	134.37	106.49	151.40	192.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.99	1.69	44.18	4.31	36.73	39.96
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	8.43		12.82		38.49	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	16.93					
Intersection LOS	B					
Intersection V/C	0.534					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.349	2.365	2.136
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	586	853	489
d_b, Bicycle Delay [s]	22.49	14.81	25.71
I_b,int, Bicycle LOS Score for Intersection	2.571	2.573	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	34.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.091

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	29	45	35	6	5	1	57	5	35	80	53
Total Analysis Volume [veh/h]	18	117	179	139	25	19	3	228	19	141	320	211
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	31	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	55	55	55	27	27	27	27
g / C, Green / Cycle	0.61	0.61	0.61	0.30	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.38	0.74	0.01	0.07	0.07	0.25	0.23
s, saturation flow rate [veh/h]	817	221	1589	1845	1655	1238	1542
c, Capacity [veh/h]	540	209	969	597	499	431	465
d1, Uniform Delay [s]	21.10	21.33	6.93	23.63	23.67	31.02	28.66
k, delay calibration	0.19	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.76	25.09	0.01	0.85	1.13	10.14	11.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.79	0.02	0.22	0.24	0.72	0.77
d, Delay for Lane Group [s/veh]	22.85	46.42	6.94	24.48	24.80	41.16	40.58
Lane Group LOS	C	D	A	C	C	D	D
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.66	5.08	0.13	2.20	2.03	7.45	8.39
50th-Percentile Queue Length [ft/ln]	116.43	127.04	3.35	54.99	50.64	186.37	209.83
95th-Percentile Queue Length [veh/ln]	8.20	8.78	0.24	3.96	3.65	11.93	13.14
95th-Percentile Queue Length [ft/ln]	204.90	219.46	6.03	98.98	91.15	298.31	328.61

Movement, Approach, & Intersection Results

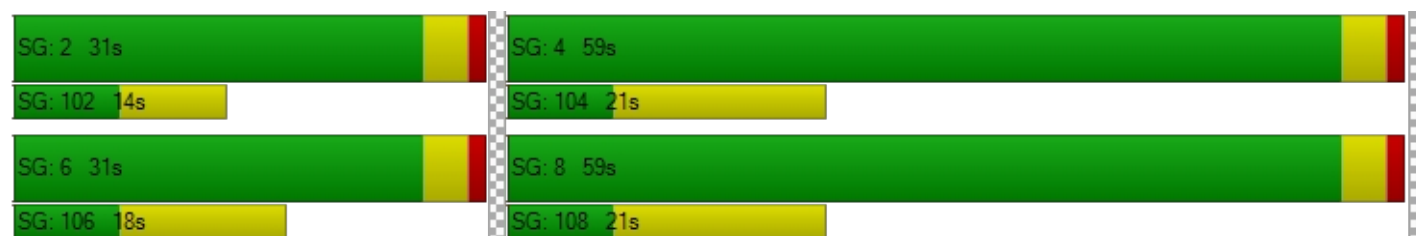
d_M, Delay for Movement [s/veh]	22.85	22.85	22.85	46.42	46.42	6.94	24.48	24.62	24.80	41.16	40.89	40.58
Movement LOS	C	C	C	D	D	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	22.85			42.32			24.63			40.85		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	34.20											
Intersection LOS	C											
Intersection V/C	1.091											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.158			2.111			2.304			2.625		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1222			1222			600			600		
d_b, Bicycle Delay [s]	6.81			6.81			22.05			22.05		
I_b,int, Bicycle LOS Score for Intersection	2.078			1.862			1.766			2.114		
Bicycle LOS	B			A			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	253	3	4	311	139	120	1	19	2	1	6
Total Analysis Volume [veh/h]	97	1014	11	14	1242	557	479	4	75	8	2	22
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	34	0	16	29	29	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	6	53	53	2	48	76	17	17	17	2	2
g / C, Green / Cycle	0.07	0.59	0.59	0.02	0.53	0.84	0.18	0.18	0.18	0.03	0.03
(v / s)_i Volume / Saturation Flow Rate	0.05	0.19	0.19	0.01	0.35	0.35	0.14	0.14	0.05	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1860	1781	3560	1589	1781	1782	1589	1781	1610
c, Capacity [veh/h]	126	2086	1090	32	1897	1332	328	328	293	46	42
d1, Uniform Delay [s]	41.16	9.54	9.54	43.85	15.12	1.82	34.72	34.72	31.50	42.98	43.44
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.49	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.64	0.41	0.79	9.35	1.78	0.94	3.22	3.21	0.46	0.66	4.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.32	0.32	0.44	0.65	0.42	0.74	0.74	0.26	0.17	0.58
d, Delay for Lane Group [s/veh]	44.79	9.95	10.32	53.20	16.90	2.76	37.93	37.93	31.95	43.64	48.06
Lane Group LOS	D	A	B	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.22	3.21	3.47	0.39	8.84	1.34	5.19	5.19	1.42	0.18	0.58
50th-Percentile Queue Length [ft/ln]	55.46	80.24	86.69	9.72	220.99	33.43	129.76	129.86	35.44	4.53	14.44
95th-Percentile Queue Length [veh/ln]	3.99	5.78	6.24	0.70	13.72	2.41	8.93	8.93	2.55	0.33	1.04
95th-Percentile Queue Length [ft/ln]	99.83	144.43	156.04	17.49	342.89	60.17	223.17	223.30	63.79	8.16	25.99

Movement, Approach, & Intersection Results

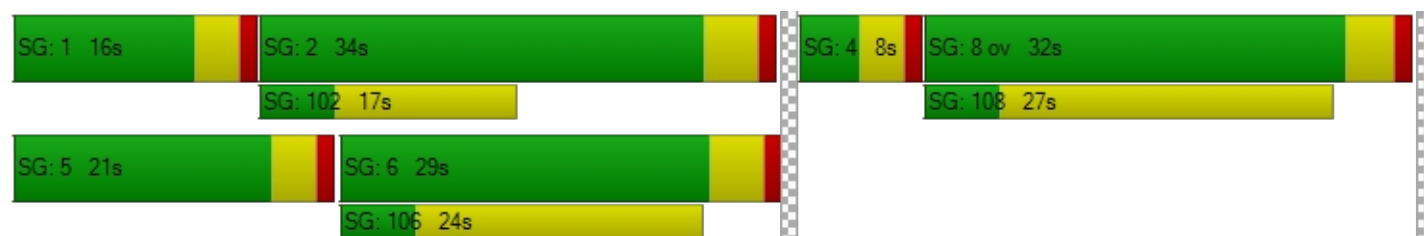
d_M, Delay for Movement [s/veh]	44.79	10.07	10.32	53.20	16.90	2.76	37.93	37.93	31.95	43.64	48.06	48.06
Movement LOS	D	B	B	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	13.08			12.84			37.13			46.95		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	17.07											
Intersection LOS	B											
Intersection V/C	0.639											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.852			0.000			2.429			1.962		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	653			542			617			89		
d_b, Bicycle Delay [s]	20.44			23.95			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.177			3.055			2.480			1.612		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	34.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1043	0	871	0	1084	192	487	941	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1043	0	871	0	1084	192	487	941	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	274	0	229	0	285	51	128	248	0
Total Analysis Volume [veh/h]	0	0	0	1098	0	917	0	1141	202	513	991	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	49	0	0	0	34	0	27	61	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		110	110	110	110	110	110
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		44	44	31	31	20	56
g / C, Green / Cycle		0.40	0.40	0.28	0.28	0.18	0.51
(v / s)_i Volume / Saturation Flow Rate		0.32	0.33	0.22	0.13	0.15	0.28
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1373	1117	1427	445	623	1820
d1, Uniform Delay [s]		29.31	29.68	36.72	32.64	43.39	18.20
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		3.95	5.46	4.78	3.31	3.36	1.17
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.80	0.82	0.80	0.45	0.82	0.54
d, Delay for Lane Group [s/veh]		33.26	35.13	41.49	35.95	46.76	19.37
Lane Group LOS		C	D	D	D	D	B
Critical Lane Group		No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		13.25	11.42	10.00	4.83	6.97	8.57
50th-Percentile Queue Length [ft/ln]		331.29	285.39	249.97	120.81	174.15	214.30
95th-Percentile Queue Length [veh/ln]		19.22	16.96	15.18	8.44	11.29	13.37
95th-Percentile Queue Length [ft/ln]		480.55	423.92	379.61	210.94	282.37	334.34

Movement, Approach, & Intersection Results

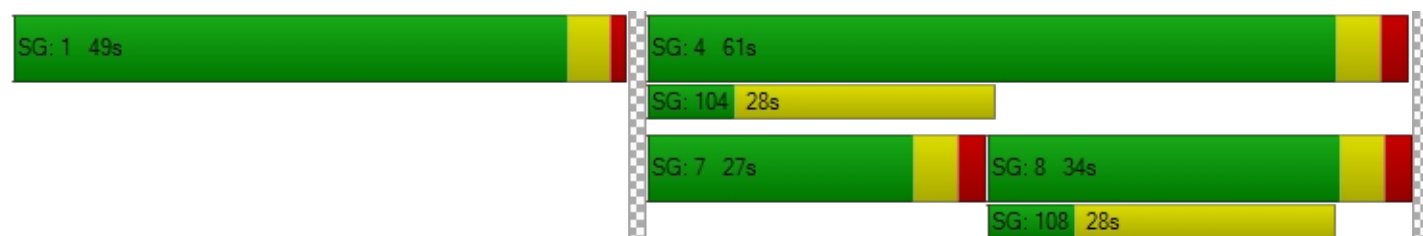
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	33.26	0.00	35.13	0.00	41.49	35.95	46.76	19.37	0.00
Movement LOS				C		D		D	D	D	B	
d_A, Approach Delay [s/veh]	0.00			34.11			40.66			28.71		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	34.25											
Intersection LOS	C											
Intersection V/C	0.784											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	44.55	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.073	2.632	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	809	516	1007
d_b, Bicycle Delay [s]	55.00	19.50	30.26	13.55
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.298	2.800
Bicycle LOS	D	A	B	C

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	36.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.813

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	248	43	421	45	0	152	45	1505	560	0	1844	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	43	421	45	0	152	45	1505	560	0	1844	70
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	11	111	12	0	40	12	396	147	0	485	18
Total Analysis Volume [veh/h]	261	45	443	47	0	160	47	1584	589	0	1941	74
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	57	0	13	0	0	10	50	0	0	40	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	30	30	14	14	4	60	60	60	51	51
g / C, Green / Cycle	0.25	0.25	0.12	0.12	0.03	0.50	0.50	0.50	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.22	0.23	0.03	0.10	0.03	0.31	0.31	0.32	0.38	0.37
s, saturation flow rate [veh/h]	1746	1589	1781	1589	1781	3560	1825	1589	3560	1834
c, Capacity [veh/h]	444	404	211	188	62	1769	907	790	1509	777
d1, Uniform Delay [s]	42.94	43.26	47.93	51.89	57.43	21.96	22.02	22.38	32.02	31.46
k, delay calibration	0.11	0.11	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.52	7.18	0.39	7.81	9.54	1.64	3.23	4.06	8.30	12.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.90	0.22	0.85	0.76	0.62	0.62	0.65	0.89	0.86
d, Delay for Lane Group [s/veh]	48.46	50.44	48.33	59.71	66.97	23.60	25.25	26.44	40.33	43.74
Lane Group LOS	D	D	D	E	E	C	C	C	D	D
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	11.63	11.10	1.30	5.13	1.58	11.40	12.20	11.32	19.33	19.93
50th-Percentile Queue Length [ft/ln]	290.79	277.57	32.58	128.17	39.49	285.0	304.9	283.1	483.22	498.26
95th-Percentile Queue Length [veh/ln]	17.22	16.57	2.35	8.84	2.84	16.94	17.92	16.84	26.54	27.25
95th-Percentile Queue Length [ft/ln]	430.62	414.18	58.65	221.00	71.09	423.4	448.1	421.0	663.47	681.30

Movement, Approach, & Intersection Results

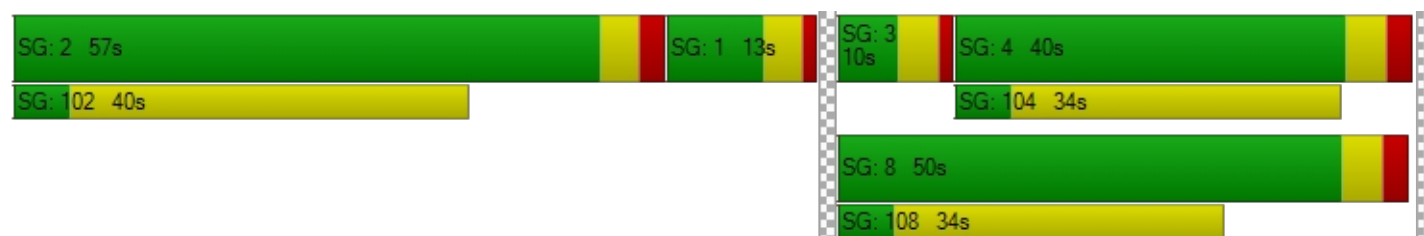
d_M, Delay for Movement [s/veh]	48.46	48.46	50.12	48.33	0.00	59.71	66.97	24.11	26.34	0.00	41.38	43.74
Movement LOS	D	D	D	D		E	E	C	C		D	D
d_A, Approach Delay [s/veh]	49.42			57.12			25.59			41.46		
Approach LOS	D			E			C			D		
d_I, Intersection Delay [s/veh]	36.45											
Intersection LOS	D											
Intersection V/C	0.813											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			0.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	51.36			51.36			0.00			51.36		
I_p,int, Pedestrian LOS Score for Intersection	2.472			2.077			0.000			3.133		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	858			142			738			571		
d_b, Bicycle Delay [s]	19.57			51.82			23.89			30.62		
I_b,int, Bicycle LOS Score for Intersection	2.795			1.560			2.781			2.668		
Bicycle LOS	C			A			C			B		

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	46.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	547	226	22	545	80	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	547	226	22	545	80	11
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	144	59	6	143	21	3
Total Analysis Volume [veh/h]	576	238	23	574	84	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.03	0.01	0.50	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	9.56	0.00	45.99	32.87
Movement LOS	A	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.09	0.00	2.65	2.65
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.18	0.00	66.27	66.27
d_A, Approach Delay [s/veh]	0.00		0.37		44.35	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.97					
Intersection LOS	E					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	258.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.685

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	33	941	51	129	1059	40	15	0	24	10	0	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	941	51	129	1059	40	15	0	24	10	0	92
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	248	13	34	279	11	4	0	6	3	0	24
Total Analysis Volume [veh/h]	35	991	54	136	1115	42	16	0	25	11	0	97
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.21	0.01	0.00	0.68	0.00	0.05	0.36	0.00	0.19
d_M, Delay for Movement [s/veh]	11.38	0.00	0.00	11.85	0.00	0.00	258.19	274.17	111.68	144.03	192.38	32.23
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	D
95th-Percentile Queue Length [veh/ln]	0.19	0.00	0.00	0.77	0.00	0.00	3.11	3.11	3.11	2.90	2.90	2.90
95th-Percentile Queue Length [ft/ln]	4.64	0.00	0.00	19.19	0.00	0.00	77.87	77.87	77.87	72.48	72.48	72.48
d_A, Approach Delay [s/veh]	0.37			1.25			168.85			43.61		
Approach LOS	A			A			F			E		
d_I, Intersection Delay [s/veh]	5.41											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	23.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵			↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	14	4	495	43	6	3	3	679	18	549	877	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	4	495	43	6	3	3	679	18	549	877	49
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	130	11	2	1	1	179	5	144	231	13
Total Analysis Volume [veh/h]	15	4	521	45	6	3	3	715	19	578	923	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	29	0	9	35	0	41	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	37	5	5	1	61	61	24	84	84
g / C, Green / Cycle	0.08	0.08	0.32	0.04	0.04	0.00	0.53	0.53	0.21	0.73	0.73
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.19	0.03	0.01	0.00	0.20	0.20	0.17	0.26	0.26
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1766	1781	1870	1853	3459	1870	1835
c, Capacity [veh/h]	148	156	910	78	77	9	989	980	710	1363	1338
d1, Uniform Delay [s]	48.77	48.46	32.34	53.98	52.88	57.06	15.92	15.93	43.63	5.73	5.75
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	0.07	0.57	6.58	0.66	20.82	1.08	1.09	2.33	0.74	0.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.03	0.57	0.58	0.12	0.34	0.37	0.37	0.81	0.36	0.36
d, Delay for Lane Group [s/veh]	49.06	48.53	32.91	60.56	53.54	77.89	17.00	17.02	45.97	6.47	6.51
Lane Group LOS	D	D	C	E	D	E	B	B	D	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.41	0.11	6.07	1.42	0.26	0.14	5.88	5.83	8.04	4.10	4.07
50th-Percentile Queue Length [ft/ln]	10.29	2.72	151.63	35.52	6.62	3.46	146.96	145.79	201.09	102.58	101.72
95th-Percentile Queue Length [veh/ln]	0.74	0.20	10.10	2.56	0.48	0.25	9.85	9.79	12.69	7.39	7.32
95th-Percentile Queue Length [ft/ln]	18.52	4.89	252.60	63.93	11.91	6.23	246.37	244.81	317.37	184.65	183.10

Movement, Approach, & Intersection Results

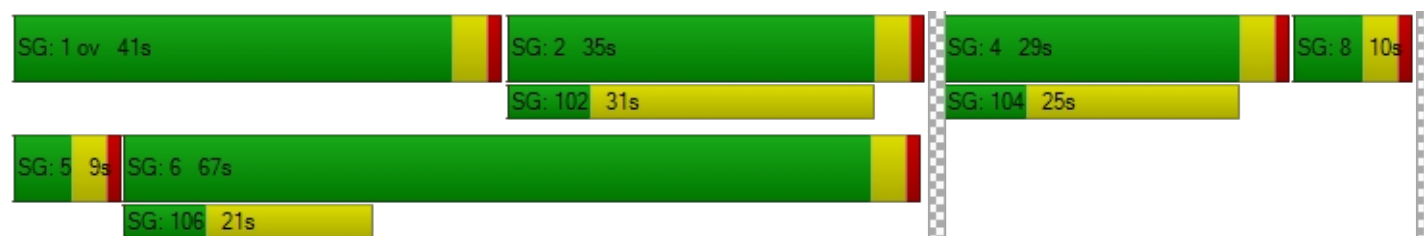
d_M, Delay for Movement [s/veh]	49.06	48.53	32.91	60.56	53.54	53.54	77.89	17.01	17.02	45.97	6.49	6.51
Movement LOS	D	D	C	E	D	D	E	B	B	D	A	A
d_A, Approach Delay [s/veh]	33.47			59.39			17.26			21.18		
Approach LOS	C			E			B			C		
d_I, Intersection Delay [s/veh]	23.20											
Intersection LOS	C											
Intersection V/C	0.590											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	47.05			47.05			47.05			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.650			1.989			2.639			0.000		
Crosswalk LOS	B			A			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	104			435			539			1095		
d_b, Bicycle Delay [s]	51.68			35.24			30.70			11.77		
I_b,int, Bicycle LOS Score for Intersection	2.451			1.649			2.168			2.841		
Bicycle LOS	B			A			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	37	24	0	11	15	303	7	34	359	14
Total Analysis Volume [veh/h]	61	1	147	96	1	43	60	1211	29	137	1435	56
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	11	0	27	40	0	9	22	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	15	7	7	4	61	61	5	62	62
g / C, Green / Cycle	0.06	0.16	0.07	0.07	0.04	0.64	0.64	0.05	0.65	0.65
(v / s)_i Volume / Saturation Flow Rate	0.03	0.09	0.05	0.03	0.03	0.33	0.33	0.04	0.40	0.04
s, saturation flow rate [veh/h]	1782	1589	1781	1595	1781	1870	1855	3459	3560	1589
c, Capacity [veh/h]	114	253	130	117	80	1199	1189	185	2313	1033
d1, Uniform Delay [s]	43.21	37.05	43.20	42.03	44.89	9.17	9.18	44.38	9.78	6.05
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.02	2.10	7.83	2.00	12.75	1.61	1.62	5.68	1.26	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.58	0.74	0.38	0.75	0.52	0.52	0.74	0.62	0.05
d, Delay for Lane Group [s/veh]	47.23	39.14	51.03	44.03	57.65	10.78	10.80	50.06	11.04	6.15
Lane Group LOS	D	D	D	D	E	B	B	D	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.53	3.28	2.48	1.04	1.67	6.65	6.61	1.72	8.01	0.40
50th-Percentile Queue Length [ft/ln]	38.27	82.01	61.90	26.07	41.82	166.20	165.18	43.11	200.31	9.90
95th-Percentile Queue Length [veh/ln]	2.76	5.90	4.46	1.88	3.01	10.88	10.82	3.10	12.65	0.71
95th-Percentile Queue Length [ft/ln]	68.89	147.62	111.42	46.92	75.28	271.92	270.57	77.59	316.37	17.82

Movement, Approach, & Intersection Results

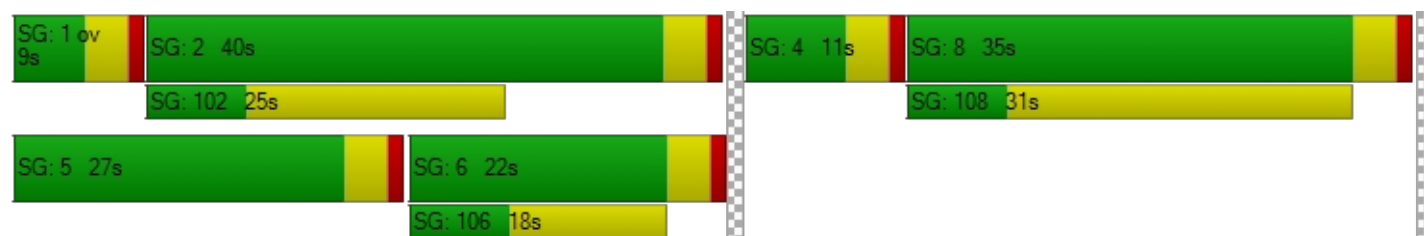
d_M, Delay for Movement [s/veh]	47.23	47.23	39.14	51.03	44.03	44.03	57.65	10.79	10.80	50.06	11.04	6.15
Movement LOS	D	D	D	D	D	D	E	B	B	D	B	A
d_A, Approach Delay [s/veh]	41.54			48.83			12.95			14.16		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	16.91											
Intersection LOS	B											
Intersection V/C	0.693											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	37.18			37.18			0.00			37.18		
I_p,int, Pedestrian LOS Score for Intersection	2.225			2.026			0.000			3.025		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	652			147			757			379		
d_b, Bicycle Delay [s]	21.59			40.80			18.36			31.24		
I_b,int, Bicycle LOS Score for Intersection	1.904			1.791			2.632			2.903		
Bicycle LOS	A			A			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 10: Camino Capistrano at Del Obispo Street**

Control Type:	Signalized	Delay (sec / veh):	35.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.822

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	465	316	207	64	271	343	285	712	336	173	841	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	465	316	207	64	271	343	285	712	336	173	841	108
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	83	54	17	71	90	75	187	88	46	221	28
Total Analysis Volume [veh/h]	489	333	218	67	285	361	300	749	354	182	885	114
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	22	45	0	10	33	33	8	33	33	12	37	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	16	29	29	5	18	38	15	39	61	7	32	32
g / C, Green / Cycle	0.16	0.29	0.29	0.05	0.18	0.38	0.15	0.39	0.61	0.07	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.14	0.18	0.14	0.04	0.15	0.23	0.09	0.21	0.22	0.05	0.27	0.27
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1796
c, Capacity [veh/h]	559	544	463	86	333	595	503	1402	964	252	601	577
d1, Uniform Delay [s]	40.94	30.59	29.14	47.05	39.88	25.33	39.99	23.28	9.98	45.37	31.67	31.69
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.22	0.04	0.50	0.21	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.76	1.12	0.75	5.50	6.37	2.04	0.42	1.46	0.45	1.47	13.88	14.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.61	0.47	0.78	0.86	0.61	0.60	0.53	0.37	0.72	0.85	0.85
d, Delay for Lane Group [s/veh]	42.70	31.71	29.88	52.55	46.25	27.37	40.41	24.75	10.43	46.84	45.55	46.18
Lane Group LOS	D	C	C	D	D	C	D	C	B	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.95	6.98	4.34	1.77	7.30	7.10	3.45	6.90	3.79	2.25	13.51	13.10
50th-Percentile Queue Length [ft/ln]	148.70	174.54	108.60	44.29	182.47	177.41	86.26	172.60	94.71	56.21	337.71	327.51
95th-Percentile Queue Length [veh/ln]	9.95	11.31	7.76	3.19	11.73	11.47	6.21	11.21	6.82	4.05	19.54	19.04
95th-Percentile Queue Length [ft/ln]	248.70	282.87	194.06	79.72	293.23	286.63	155.27	280.32	170.48	101.17	488.41	475.90

Movement, Approach, & Intersection Results

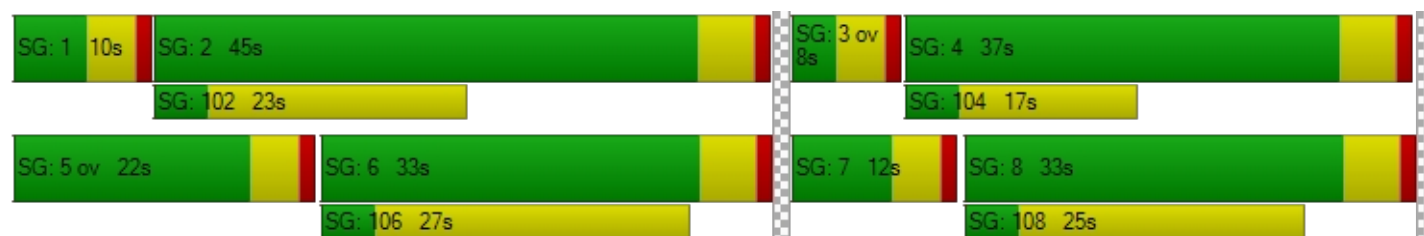
d_M, Delay for Movement [s/veh]	42.70	31.71	29.88	52.55	46.25	27.37	40.41	24.75	10.43	46.84	45.82	46.18
Movement LOS	D	C	C	D	D	C	D	C	B	D	D	D
d_A, Approach Delay [s/veh]	36.49			37.28			24.48			46.01		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	35.33											
Intersection LOS	D											
Intersection V/C	0.822											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	42.32			42.32			42.32			42.32		
I_p,int, Pedestrian LOS Score for Intersection	2.763			2.592			3.038			2.820		
Crosswalk LOS	C			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	798			558			558			638		
d_b, Bicycle Delay [s]	18.06			26.00			26.00			23.19		
I_b,int, Bicycle LOS Score for Intersection	3.276			2.736			2.717			2.534		
Bicycle LOS	C			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX F-VIII

**EXISTING PLUS PROJECT (WITH FORSTER) PLUS
CUMULATIVE (YEAR 2028) TRAFFIC CONDITIONS
WITH IMPROVEMENTS – HCM METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	27.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.802

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	510	35	248	589	185	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	510	35	248	589	185	395
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	134	9	65	155	49	104
Total Analysis Volume [veh/h]	537	37	261	620	195	416
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	19	32	37	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	37	67	15	56	26	26
g / C, Green / Cycle	0.41	0.75	0.17	0.62	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.29	0.02	0.15	0.33	0.11	0.26
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	766	1184	296	1159	506	452
d1, Uniform Delay [s]	22.03	3.00	36.71	9.74	25.90	31.24
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.20
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.31	0.05	3.45	1.77	0.18	13.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.03	0.88	0.53	0.39	0.92
d, Delay for Lane Group [s/veh]	27.34	3.05	40.16	11.51	26.08	44.63
Lane Group LOS	C	A	D	B	C	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.07	0.15	5.78	6.70	3.31	10.15
50th-Percentile Queue Length [ft/ln]	251.75	3.70	144.57	167.61	82.86	253.63
95th-Percentile Queue Length [veh/ln]	15.27	0.27	9.73	10.95	5.97	15.37
95th-Percentile Queue Length [ft/ln]	381.85	6.67	243.16	273.77	149.15	384.22

Movement, Approach, & Intersection Results

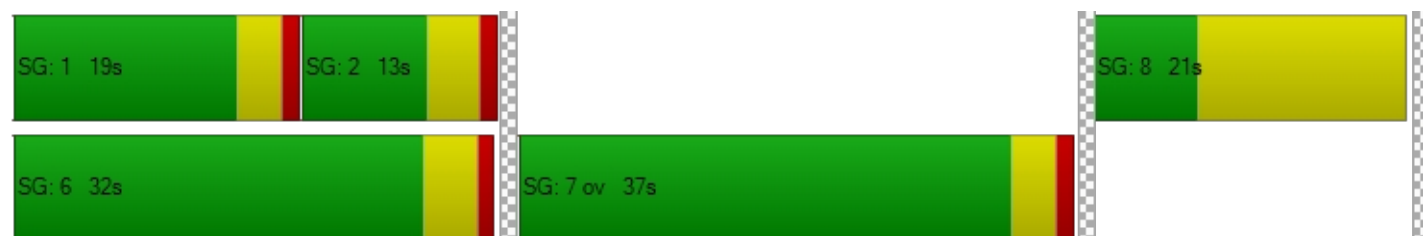
d_M, Delay for Movement [s/veh]	27.34	3.05	40.16	11.51	26.08	44.63
Movement LOS	C	A	D	B	C	D
d_A, Approach Delay [s/veh]	25.78		19.99		38.71	
Approach LOS	C		B		D	
d_I, Intersection Delay [s/veh]	27.14					
Intersection LOS	C					
Intersection V/C	0.802					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.391	2.536	2.235
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	609	733
d_b, Bicycle Delay [s]	37.01	21.79	18.07
I_b,int, Bicycle LOS Score for Intersection	2.507	3.013	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	25.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.644

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	83	105	90	242	36	59	3	266	17	84	438	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	105	90	242	36	59	3	266	17	84	438	244
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	28	24	64	9	16	1	70	4	22	115	64
Total Analysis Volume [veh/h]	87	111	95	255	38	62	3	280	18	88	461	257
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	39	0	0	29	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	17	17	44	44	44	44
g / C, Green / Cycle	0.19	0.19	0.19	0.48	0.48	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.17	0.16	0.04	0.09	0.09	0.26	0.25
s, saturation flow rate [veh/h]	1744	1792	1589	1859	1665	1651	1522
c, Capacity [veh/h]	339	339	301	939	804	846	736
d1, Uniform Delay [s]	35.18	35.43	30.84	13.15	13.17	15.82	16.10
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.60	6.56	0.34	0.39	0.48	2.10	2.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.86	0.21	0.17	0.18	0.50	0.52
d, Delay for Lane Group [s/veh]	41.78	41.99	31.17	13.54	13.65	17.91	18.75
Lane Group LOS	D	D	C	B	B	B	B
Critical Lane Group	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.71	6.72	1.15	1.83	1.67	6.08	5.68
50th-Percentile Queue Length [ft/ln]	167.80	168.03	28.80	45.82	41.76	152.03	142.09
95th-Percentile Queue Length [veh/ln]	10.96	10.97	2.07	3.30	3.01	10.13	9.59
95th-Percentile Queue Length [ft/ln]	274.03	274.33	51.85	82.47	75.17	253.14	239.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.78	41.78	41.78	41.99	41.99	31.17	13.54	13.59	13.65	17.91	18.14	18.75
Movement LOS	D	D	D	D	D	C	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	41.78			40.10			13.59			18.31		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	25.83											
Intersection LOS	C											
Intersection V/C	0.644											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			34.72			34.72		
I_p,int, Pedestrian LOS Score for Intersection	2.053			2.180			2.353			2.481		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	777			555			400			400		
d_b, Bicycle Delay [s]	16.85			23.52			28.85			28.85		
I_b,int, Bicycle LOS Score for Intersection	2.043			2.145			1.808			2.225		
Bicycle LOS	B			B			A			B		

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	41	1018	6	14	1155	694	534	0	66	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	1018	6	14	1155	694	534	0	66	6	0	10
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	268	2	4	304	183	141	0	17	2	0	3
Total Analysis Volume [veh/h]	43	1072	6	14	1216	731	562	0	69	6	0	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	8	27	0	23	42	42	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	3	51	51	2	50	79	19	19	19	1	1
g / C, Green / Cycle	0.03	0.57	0.57	0.02	0.55	0.88	0.21	0.21	0.21	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.02	0.20	0.20	0.01	0.34	0.46	0.16	0.16	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1865	1781	3560	1589	1781	1781	1589	1781	1589
c, Capacity [veh/h]	57	2015	1055	32	1965	1394	380	380	339	30	27
d1, Uniform Delay [s]	43.30	10.60	10.60	43.85	13.75	1.26	33.15	33.15	29.18	43.74	43.90
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.39	0.48	0.92	9.35	1.47	1.41	2.85	2.85	0.29	1.21	3.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.35	0.35	0.44	0.62	0.52	0.74	0.74	0.20	0.20	0.41
d, Delay for Lane Group [s/veh]	50.69	11.08	11.52	53.20	15.23	2.67	35.99	35.99	29.48	44.95	47.65
Lane Group LOS	D	B	B	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.06	3.64	3.94	0.39	8.07	0.78	5.91	5.91	1.24	0.14	0.27
50th-Percentile Queue Length [ft/ln]	26.45	91.08	98.62	9.72	201.65	19.59	147.70	147.70	31.00	3.52	6.71
95th-Percentile Queue Length [veh/ln]	1.90	6.56	7.10	0.70	12.72	1.41	9.89	9.89	2.23	0.25	0.48
95th-Percentile Queue Length [ft/ln]	47.61	163.94	177.52	17.49	318.09	35.26	247.36	247.36	55.80	6.34	12.09

Movement, Approach, & Intersection Results

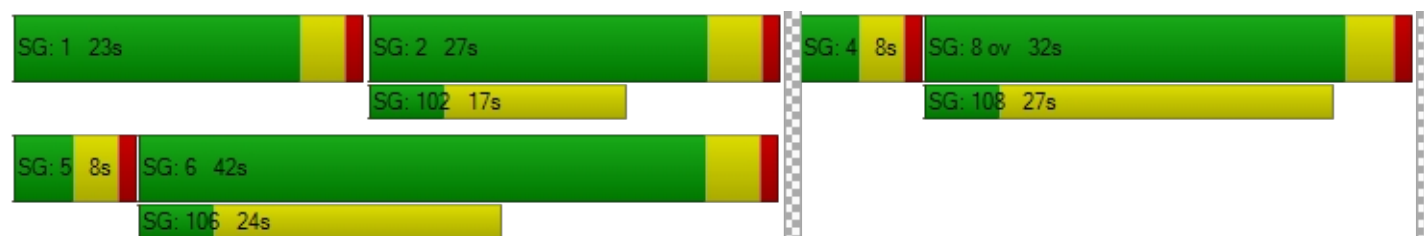
d_M, Delay for Movement [s/veh]	50.69	11.23	11.52	53.20	15.23	2.67	35.99	35.99	29.48	44.95	47.65	47.65
Movement LOS	D	B	B	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	12.75			10.82			35.28			46.70		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	15.70											
Intersection LOS	B											
Intersection V/C	0.624											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.846			0.000			2.475			1.954		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	497			830			617			89		
d_b, Bicycle Delay [s]	25.43			15.41			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.176			3.177			2.601			1.588		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	514	167	7	768	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	514	167	7	768	0	4
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	44	2	202	0	1
Total Analysis Volume [veh/h]	541	176	7	808	0	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	9.11	0.00	0.00	12.53
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.60	0.00	0.00	0.63
d_A, Approach Delay [s/veh]	0.00		0.08		12.53	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	99.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.102

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	10	975	31	105	1022	18	0	0	10	4	0	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	975	31	105	1022	18	0	0	10	4	0	33
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	257	8	28	269	5	0	0	3	1	0	9
Total Analysis Volume [veh/h]	11	1026	33	111	1076	19	0	0	11	4	0	35
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.17	0.01	0.00	0.00	0.00	0.02	0.10	0.00	0.07
d_M, Delay for Movement [s/veh]	10.79	0.00	0.00	11.63	0.00	0.00	0.00	135.11	12.55	99.58	135.49	15.32
Movement LOS	B	A	A	B	A	A		F	B	F	F	C
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.61	0.00	0.00	0.00	0.07	0.07	0.60	0.60	0.60
95th-Percentile Queue Length [ft/ln]	1.33	0.00	0.00	15.21	0.00	0.00	0.00	1.73	1.73	15.05	15.05	15.05
d_A, Approach Delay [s/veh]	0.11			1.07			12.55			23.97		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.07											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 1: Camino Capistrano at Ortega Highway**

Control Type:	Signalized	Delay (sec / veh):	18.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.552

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	473	109	124	459	235	186
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	473	109	124	459	235	186
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	29	33	121	62	49
Total Analysis Volume [veh/h]	498	115	131	483	247	196
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	15	28	41	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	54	74	8	66	15	15
g / C, Green / Cycle	0.60	0.82	0.09	0.74	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.27	0.07	0.07	0.26	0.14	0.12
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	1125	1302	164	1380	296	264
d1, Uniform Delay [s]	9.75	1.59	40.09	4.17	36.34	35.70
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.26	0.13	3.41	0.70	2.37	1.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.09	0.80	0.35	0.83	0.74
d, Delay for Lane Group [s/veh]	11.01	1.72	43.50	4.87	38.70	37.24
Lane Group LOS	B	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.19	0.25	2.96	2.65	5.35	4.13
50th-Percentile Queue Length [ft/ln]	129.69	6.26	74.00	66.34	133.72	103.29
95th-Percentile Queue Length [veh/ln]	8.92	0.45	5.33	4.78	9.14	7.44
95th-Percentile Queue Length [ft/ln]	223.07	11.26	133.21	119.42	228.54	185.91

Movement, Approach, & Intersection Results

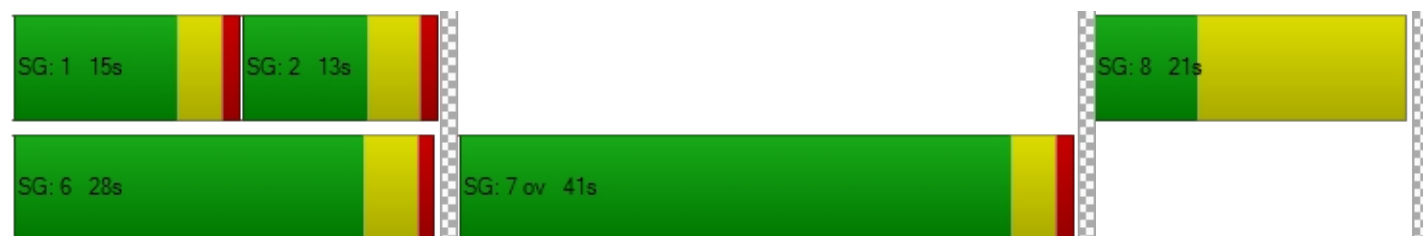
d_M, Delay for Movement [s/veh]	11.01	1.72	43.50	4.87	38.70	37.24
Movement LOS	B	A	D	A	D	D
d_A, Approach Delay [s/veh]	9.27		13.11		38.06	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	18.32					
Intersection LOS	B					
Intersection V/C	0.552					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.376	2.365	2.164
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	520	822
d_b, Bicycle Delay [s]	37.01	24.66	15.62
I_b,int, Bicycle LOS Score for Intersection	2.571	2.573	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	26.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.627

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	97	111	185	132	24	18	3	217	18	134	304	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	111	185	132	24	18	3	217	18	134	304	200
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	29	49	35	6	5	1	57	5	35	80	53
Total Analysis Volume [veh/h]	102	117	195	139	25	19	3	228	19	141	320	211
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	43	0	0	25	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	24	10	10	44	44	44	44
g / C, Green / Cycle	0.27	0.11	0.11	0.48	0.48	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.24	0.09	0.01	0.07	0.07	0.24	0.23
s, saturation flow rate [veh/h]	1707	1794	1589	1859	1655	1362	1537
c, Capacity [veh/h]	459	206	182	939	799	715	743
d1, Uniform Delay [s]	31.77	38.86	35.73	12.95	12.97	16.89	15.57
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.70	6.91	0.25	0.31	0.39	2.06	2.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.80	0.10	0.14	0.15	0.45	0.47
d, Delay for Lane Group [s/veh]	38.47	45.77	35.98	13.26	13.36	18.95	17.69
Lane Group LOS	D	D	D	B	B	B	B
Critical Lane Group	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.27	3.87	0.38	1.50	1.37	4.91	4.96
50th-Percentile Queue Length [ft/ln]	231.87	96.85	9.58	37.51	34.14	122.66	123.89
95th-Percentile Queue Length [veh/ln]	14.27	6.97	0.69	2.70	2.46	8.54	8.61
95th-Percentile Queue Length [ft/ln]	356.73	174.34	17.25	67.52	61.45	213.48	215.16

Movement, Approach, & Intersection Results

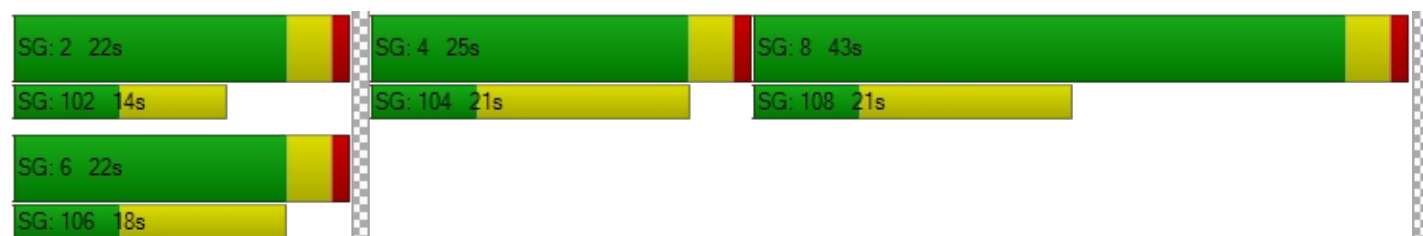
d_M, Delay for Movement [s/veh]	38.47	38.47	38.47	45.77	45.77	35.98	13.26	13.31	13.36	18.95	18.41	17.69
Movement LOS	D	D	D	D	D	D	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	38.47			44.75			13.31			18.30		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	26.16											
Intersection LOS	C											
Intersection V/C	0.627											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.70			34.70			34.70			34.70		
I_p,int, Pedestrian LOS Score for Intersection	2.207			2.111			2.299			2.431		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	866			466			400			400		
d_b, Bicycle Delay [s]	14.47			26.47			28.82			28.82		
I_b,int, Bicycle LOS Score for Intersection	2.243			1.862			1.766			2.114		
Bicycle LOS	B			A			A			B		

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	17.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.644

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	92	939	10	14	1180	529	470	4	71	8	2	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	939	10	14	1180	529	470	4	71	8	2	21
Peak Hour Factor	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	247	3	4	311	139	124	1	19	2	1	6
Total Analysis Volume [veh/h]	97	988	11	14	1242	557	495	4	75	8	2	22
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	33	0	17	29	29	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	6	53	53	2	48	76	17	17	17	2	2
g / C, Green / Cycle	0.07	0.58	0.58	0.02	0.53	0.84	0.19	0.19	0.19	0.03	0.03
(v / s)_i Volume / Saturation Flow Rate	0.05	0.18	0.18	0.01	0.35	0.35	0.14	0.14	0.05	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1859	1781	3560	1589	1781	1782	1589	1781	1610
c, Capacity [veh/h]	126	2070	1081	32	1881	1332	336	336	300	46	42
d1, Uniform Delay [s]	41.16	9.69	9.69	43.85	15.41	1.82	34.52	34.52	31.15	42.98	43.44
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.49	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.64	0.40	0.77	9.35	1.84	0.94	3.24	3.24	0.43	0.66	4.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.32	0.32	0.44	0.66	0.42	0.74	0.74	0.25	0.17	0.58
d, Delay for Lane Group [s/veh]	44.79	10.09	10.46	53.20	17.25	2.76	37.76	37.76	31.58	43.64	48.06
Lane Group LOS	D	B	B	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.22	3.16	3.41	0.39	8.96	1.34	5.36	5.36	1.41	0.18	0.58
50th-Percentile Queue Length [ft/ln]	55.46	78.89	85.20	9.72	223.95	33.43	133.91	134.00	35.19	4.53	14.44
95th-Percentile Queue Length [veh/ln]	3.99	5.68	6.13	0.70	13.87	2.41	9.15	9.16	2.53	0.33	1.04
95th-Percentile Queue Length [ft/ln]	99.83	142.00	153.36	17.49	346.66	60.17	228.80	228.92	63.34	8.16	25.99

Movement, Approach, & Intersection Results

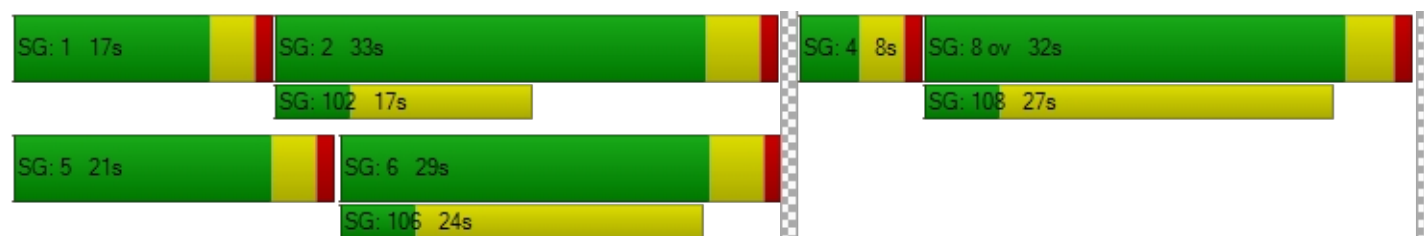
d_M, Delay for Movement [s/veh]	44.79	10.21	10.46	53.20	17.25	2.76	37.76	37.76	31.58	43.64	48.06	48.06
Movement LOS	D	B	B	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	13.28			13.08			36.95			46.95		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	17.35											
Intersection LOS	B											
Intersection V/C	0.644											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.848			0.000			2.432			1.962		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	630			542			617			89		
d_b, Bicycle Delay [s]	21.12			23.95			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.162			3.055			2.507			1.612		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	547	226	22	628	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	547	226	22	628	0	11
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	144	59	6	165	0	3
Total Analysis Volume [veh/h]	576	238	23	661	0	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.03	0.01	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	9.56	0.00	0.00	13.37
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.09	0.00	0.00	0.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.18	0.00	0.00	2.09
d_A, Approach Delay [s/veh]	0.00		0.32		13.37	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	144.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.363

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	33	941	51	129	1059	40	0	0	24	10	0	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	941	51	129	1059	40	0	0	24	10	0	92
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	248	13	34	279	11	0	0	6	3	0	24
Total Analysis Volume [veh/h]	35	991	54	136	1115	42	0	0	25	11	0	97
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.21	0.01	0.00	0.00	0.00	0.05	0.36	0.00	0.19
d_M, Delay for Movement [s/veh]	11.38	0.00	0.00	11.85	0.00	0.00	0.00	175.52	13.03	144.03	192.38	32.23
Movement LOS	B	A	A	B	A	A		F	B	F	F	D
95th-Percentile Queue Length [veh/ln]	0.19	0.00	0.00	0.77	0.00	0.00	0.00	0.17	0.17	2.90	2.90	2.90
95th-Percentile Queue Length [ft/ln]	4.64	0.00	0.00	19.19	0.00	0.00	0.00	4.17	4.17	72.48	72.48	72.48
d_A, Approach Delay [s/veh]	0.37			1.25			13.03			43.61		
Approach LOS	A			A			B			E		
d_I, Intersection Delay [s/veh]	2.81											
Intersection LOS	F											

APPENDIX G

SYNCHRO ANALYSIS WORKSHEETS (NEAR-TERM)

APPENDIX G-1

**EXISTING TRAFFIC CONDITIONS – SYNCHRO
OPERATIONS METHOD OF ANALYSIS**

Lanes, Volumes, Timings

3: Del Obispo Street & Ortega Highway

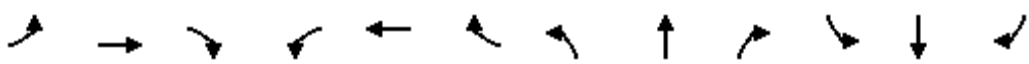
AM Ex
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	406	0	64	6	0	10	36	944	6	14	1056	526
Future Volume (vph)	406	0	64	6	0	10	36	944	6	14	1056	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.850			0.999				0.850
Flt Protected	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Flt Permitted	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		165			1				554
Link Speed (mph)		25			25			35				35
Link Distance (ft)		407			222			927				426
Travel Time (s)		11.1			6.1			18.1				8.3
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
Adj. Flow (vph)	427	0	67	6	0	11	38	994	6	15	1112	554
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	213	214	67	6	11	0	38	1000	0	15	1112	554
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings

3: Del Obispo Street & Ortega Highway

AM Ex
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	46.0		10.0	46.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		10.0%	46.0%		10.0%	46.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		6.0	41.0		6.0	41.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	22.1	22.1	22.1	6.0	6.0		6.0	59.5		6.0	57.5	84.6
Actuated g/C Ratio	0.22	0.22	0.22	0.06	0.06		0.06	0.60		0.06	0.58	0.85
v/c Ratio	0.58	0.58	0.15	0.06	0.04		0.36	0.33		0.14	0.55	0.39
Control Delay	40.0	40.1	1.5	45.7	0.3		48.1	5.3		47.8	18.1	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.0	40.1	1.5	45.7	0.3		48.1	5.3		47.8	18.1	1.1
LOS	D	D	A	D	A		D	A		D	B	A
Approach Delay		34.8			16.3			6.9			12.8	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	126	127	0	4	0		25	20		9	220	0
Queue Length 95th (ft)	191	192	6	17	0		m58	59		30	396	12
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	470	529	106	250		106	3025		106	2036	1424
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.45	0.46	0.13	0.06	0.04		0.36	0.33		0.14	0.55	0.39

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 31 (31%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 14.3

Intersection LOS: B

Intersection Capacity Utilization 56.2%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 3: Del Obispo Street & Ortega Highway

AM Ex
 AM Peak Hour

Splits and Phases: 3: Del Obispo Street & Ortega Highway

 Ø2 (R)	 Ø1	 Ø4	 Ø8
46 s	10 s	33 s	11 s
 Ø6 (R)	 Ø5		
46 s	10 s		

HCM 6th Signalized Intersection Summary

3: Del Bispo Street & Ortega Highway

AM Ex
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			 	
Traffic Volume (veh/h)	406	0	64	6	0	10	36	944	6	14	1056	526
Future Volume (veh/h)	406	0	64	6	0	10	36	944	6	14	1056	526
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	427	0	67	6	0	11	38	994	6	15	1112	554
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	540	0	240	40	0	36	402	2147	13	402	1457	890
Arrive On Green	0.15	0.00	0.15	0.02	0.00	0.02	0.07	0.14	0.14	0.23	0.41	0.41
Sat Flow, veh/h	3563	0	1585	1781	0	1585	1781	5237	32	1781	3554	1585
Grp Volume(v), veh/h	427	0	67	6	0	11	38	646	354	15	1112	554
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1865	1781	1777	1585
Q Serve(g_s), s	11.6	0.0	3.7	0.3	0.0	0.7	2.0	17.5	17.5	0.7	26.9	23.6
Cycle Q Clear(g_c), s	11.6	0.0	3.7	0.3	0.0	0.7	2.0	17.5	17.5	0.7	26.9	23.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	540	0	240	40	0	36	402	1396	765	402	1457	890
V/C Ratio(X)	0.79	0.00	0.28	0.15	0.00	0.31	0.09	0.46	0.46	0.04	0.76	0.62
Avail Cap(c_a), veh/h	998	0	444	107	0	95	402	1396	765	402	1457	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	0.0	37.6	47.9	0.0	48.1	36.7	33.1	33.1	30.2	25.3	14.8
Incr Delay (d2), s/veh	2.7	0.0	0.6	1.7	0.0	4.7	0.1	1.1	2.0	0.0	3.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	1.5	0.2	0.0	0.3	0.9	8.1	9.1	0.3	11.5	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	0.0	38.2	49.6	0.0	52.8	36.8	34.2	35.1	30.3	29.2	18.0
LnGrp LOS	D	A	D	D	A	D	D	C	D	C	C	B
Approach Vol, veh/h	494			17			1038			1681		
Approach Delay, s/veh	42.8			51.7			34.6			25.5		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	26.6	46.0	20.2		26.6	46.0	7.3					
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0					
Max Green Setting (Gmax), s	6.0	41.0	28.0		6.0	41.0	6.0					
Max Q Clear Time (g_c+I1), s	2.7	19.5	13.6		4.0	28.9	2.7					
Green Ext Time (p_c), s	0.0	6.6	1.6		0.0	7.5	0.0					
Intersection Summary												
HCM 6th Ctrl Delay	31.2											
HCM 6th LOS	C											

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

AM Ex
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	6	4	0	32	4	884	30	102	932	12
Future Volume (vph)	6	0	6	4	0	32	4	884	30	102	932	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.932			0.879				0.850			0.850
Flt Protected		0.976			0.995		0.950			0.950		
Satd. Flow (prot)	0	1694	0	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.976			0.995		0.950			0.950		
Satd. Flow (perm)	0	1694	0	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	6	0	6	4	0	34	4	931	32	107	981	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	38	0	4	931	32	107	981	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop			Stop			Free			Free		
Intersection Summary												
Area Type: Other												
Control Type: Unsignalized												
Intersection Capacity Utilization 43.4%												
ICU Level of Service A												
Analysis Period (min) 15												

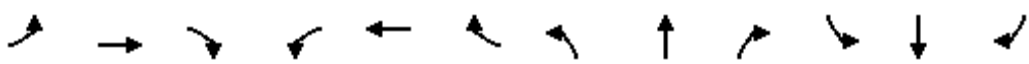
HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

AM Ex
AM Peak Hour

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	6	0	6	4	0	32	4	884	30	102	932	12
Future Vol, veh/h	6	0	6	4	0	32	4	884	30	102	932	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	6	4	0	34	4	931	32	107	981	13
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1669	2134	491	1644	2134	466	981	0	-	931	0	0
Stage 1	1195	1195	-	939	939	-	-	-	-	-	-	-
Stage 2	474	939	-	705	1195	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	63	49	523	66	49	543	699	-	0	731	-	0
Stage 1	198	258	-	284	341	-	-	-	0	-	-	0
Stage 2	540	341	-	393	258	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	52	42	523	58	42	543	699	-	-	731	-	-
Mov Cap-2 Maneuver	52	42	-	58	42	-	-	-	-	-	-	-
Stage 1	197	220	-	282	339	-	-	-	-	-	-	-
Stage 2	504	339	-	331	220	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	48.6		19.8		0		1.1					
HCM LOS	E		C									
Minor Lane/Major Mvmt	NBL		NBT		EBLn1WBLn1		SBL		SBT			
Capacity (veh/h)	699		-		95		281		731		-	
HCM Lane V/C Ratio	0.006		-		0.133		0.135		0.147		-	
HCM Control Delay (s)	10.2		-		48.6		19.8		10.8		-	
HCM Lane LOS	B		-		E		C		B		-	
HCM 95th %tile Q(veh)	0		-		0.4		0.5		0.5		-	

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM Ex
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	392	694	272	84	702	14	360	192	92	36	258	386
Future Volume (vph)	392	694	272	84	702	14	360	192	92	36	258	386
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			270		2				164			153
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
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
Adj. Flow (vph)	413	731	286	88	739	15	379	202	97	38	272	406
Shared Lane Traffic (%)												
Lane Group Flow (vph)	413	731	286	88	754	0	379	202	97	38	272	406
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM Ex
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	20.0	41.0	17.0	10.0	31.0		17.0	39.0	39.0	10.0	32.0	20.0
Total Split (%)	20.0%	41.0%	17.0%	10.0%	31.0%		17.0%	39.0%	39.0%	10.0%	32.0%	20.0%
Maximum Green (s)	16.0	36.0	13.0	6.0	26.0		13.0	34.0	34.0	6.0	27.0	16.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	16.0	44.8	62.5	6.6	33.4		12.7	30.6	30.6	5.6	19.9	36.9
Actuated g/C Ratio	0.16	0.45	0.62	0.07	0.33		0.13	0.31	0.31	0.06	0.20	0.37
v/c Ratio	0.75	0.46	0.26	0.39	0.64		0.87	0.35	0.16	0.38	0.74	0.60
Control Delay	49.8	22.2	2.4	45.0	16.4		63.6	28.9	1.0	56.8	49.0	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.8	22.2	2.4	45.0	16.4		63.6	28.9	1.0	56.8	49.0	11.9
LOS	D	C	A	D	B		E	C	A	E	D	B
Approach Delay		26.2			19.4			44.3			28.4	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	130	174	4	27	212		123	106	0	24	164	77
Queue Length 95th (ft)	#185	255	42	m45	#256		#200	154	5	57	231	111
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	549	1584	1094	225	1178		446	633	646	106	503	680
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.46	0.26	0.39	0.64		0.85	0.32	0.15	0.36	0.54	0.60

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 28.4

Intersection LOS: C

Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

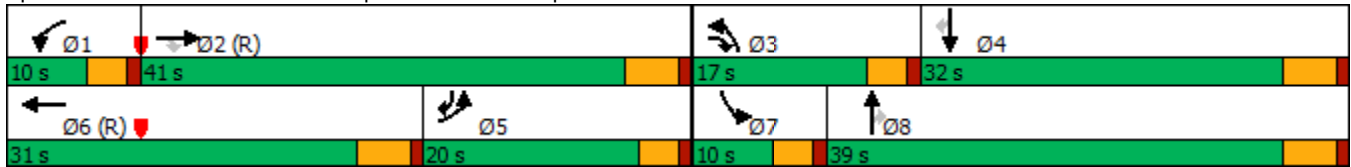
Lanes, Volumes, Timings 10: Camino Capistrano & Del Obispo Street

AM Ex
AM Peak Hour

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary

10: Camino Capistrano & Del Obispo Street

AM Ex
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 			 	 	
Traffic Volume (veh/h)	392	694	272	84	702	14	360	192	92	36	258	386
Future Volume (veh/h)	392	694	272	84	702	14	360	192	92	36	258	386
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	413	731	286	88	739	15	379	202	97	38	272	406
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	825	1613	922	189	926	19	441	532	451	48	343	669
Arrive On Green	0.24	0.45	0.45	0.05	0.26	0.26	0.13	0.28	0.28	0.03	0.18	0.18
Sat Flow, veh/h	3456	3554	1585	3456	3562	72	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	413	731	286	88	369	385	379	202	97	38	272	406
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1857	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	10.3	14.1	9.2	2.5	19.4	19.4	10.7	8.7	4.7	2.1	13.9	5.8
Cycle Q Clear(g_c), s	10.3	14.1	9.2	2.5	19.4	19.4	10.7	8.7	4.7	2.1	13.9	5.8
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	825	1613	922	189	462	483	441	532	451	48	343	669
V/C Ratio(X)	0.50	0.45	0.31	0.46	0.80	0.80	0.86	0.38	0.22	0.79	0.79	0.61
Avail Cap(c_a), veh/h	825	1613	922	207	462	483	449	636	539	107	505	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	18.8	10.7	45.8	34.5	34.5	42.7	28.7	27.3	48.4	39.0	8.4
Incr Delay (d2), s/veh	0.2	0.9	0.9	0.7	13.4	12.9	14.4	0.4	0.2	10.4	5.2	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	4.3	5.9	3.3	1.1	9.9	10.3	5.4	3.9	1.8	1.1	6.8	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	19.7	11.6	46.5	47.9	47.5	57.1	29.2	27.5	58.8	44.2	9.3
LnGrp LOS	C	B	B	D	D	D	E	C	C	E	D	A
Approach Vol, veh/h		1430			842			678			716	
Approach Delay, s/veh		21.9			47.6			44.6			25.2	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	50.4	16.8	23.4	28.9	31.0	6.7	33.4				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	6.0	36.0	13.0	27.0	16.0	* 26	6.0	34.0				
Max Q Clear Time (g_c+I1), s	4.5	16.1	12.7	15.9	12.3	21.4	4.1	10.7				
Green Ext Time (p_c), s	0.0	6.1	0.0	2.5	0.3	1.9	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

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

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

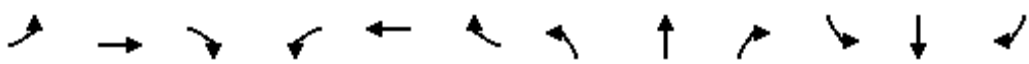
PM Ex
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	4	62	8	2	20	84	896	10	14	1016	406
Future Volume (vph)	294	4	62	8	2	20	84	896	10	14	1016	406
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.863			0.998				0.850
Flt Protected	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1688	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Flt Permitted	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1688	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		21			2				427
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		407			222			927			426	
Travel Time (s)		11.1			6.1			18.1			8.3	
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
Adj. Flow (vph)	309	4	65	8	2	21	88	943	11	15	1069	427
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	158	155	65	8	23	0	88	954	0	15	1069	427
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings

3: Del Obispo Street & Ortega Highway

PM Ex
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		12.0	46.0		10.0	44.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		12.0%	46.0%		10.0%	44.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		8.0	41.0		6.0	39.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	18.0	18.0	18.0	6.1	6.1		7.7	61.3		6.0	55.7	76.7
Actuated g/C Ratio	0.18	0.18	0.18	0.06	0.06		0.08	0.61		0.06	0.56	0.77
v/c Ratio	0.52	0.51	0.17	0.07	0.19		0.65	0.31		0.14	0.54	0.33
Control Delay	41.7	41.3	1.5	45.9	23.9		63.5	5.9		47.8	19.0	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	41.7	41.3	1.5	45.9	23.9		63.5	5.9		47.8	19.0	1.0
LOS	D	D	A	D	C		E	A		D	B	A
Approach Delay		34.6			29.5			10.8			14.2	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	97	95	0	5	1		59	30		9	248	0
Queue Length 95th (ft)	144	142	5	20	26		#123	103		30	390	12
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	472	529	108	118		141	3111		106	1971	1353
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.34	0.33	0.12	0.07	0.19		0.62	0.31		0.14	0.54	0.32

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 33 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 15.7

Intersection LOS: B

Intersection Capacity Utilization 59.7%

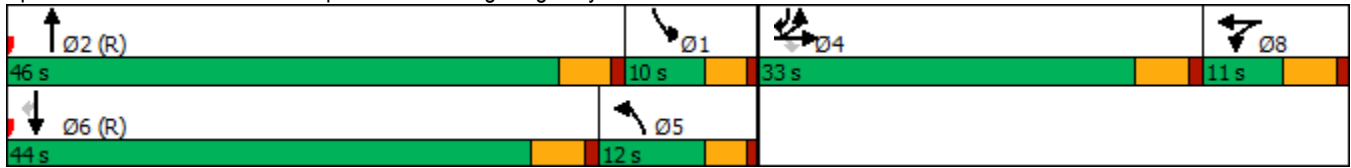
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Del Obispo Street & Ortega Highway



HCM 6th Signalized Intersection Summary 3: Del Bispo Street & Ortega Highway

PM Ex
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	294	4	62	8	2	20	84	896	10	14	1016	406
Future Volume (veh/h)	294	4	62	8	2	20	84	896	10	14	1016	406
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	312	0	65	8	2	21	88	943	11	15	1069	427
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	417	0	186	62	5	51	478	2133	25	442	1386	804
Arrive On Green	0.12	0.00	0.12	0.03	0.03	0.03	0.09	0.14	0.14	0.25	0.39	0.39
Sat Flow, veh/h	3563	0	1585	1781	140	1467	1781	5203	61	1781	3554	1585
Grp Volume(v), veh/h	312	0	65	8	0	23	88	617	337	15	1069	427
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1606	1781	1702	1859	1781	1777	1585
Q Serve(g_s), s	8.5	0.0	3.8	0.4	0.0	1.4	4.6	16.7	16.7	0.6	26.2	18.2
Cycle Q Clear(g_c), s	8.5	0.0	3.8	0.4	0.0	1.4	4.6	16.7	16.7	0.6	26.2	18.2
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	417	0	186	62	0	56	478	1396	762	442	1386	804
V/C Ratio(X)	0.75	0.00	0.35	0.13	0.00	0.41	0.18	0.44	0.44	0.03	0.77	0.53
Avail Cap(c_a), veh/h	998	0	444	107	0	96	478	1396	762	442	1386	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	0.0	40.6	46.8	0.0	47.3	35.4	32.7	32.7	28.5	26.6	16.6
Incr Delay (d2), s/veh	2.7	0.0	1.1	0.9	0.0	4.8	0.2	1.0	1.9	0.0	4.2	2.5
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	3.9	0.0	1.5	0.2	0.0	0.6	2.0	7.7	8.6	0.3	11.4	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	0.0	41.8	47.7	0.0	52.1	35.6	33.7	34.6	28.5	30.8	19.1
LnGrp LOS	D	A	D	D	A	D	D	C	C	C	C	B
Approach Vol, veh/h	377					31		1042		1511		
Approach Delay, s/veh	44.8					51.0		34.2		27.5		
Approach LOS	D					D		C		C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	28.8	46.0	16.7		30.8	44.0	8.5					
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0					
Max Green Setting (Gmax), s	6.0	41.0	28.0		8.0	39.0	6.0					
Max Q Clear Time (g_c+I1), s	2.6	18.7	10.5		6.6	28.2	3.4					
Green Ext Time (p_c), s	0.0	6.4	1.2		0.0	6.4	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			32.3									
HCM 6th LOS			C									
Notes												

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

PM Ex
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	16	10	0	90	10	820	50	126	848	18
Future Volume (vph)	6	0	16	10	0	90	10	820	50	126	848	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.900			0.879				0.850			0.850
Flt Protected		0.987			0.995		0.950			0.950		
Satd. Flow (prot)	0	1655	0	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.987			0.995		0.950			0.950		
Satd. Flow (perm)	0	1655	0	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	6	0	17	11	0	95	11	863	53	133	893	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	106	0	11	863	53	133	893	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	46.3%						ICU Level of Service A					
Analysis Period (min)	15											

HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

PM Ex
PM Peak Hour

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	6	0	16	10	0	90	10	820	50	126	848	18
Future Vol, veh/h	6	0	16	10	0	90	10	820	50	126	848	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	17	11	0	95	11	863	53	133	893	19
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1613	2044	447	1598	2044	432	893	0	-	863	0	0
Stage 1	1159	1159	-	885	885	-	-	-	-	-	-	-
Stage 2	454	885	-	713	1159	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	69	56	559	71	56	572	755	-	0	775	-	0
Stage 1	208	268	-	306	361	-	-	-	0	-	-	0
Stage 2	555	361	-	389	268	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	49	46	559	59	46	572	755	-	-	775	-	-
Mov Cap-2 Maneuver	49	46	-	59	46	-	-	-	-	-	-	-
Stage 1	205	222	-	301	356	-	-	-	-	-	-	-
Stage 2	456	356	-	313	222	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	34.3		22.8		0.1		1.4					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL		NBT EBLn1WBLn1		SBL		SBT					
Capacity (veh/h)	755		- 146 306		775		-					
HCM Lane V/C Ratio	0.014		- 0.159 0.344		0.171		-					
HCM Control Delay (s)	9.8		- 34.3 22.8		10.6		-					
HCM Lane LOS	A		- D C		B		-					
HCM 95th %tile Q(veh)	0		- 0.5 1.5		0.6		-					

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM Ex
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	246	616	284	134	734	30	408	268	156	62	218	288
Future Volume (vph)	246	616	284	134	734	30	408	268	156	62	218	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3518	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3518	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			299		4				164			153
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
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
Adj. Flow (vph)	259	648	299	141	773	32	429	282	164	65	229	303
Shared Lane Traffic (%)												
Lane Group Flow (vph)	259	648	299	141	805	0	429	282	164	65	229	303
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM Ex
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	14.0	36.0	19.0	13.0	35.0		19.0	38.0	38.0	13.0	32.0	14.0
Total Split (%)	14.0%	36.0%	19.0%	13.0%	35.0%		19.0%	38.0%	38.0%	13.0%	32.0%	14.0%
Maximum Green (s)	10.0	31.0	15.0	9.0	30.0		15.0	33.0	33.0	9.0	27.0	10.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	10.0	41.2	60.7	8.1	39.2		14.5	27.0	27.0	7.5	18.2	29.2
Actuated g/C Ratio	0.10	0.41	0.61	0.08	0.39		0.14	0.27	0.27	0.08	0.18	0.29
v/c Ratio	0.76	0.45	0.28	0.51	0.58		0.86	0.56	0.30	0.49	0.68	0.53
Control Delay	58.8	24.0	2.2	45.0	11.7		59.8	36.0	5.7	56.7	47.4	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	24.0	2.2	45.0	11.7		59.8	36.0	5.7	56.7	47.4	10.8
LOS	E	C	A	D	B		E	D	A	E	D	B
Approach Delay		26.1			16.7			42.0			29.9	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	84	154	0	32	207		138	161	0	40	139	49
Queue Length 95th (ft)	#140	241	40	62	194		#214	218	44	84	194	78
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	343	1456	1084	312	1382		514	614	632	159	503	570
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.45	0.28	0.45	0.58		0.83	0.46	0.26	0.41	0.46	0.53

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 28.1

Intersection LOS: C

Intersection Capacity Utilization 66.4%

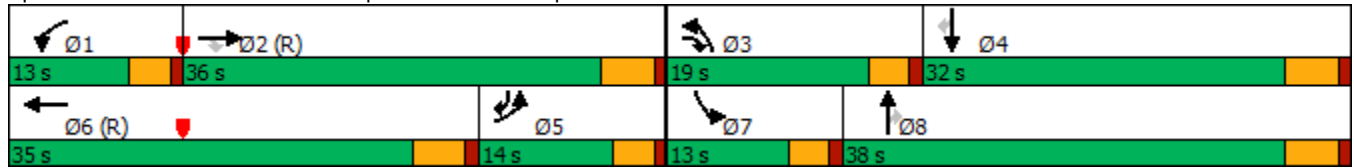
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary

10: Camino Capistrano & Del Obispo Street

PM Ex
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	616	284	134	734	30	408	268	156	62	218	288
Future Volume (veh/h)	246	616	284	134	734	30	408	268	156	62	218	288
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	259	648	299	141	773	32	429	282	164	65	229	303
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	724	1633	955	207	1043	43	493	474	402	84	295	582
Arrive On Green	0.21	0.46	0.46	0.02	0.10	0.10	0.14	0.25	0.25	0.05	0.16	0.16
Sat Flow, veh/h	3456	3554	1585	3456	3477	144	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	259	648	299	141	395	410	429	282	164	65	229	303
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1844	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.4	12.1	9.2	4.1	21.6	21.6	12.2	13.3	8.6	3.6	11.7	4.3
Cycle Q Clear(g_c), s	6.4	12.1	9.2	4.1	21.6	21.6	12.2	13.3	8.6	3.6	11.7	4.3
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	724	1633	955	207	533	553	493	474	402	84	295	582
V/C Ratio(X)	0.36	0.40	0.31	0.68	0.74	0.74	0.87	0.59	0.41	0.78	0.78	0.52
Avail Cap(c_a), veh/h	724	1633	955	311	533	553	518	617	523	160	505	760
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	17.9	9.8	48.1	41.3	41.3	42.0	32.8	31.1	47.1	40.4	9.6
Incr Delay (d2), s/veh	0.1	0.7	0.9	1.5	9.0	8.7	13.6	1.2	0.7	5.7	4.4	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	2.7	5.0	3.2	1.8	11.6	12.0	6.1	6.1	3.3	1.7	5.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	18.6	10.6	49.5	50.2	49.9	55.6	34.0	31.8	52.8	44.8	10.4
LnGrp LOS	C	B	B	D	D	D	E	C	C	D	D	B
Approach Vol, veh/h	1206			946			875			597		
Approach Delay, s/veh	19.9			50.0			44.2			28.2		
Approach LOS	B			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	51.0	18.3	20.8	26.0	35.0	8.7	30.3				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	9.0	31.0	15.0	27.0	10.0	* 30	9.0	33.0				
Max Q Clear Time (g_c+I1), s	6.1	14.1	14.2	13.7	8.4	23.6	5.6	15.3				
Green Ext Time (p_c), s	0.1	5.2	0.1	2.0	0.1	2.7	0.0	2.1				

Intersection Summary

HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

Notes

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

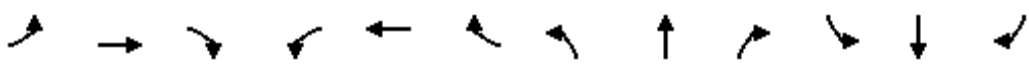
APPENDIX G-II

**EXISTING PLUS PROJECT (WITHOUT FORSTER)
TRAFFIC CONDITIONS – SYNCHRO OPERATIONS
METHOD OF ANALYSIS**

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM E+P (without Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	425	0	64	6	0	10	36	944	6	14	1056	546
Future Volume (vph)	425	0	64	6	0	10	36	944	6	14	1056	546
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.850			0.999				0.850
Flt Protected	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Flt Permitted	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		160			1				575
Link Speed (mph)		25			25			35				35
Link Distance (ft)		407			222			927				426
Travel Time (s)		11.1			6.1			18.1				8.3
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
Adj. Flow (vph)	447	0	67	6	0	11	38	994	6	15	1112	575
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	223	224	67	6	11	0	38	1000	0	15	1112	575
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM E+P (without Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	46.0		10.0	46.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		10.0%	46.0%		10.0%	46.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		6.0	41.0		6.0	41.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effct Green (s)	22.7	22.7	22.7	6.0	6.0		6.0	58.9		6.0	56.9	84.6
Actuated g/C Ratio	0.23	0.23	0.23	0.06	0.06		0.06	0.59		0.06	0.57	0.85
v/c Ratio	0.59	0.59	0.15	0.06	0.04		0.36	0.33		0.14	0.55	0.40
Control Delay	39.9	40.0	1.5	45.7	0.3		47.9	5.4		47.8	18.4	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.9	40.0	1.5	45.7	0.3		47.9	5.4		47.8	18.4	1.1
LOS	D	D	A	D	A		D	A		D	B	A
Approach Delay		34.9			16.3			6.9			12.8	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	130	131	0	4	0		25	21		9	228	0
Queue Length 95th (ft)	200	202	6	17	0		m58	59		30	396	12
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	470	529	106	245		106	2991		106	2012	1424
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.47	0.48	0.13	0.06	0.04		0.36	0.33		0.14	0.55	0.40

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 31 (31%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 14.4

Intersection LOS: B

Intersection Capacity Utilization 56.7%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 3: Del Obispo Street & Ortega Highway

AM E+P (without Forster)
 AM Peak Hour

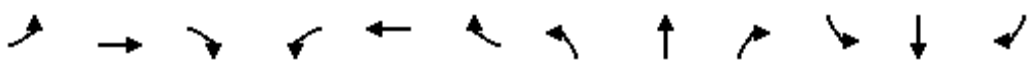
Splits and Phases: 3: Del Obispo Street & Ortega Highway

 Ø2 (R)	 Ø1	 Ø4	 Ø8
46 s	10 s	33 s	11 s
 Ø6 (R)	 Ø5		
46 s	10 s		

HCM 6th Signalized Intersection Summary 3: Del Bispo Street & Ortega Highway

AM E+P (without Forster)

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	425	0	64	6	0	10	36	944	6	14	1056	546
Future Volume (veh/h)	425	0	64	6	0	10	36	944	6	14	1056	546
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	447	0	67	6	0	11	38	994	6	15	1112	575
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	561	0	250	40	0	36	392	2147	13	392	1457	899
Arrive On Green	0.16	0.00	0.16	0.02	0.00	0.02	0.07	0.14	0.14	0.22	0.41	0.41
Sat Flow, veh/h	3563	0	1585	1781	0	1585	1781	5237	32	1781	3554	1585
Grp Volume(v), veh/h	447	0	67	6	0	11	38	646	354	15	1112	575
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1865	1781	1777	1585
Q Serve(g_s), s	12.1	0.0	3.7	0.3	0.0	0.7	2.0	17.5	17.5	0.7	26.9	24.6
Cycle Q Clear(g_c), s	12.1	0.0	3.7	0.3	0.0	0.7	2.0	17.5	17.5	0.7	26.9	24.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	561	0	250	40	0	36	392	1396	765	392	1457	899
V/C Ratio(X)	0.80	0.00	0.27	0.15	0.00	0.31	0.10	0.46	0.46	0.04	0.76	0.64
Avail Cap(c_a), veh/h	998	0	444	107	0	95	392	1396	765	392	1457	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	0.0	37.1	47.9	0.0	48.1	37.1	33.1	33.1	30.7	25.3	14.7
Incr Delay (d2), s/veh	2.6	0.0	0.6	1.7	0.0	4.7	0.1	1.1	2.0	0.0	3.8	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	5.5	0.0	1.5	0.2	0.0	0.3	0.9	8.1	9.1	0.3	11.5	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	0.0	37.6	49.6	0.0	52.8	37.2	34.2	35.1	30.7	29.2	18.2
LnGrp LOS	D	A	D	D	A	D	D	C	D	C	C	B
Approach Vol, veh/h	514			17			1038			1702		
Approach Delay, s/veh	42.5			51.7			34.6			25.5		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.0	46.0		20.7	26.0	46.0		7.3				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	41.0		28.0	6.0	41.0		6.0				
Max Q Clear Time (g_c+I1), s	2.7	19.5		14.1	4.0	28.9		2.7				
Green Ext Time (p_c), s	0.0	6.6		1.7	0.0	7.6		0.0				

Intersection Summary

HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

AM E+P (without Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	6	4	0	32	4	884	30	102	932	12
Future Volume (vph)	6	0	6	4	0	32	4	884	30	102	932	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.932			0.879				0.850			0.850
Flt Protected		0.976			0.995		0.950			0.950		
Satd. Flow (prot)	0	1694	0	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.976			0.995		0.950			0.950		
Satd. Flow (perm)	0	1694	0	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	6	0	6	4	0	34	4	931	32	107	981	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	38	0	4	931	32	107	981	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop			Stop			Free			Free		
Intersection Summary												
Area Type: Other												
Control Type: Unsignalized												
Intersection Capacity Utilization 43.4%												
ICU Level of Service A												
Analysis Period (min) 15												

HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

AM E+P (without Forster)
AM Peak Hour

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	6	0	6	4	0	32	4	884	30	102	932	12
Future Vol, veh/h	6	0	6	4	0	32	4	884	30	102	932	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	6	4	0	34	4	931	32	107	981	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1669	2134	491	1644	2134	466	981	0	-	931	0	0
Stage 1	1195	1195	-	939	939	-	-	-	-	-	-	-
Stage 2	474	939	-	705	1195	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	63	49	523	66	49	543	699	-	0	731	-	0
Stage 1	198	258	-	284	341	-	-	-	0	-	-	0
Stage 2	540	341	-	393	258	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	52	42	523	58	42	543	699	-	-	731	-	-
Mov Cap-2 Maneuver	52	42	-	58	42	-	-	-	-	-	-	-
Stage 1	197	220	-	282	339	-	-	-	-	-	-	-
Stage 2	504	339	-	331	220	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	48.6		19.8		0		1.1	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	699	-	95	281	731	-
HCM Lane V/C Ratio	0.006	-	0.133	0.135	0.147	-
HCM Control Delay (s)	10.2	-	48.6	19.8	10.8	-
HCM Lane LOS	B	-	E	C	B	-
HCM 95th %tile Q(veh)	0	-	0.4	0.5	0.5	-

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM E+P (without Forster)

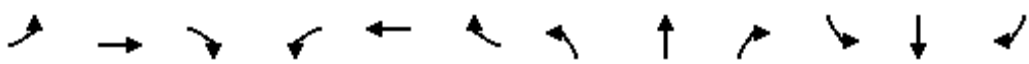
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	396	694	272	84	702	14	360	198	92	36	264	389
Future Volume (vph)	396	694	272	84	702	14	360	198	92	36	264	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			263		2				164			153
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
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
Adj. Flow (vph)	417	731	286	88	739	15	379	208	97	38	278	409
Shared Lane Traffic (%)												
Lane Group Flow (vph)	417	731	286	88	754	0	379	208	97	38	278	409
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM E+P (without Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	20.0	41.0	17.0	10.0	31.0		17.0	39.0	39.0	10.0	32.0	20.0
Total Split (%)	20.0%	41.0%	17.0%	10.0%	31.0%		17.0%	39.0%	39.0%	10.0%	32.0%	20.0%
Maximum Green (s)	16.0	36.0	13.0	6.0	26.0		13.0	34.0	34.0	6.0	27.0	16.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	16.0	44.5	62.3	6.6	33.1		12.7	30.9	30.9	5.6	20.2	37.2
Actuated g/C Ratio	0.16	0.44	0.62	0.07	0.33		0.13	0.31	0.31	0.06	0.20	0.37
v/c Ratio	0.76	0.46	0.26	0.39	0.64		0.87	0.36	0.16	0.38	0.74	0.60
Control Delay	50.2	22.4	2.5	44.5	16.4		63.6	28.9	1.0	56.8	49.1	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	22.4	2.5	44.5	16.4		63.6	28.9	1.0	56.8	49.1	11.9
LOS	D	C	A	D	B		E	C	A	E	D	B
Approach Delay		26.5			19.3			44.2			28.5	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	132	175	6	27	213		123	109	0	24	168	77
Queue Length 95th (ft)	#189	255	44	m44	#256		#200	158	5	57	236	112
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	549	1575	1088	225	1169		446	634	647	106	503	684
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.46	0.26	0.39	0.64		0.85	0.33	0.15	0.36	0.55	0.60

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 28.5

Intersection LOS: C

Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

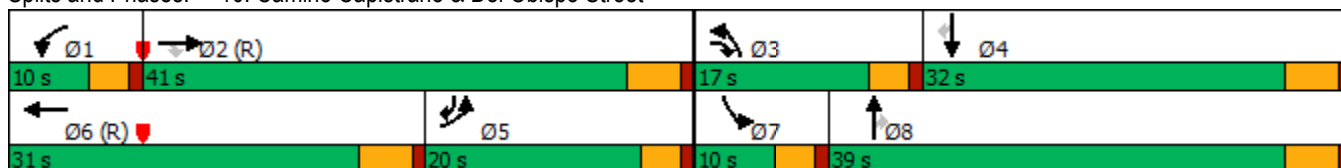
Lanes, Volumes, Timings 10: Camino Capistrano & Del Obispo Street

AM E+P (without Forster)
AM Peak Hour

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary

10: Camino Capistrano & Del Obispo Street

AM E+P (without Forster)

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	694	272	84	702	14	360	198	92	36	264	389
Future Volume (veh/h)	396	694	272	84	702	14	360	198	92	36	264	389
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	417	731	286	88	739	15	379	208	97	38	278	409
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	814	1602	917	189	926	19	441	538	456	48	349	669
Arrive On Green	0.24	0.45	0.45	0.05	0.26	0.26	0.13	0.29	0.29	0.03	0.19	0.19
Sat Flow, veh/h	3456	3554	1585	3456	3562	72	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	417	731	286	88	369	385	379	208	97	38	278	409
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1857	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	10.5	14.2	9.3	2.5	19.4	19.4	10.7	8.9	4.6	2.1	14.2	5.8
Cycle Q Clear(g_c), s	10.5	14.2	9.3	2.5	19.4	19.4	10.7	8.9	4.6	2.1	14.2	5.8
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	814	1602	917	189	462	483	441	538	456	48	349	669
V/C Ratio(X)	0.51	0.46	0.31	0.46	0.80	0.80	0.86	0.39	0.21	0.79	0.80	0.61
Avail Cap(c_a), veh/h	814	1602	917	207	462	483	449	636	539	107	505	801
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	19.0	10.8	45.8	34.5	34.5	42.7	28.6	27.0	48.4	38.9	8.4
Incr Delay (d2), s/veh	0.2	0.9	0.9	0.7	13.4	12.9	14.4	0.5	0.2	10.4	5.6	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	4.4	5.9	3.3	1.1	9.9	10.3	5.4	4.0	1.8	1.1	7.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	19.9	11.7	46.5	47.9	47.5	57.1	29.0	27.3	58.8	44.5	9.3
LnGrp LOS	C	B	B	D	D	D	E	C	C	E	D	A
Approach Vol, veh/h		1434			842			684			725	
Approach Delay, s/veh		22.2			47.6			44.3			25.4	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	50.1	16.8	23.7	28.6	31.0	6.7	33.7				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	6.0	36.0	13.0	27.0	16.0	* 26	6.0	34.0				
Max Q Clear Time (g_c+I1), s	4.5	16.2	12.7	16.2	12.5	21.4	4.1	10.9				
Green Ext Time (p_c), s	0.0	6.1	0.0	2.5	0.3	1.9	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

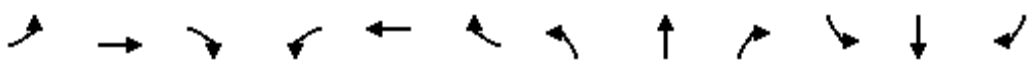
Notes

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

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM E+P (without Forster)

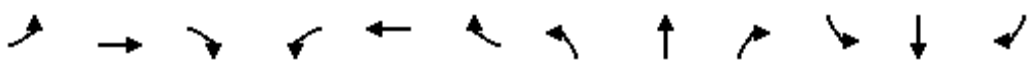
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	4	62	8	2	20	84	896	10	14	1016	482
Future Volume (vph)	323	4	62	8	2	20	84	896	10	14	1016	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.863			0.998				0.850
Flt Protected	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1686	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Flt Permitted	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1686	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		21			2				507
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		407			222			927			426	
Travel Time (s)		11.1			6.1			18.1			8.3	
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
Adj. Flow (vph)	340	4	65	8	2	21	88	943	11	15	1069	507
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	173	171	65	8	23	0	88	954	0	15	1069	507
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM E+P (without Forster)

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		12.0	46.0		10.0	44.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		12.0%	46.0%		10.0%	44.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		8.0	41.0		6.0	39.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	19.5	19.5	19.5	6.1	6.1		7.7	59.8		6.0	54.2	76.7
Actuated g/C Ratio	0.20	0.20	0.20	0.06	0.06		0.08	0.60		0.06	0.54	0.77
v/c Ratio	0.53	0.52	0.16	0.07	0.19		0.65	0.31		0.14	0.56	0.38
Control Delay	40.6	40.3	1.4	45.9	23.9		63.3	6.5		47.8	20.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.6	40.3	1.4	45.9	23.9		63.3	6.5		47.8	20.0	1.1
LOS	D	D	A	D	C		E	A		D	C	A
Approach Delay		34.2			29.5			11.3			14.3	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	105	104	0	5	1		59	32		9	257	0
Queue Length 95th (ft)	156	154	5	20	26		#123	103		30	390	13
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	472	529	108	118		141	3034		106	1917	1360
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.37	0.36	0.12	0.07	0.19		0.62	0.31		0.14	0.56	0.37

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 33 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 16.1

Intersection LOS: B

Intersection Capacity Utilization 60.5%

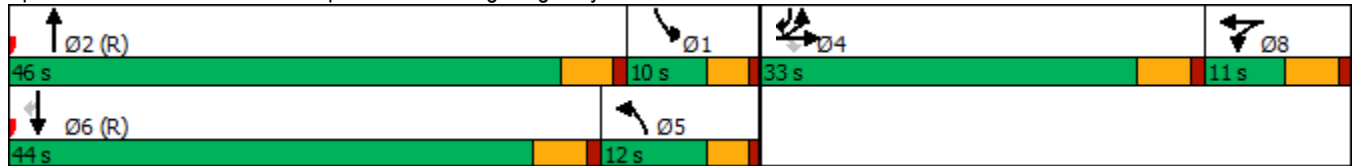
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Del Obispo Street & Ortega Highway



HCM 6th Signalized Intersection Summary

3: Del Bispo Street & Ortega Highway

PM E+P (without Forster)

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	4	62	8	2	20	84	896	10	14	1016	482
Future Volume (veh/h)	323	4	62	8	2	20	84	896	10	14	1016	482
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	343	0	65	8	2	21	88	943	11	15	1069	507
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	451	0	200	62	5	51	461	2133	25	426	1386	819
Arrive On Green	0.13	0.00	0.13	0.03	0.03	0.03	0.09	0.14	0.14	0.24	0.39	0.39
Sat Flow, veh/h	3563	0	1585	1781	140	1467	1781	5203	61	1781	3554	1585
Grp Volume(v), veh/h	343	0	65	8	0	23	88	617	337	15	1069	507
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1606	1781	1702	1859	1781	1777	1585
Q Serve(g_s), s	9.3	0.0	3.7	0.4	0.0	1.4	4.6	16.7	16.7	0.6	26.2	22.7
Cycle Q Clear(g_c), s	9.3	0.0	3.7	0.4	0.0	1.4	4.6	16.7	16.7	0.6	26.2	22.7
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	451	0	200	62	0	56	461	1396	762	426	1386	819
V/C Ratio(X)	0.76	0.00	0.32	0.13	0.00	0.41	0.19	0.44	0.44	0.04	0.77	0.62
Avail Cap(c_a), veh/h	998	0	444	107	0	96	461	1396	762	426	1386	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	0.0	39.8	46.8	0.0	47.3	36.0	32.7	32.7	29.2	26.6	17.2
Incr Delay (d2), s/veh	2.7	0.0	0.9	0.9	0.0	4.8	0.2	1.0	1.9	0.0	4.2	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	4.3	0.0	1.5	0.2	0.0	0.6	2.0	7.7	8.6	0.3	11.4	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	0.0	40.7	47.7	0.0	52.1	36.2	33.7	34.6	29.2	30.8	20.7
LnGrp LOS	D	A	D	D	A	D	D	C	C	C	C	C
Approach Vol, veh/h		408			31			1042			1591	
Approach Delay, s/veh		44.2			51.0			34.2			27.6	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.9	46.0		17.6	29.9	44.0		8.5				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	41.0		28.0	8.0	39.0		6.0				
Max Q Clear Time (g_c+I1), s	2.6	18.7		11.3	6.6	28.2		3.4				
Green Ext Time (p_c), s	0.0	6.4		1.3	0.0	6.6		0.0				

Intersection Summary

HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

PM E+P (without Forster)

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	16	10	0	90	10	820	50	126	848	18
Future Volume (vph)	6	0	16	10	0	90	10	820	50	126	848	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.900			0.879				0.850			0.850
Flt Protected		0.987			0.995		0.950			0.950		
Satd. Flow (prot)	0	1655	0	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.987			0.995		0.950			0.950		
Satd. Flow (perm)	0	1655	0	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	6	0	17	11	0	95	11	863	53	133	893	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	106	0	11	863	53	133	893	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	46.3%						ICU Level of Service A					
Analysis Period (min)	15											

HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

PM E+P (without Forster)
PM Peak Hour

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	6	0	16	10	0	90	10	820	50	126	848	18
Future Vol, veh/h	6	0	16	10	0	90	10	820	50	126	848	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	17	11	0	95	11	863	53	133	893	19
Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1613	2044	447	1598	2044	432	893	0	-	863	0	0
Stage 1	1159	1159	-	885	885	-	-	-	-	-	-	-
Stage 2	454	885	-	713	1159	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	69	56	559	71	56	572	755	-	0	775	-	0
Stage 1	208	268	-	306	361	-	-	-	0	-	-	0
Stage 2	555	361	-	389	268	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	49	46	559	59	46	572	755	-	-	775	-	-
Mov Cap-2 Maneuver	49	46	-	59	46	-	-	-	-	-	-	-
Stage 1	205	222	-	301	356	-	-	-	-	-	-	-
Stage 2	456	356	-	313	222	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB		SB		SB	
HCM Control Delay, s	34.3		22.8		0.1		1.4					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL		NBT		EBLn1WBLn1		SBL		SBT			
Capacity (veh/h)	755		-		146		306		775		-	
HCM Lane V/C Ratio	0.014		-		0.159		0.344		0.171		-	
HCM Control Delay (s)	9.8		-		34.3		22.8		10.6		-	
HCM Lane LOS	A		-		D		C		B		-	
HCM 95th %tile Q(veh)	0		-		0.5		1.5		0.6		-	

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM E+P (without Forster)

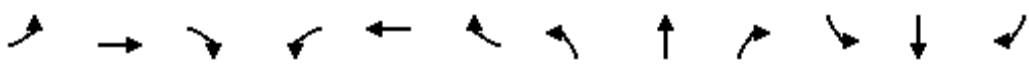
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	259	616	284	134	734	30	408	288	156	62	226	293
Future Volume (vph)	259	616	284	134	734	30	408	288	156	62	226	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3518	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3518	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			296		4				164			153
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
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
Adj. Flow (vph)	273	648	299	141	773	32	429	303	164	65	238	308
Shared Lane Traffic (%)												
Lane Group Flow (vph)	273	648	299	141	805	0	429	303	164	65	238	308
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM E+P (without Forster)

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	14.0	36.0	19.0	13.0	35.0		19.0	38.0	38.0	13.0	32.0	14.0
Total Split (%)	14.0%	36.0%	19.0%	13.0%	35.0%		19.0%	38.0%	38.0%	13.0%	32.0%	14.0%
Maximum Green (s)	10.0	31.0	15.0	9.0	30.0		15.0	33.0	33.0	9.0	27.0	10.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	10.0	40.8	60.4	8.1	38.9		14.5	27.3	27.3	7.5	18.5	29.5
Actuated g/C Ratio	0.10	0.41	0.60	0.08	0.39		0.14	0.27	0.27	0.08	0.18	0.30
v/c Ratio	0.80	0.45	0.28	0.51	0.59		0.86	0.60	0.30	0.49	0.69	0.54
Control Delay	62.0	24.2	2.3	46.5	11.1		59.8	36.8	5.6	56.7	47.9	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	24.2	2.3	46.5	11.1		59.8	36.8	5.6	56.7	47.9	11.0
LOS	E	C	A	D	B		E	D	A	E	D	B
Approach Delay		27.3			16.4			42.1			30.2	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	89	155	1	32	171		138	174	0	40	144	50
Queue Length 95th (ft)	#151	241	41	62	194		#214	235	44	84	201	80
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	343	1445	1079	312	1371		514	614	632	159	503	575
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.45	0.28	0.45	0.59		0.83	0.49	0.26	0.41	0.47	0.54

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 28.6

Intersection LOS: C

Intersection Capacity Utilization 67.2%

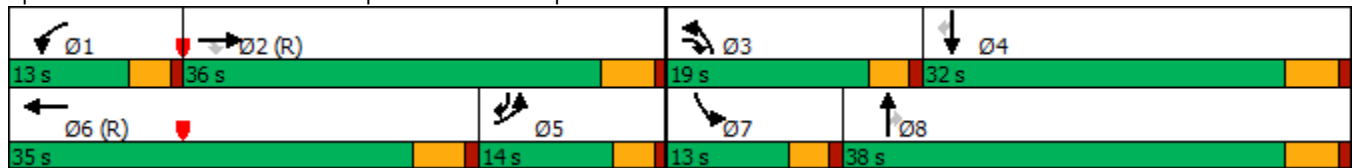
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary 10: Camino Capistrano & Del Obispo Street

PM E+P (without Forster)

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	616	284	134	734	30	408	288	156	62	226	293
Future Volume (veh/h)	259	616	284	134	734	30	408	288	156	62	226	293
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	273	648	299	141	773	32	429	303	164	65	238	308
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	707	1616	947	207	1043	43	493	483	409	84	304	582
Arrive On Green	0.20	0.45	0.45	0.02	0.10	0.10	0.14	0.26	0.26	0.05	0.16	0.16
Sat Flow, veh/h	3456	3554	1585	3456	3477	144	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	273	648	299	141	395	410	429	303	164	65	238	308
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1844	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.8	12.2	9.4	4.1	21.6	21.6	12.2	14.3	8.6	3.6	12.2	4.4
Cycle Q Clear(g_c), s	6.8	12.2	9.4	4.1	21.6	21.6	12.2	14.3	8.6	3.6	12.2	4.4
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	707	1616	947	207	533	553	493	483	409	84	304	582
V/C Ratio(X)	0.39	0.40	0.32	0.68	0.74	0.74	0.87	0.63	0.40	0.78	0.78	0.53
Avail Cap(c_a), veh/h	707	1616	947	311	533	553	518	617	523	160	505	752
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	18.2	10.0	48.1	41.3	41.3	42.0	32.8	30.7	47.1	40.2	9.7
Incr Delay (d2), s/veh	0.1	0.7	0.9	1.5	9.0	8.7	13.6	1.3	0.6	5.7	4.4	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	2.9	5.0	3.3	1.8	11.6	12.0	6.1	6.6	3.3	1.7	5.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	18.9	10.9	49.5	50.2	49.9	55.6	34.2	31.3	52.8	44.5	10.4
LnGrp LOS	C	B	B	D	D	D	E	C	C	D	D	B
Approach Vol, veh/h	1220			946			896			611		
Approach Delay, s/veh	20.4			50.0			43.9			28.2		
Approach LOS	C			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	50.5	18.3	21.3	25.5	35.0	8.7	30.8				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	9.0	31.0	15.0	27.0	10.0	* 30	9.0	33.0				
Max Q Clear Time (g_c+I1), s	6.1	14.2	14.2	14.2	8.8	23.6	5.6	16.3				
Green Ext Time (p_c), s	0.1	5.2	0.1	2.1	0.1	2.7	0.0	2.2				

Intersection Summary

HCM 6th Ctrl Delay 35.1

HCM 6th LOS D

Notes

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

APPENDIX G-III

**EXISTING PLUS PROJECT (WITHOUT FORSTER)
PLUS CUMULATIVE (YEAR 2028) TRAFFIC
CONDITIONS – SYNCHRO OPERATIONS METHOD OF
ANALYSIS**

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM E+P+C (without Forster)

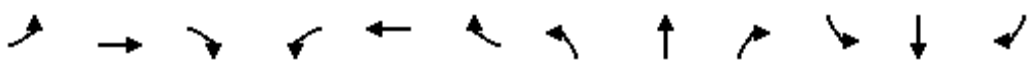
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	527	0	66	6	0	10	41	1033	6	14	1149	700
Future Volume (vph)	527	0	66	6	0	10	41	1033	6	14	1149	700
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.850			0.999				0.850
Flt Protected	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Flt Permitted	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		133			1				737
Link Speed (mph)		25			25			35				35
Link Distance (ft)		407			222			927				426
Travel Time (s)		11.1			6.1			18.1				8.3
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
Adj. Flow (vph)	555	0	69	6	0	11	43	1087	6	15	1209	737
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	277	278	69	6	11	0	43	1093	0	15	1209	737
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM E+P+C (without Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	46.0		10.0	46.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		10.0%	46.0%		10.0%	46.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		6.0	41.0		6.0	41.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	25.3	25.3	25.3	6.0	6.0		6.0	56.3		6.0	54.3	84.6
Actuated g/C Ratio	0.25	0.25	0.25	0.06	0.06		0.06	0.56		0.06	0.54	0.85
v/c Ratio	0.65	0.65	0.14	0.06	0.05		0.41	0.38		0.14	0.63	0.51
Control Delay	40.7	40.8	1.6	45.7	0.4		48.1	5.3		47.8	20.9	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.7	40.8	1.6	45.7	0.4		48.1	5.3		47.8	20.9	1.5
LOS	D	D	A	D	A		D	A		D	C	A
Approach Delay		36.4			16.4			6.9			13.8	
Approach LOS		D			B			A			B	
Queue Length 50th (ft)	160	161	0	4	0		29	26		9	282	0
Queue Length 95th (ft)	250	252	7	17	0		m56	63		30	446	13
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	470	529	106	220		106	2860		106	1921	1450
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.59	0.59	0.13	0.06	0.05		0.41	0.38		0.14	0.63	0.51

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 31 (31%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 15.5

Intersection LOS: B

Intersection Capacity Utilization 65.0%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 3: Del Obispo Street & Ortega Highway

AM E+P+C (without Forster)

AM Peak Hour

Splits and Phases: 3: Del Obispo Street & Ortega Highway

 Ø2 (R)	 Ø1	 Ø4	 Ø8
46 s	10 s	33 s	11 s
 Ø6 (R)	 Ø5		
46 s	10 s		

HCM 6th Signalized Intersection Summary 3: Del Bispo Street & Ortega Highway

AM E+P+C (without Forster)

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	527	0	66	6	0	10	41	1033	6	14	1149	700
Future Volume (veh/h)	527	0	66	6	0	10	41	1033	6	14	1149	700
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	555	0	69	6	0	11	43	1087	6	15	1209	737
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	672	0	299	40	0	36	336	2149	12	336	1457	949
Arrive On Green	0.19	0.00	0.19	0.02	0.00	0.02	0.06	0.14	0.14	0.19	0.41	0.41
Sat Flow, veh/h	3563	0	1585	1781	0	1585	1781	5240	29	1781	3554	1585
Grp Volume(v), veh/h	555	0	69	6	0	11	43	706	387	15	1209	737
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1865	1781	1777	1585
Q Serve(g_s), s	15.0	0.0	3.7	0.3	0.0	0.7	2.3	19.3	19.3	0.7	30.4	34.9
Cycle Q Clear(g_c), s	15.0	0.0	3.7	0.3	0.0	0.7	2.3	19.3	19.3	0.7	30.4	34.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	672	0	299	40	0	36	336	1396	765	336	1457	949
V/C Ratio(X)	0.83	0.00	0.23	0.15	0.00	0.31	0.13	0.51	0.51	0.04	0.83	0.78
Avail Cap(c_a), veh/h	998	0	444	107	0	95	336	1396	765	336	1457	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	0.0	34.4	47.9	0.0	48.1	39.1	33.8	33.8	33.2	26.4	15.1
Incr Delay (d2), s/veh	3.7	0.0	0.4	1.7	0.0	4.7	0.2	1.3	2.4	0.1	5.6	6.2
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	6.9	0.0	1.5	0.2	0.0	0.3	1.0	9.0	10.1	0.3	13.3	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.0	34.8	49.6	0.0	52.8	39.3	35.1	36.2	33.2	32.0	21.3
LnGrp LOS	D	A	C	D	A	D	D	D	D	C	C	C
Approach Vol, veh/h	624			17			1136			1961		
Approach Delay, s/veh	41.8			51.7			35.7			28.0		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.9	46.0		23.9	22.9	46.0		7.3				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	41.0		28.0	6.0	41.0		6.0				
Max Q Clear Time (g_c+I1), s	2.7	21.3		17.0	4.3	36.9		2.7				
Green Ext Time (p_c), s	0.0	7.1		1.9	0.0	3.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

AM E+P+C (without Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	6	4	0	33	4	975	31	105	1022	12
Future Volume (vph)	6	0	6	4	0	33	4	975	31	105	1022	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.932			0.879				0.850			0.850
Flt Protected		0.976			0.995		0.950			0.950		
Satd. Flow (prot)	0	1694	0	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.976			0.995		0.950			0.950		
Satd. Flow (perm)	0	1694	0	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	6	0	6	4	0	35	4	1026	33	111	1076	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	39	0	4	1026	33	111	1076	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	46.1%						ICU Level of Service A					
Analysis Period (min)	15											

HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

AM E+P+C (without Forster)

AM Peak Hour

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	6	0	6	4	0	33	4	975	31	105	1022	12
Future Vol, veh/h	6	0	6	4	0	33	4	975	31	105	1022	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	6	4	0	35	4	1026	33	111	1076	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1819	2332	538	1794	2332	513	1076	0	-	1026	0	0
Stage 1	1298	1298	-	1034	1034	-	-	-	-	-	-	-
Stage 2	521	1034	-	760	1298	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	48	36	488	51	36	506	644	-	0	673	-	0
Stage 1	171	230	-	248	308	-	-	-	0	-	-	0
Stage 2	507	308	-	364	230	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	39	30	488	44	30	506	644	-	-	673	-	-
Mov Cap-2 Maneuver	39	30	-	44	30	-	-	-	-	-	-	-
Stage 1	170	192	-	247	306	-	-	-	-	-	-	-
Stage 2	469	306	-	300	192	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	65.4		23.2		0		1.1	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	644	-	72	237	673	-
HCM Lane V/C Ratio	0.007	-	0.175	0.164	0.164	-
HCM Control Delay (s)	10.6	-	65.4	23.2	11.4	-
HCM Lane LOS	B	-	F	C	B	-
HCM 95th %tile Q(veh)	0	-	0.6	0.6	0.6	-

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM E+P+C (without Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	500	772	315	98	777	14	411	264	105	37	323	471
Future Volume (vph)	500	772	315	98	777	14	411	264	105	37	323	471
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			192		2				164			153
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
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
Adj. Flow (vph)	526	813	332	103	818	15	433	278	111	39	340	496
Shared Lane Traffic (%)												
Lane Group Flow (vph)	526	813	332	103	833	0	433	278	111	39	340	496
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM E+P+C (without Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	20.0	41.0	17.0	10.0	31.0		17.0	39.0	39.0	10.0	32.0	20.0
Total Split (%)	20.0%	41.0%	17.0%	10.0%	31.0%		17.0%	39.0%	39.0%	10.0%	32.0%	20.0%
Maximum Green (s)	16.0	36.0	13.0	6.0	26.0		13.0	34.0	34.0	6.0	27.0	16.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	16.0	41.9	59.9	6.5	30.4		13.0	33.6	33.6	5.6	22.6	39.6
Actuated g/C Ratio	0.16	0.42	0.60	0.06	0.30		0.13	0.34	0.34	0.06	0.23	0.40
v/c Ratio	0.96	0.55	0.32	0.46	0.78		0.97	0.44	0.17	0.39	0.81	0.69
Control Delay	72.0	25.2	5.9	45.1	20.5		80.4	28.8	1.7	57.3	51.6	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	25.2	5.9	45.1	20.5		80.4	28.8	1.7	57.3	51.6	14.8
LOS	E	C	A	D	C		F	C	A	E	D	B
Approach Delay		36.1			23.2			52.3			31.0	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	173	215	40	28	255		143	145	0	24	204	104
Queue Length 95th (ft)	#276	289	94	m48	#365		#241	212	13	59	293	156
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	549	1482	1024	224	1074		446	646	656	106	503	718
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.55	0.32	0.46	0.78		0.97	0.43	0.17	0.37	0.68	0.69

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 35.4

Intersection LOS: D

Intersection Capacity Utilization 79.9%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

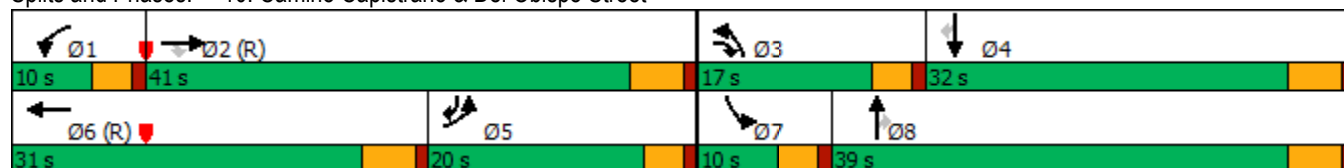
Lanes, Volumes, Timings 10: Camino Capistrano & Del Obispo Street

AM E+P+C (without Forster)
AM Peak Hour

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary 10: Camino Capistrano & Del Obispo Street

AM E+P+C (without Forster)

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	500	772	315	98	777	14	411	264	105	37	323	471
Future Volume (veh/h)	500	772	315	98	777	14	411	264	105	37	323	471
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	526	813	332	103	818	15	433	278	111	39	340	496
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	695	1473	863	195	928	17	449	601	509	49	409	666
Arrive On Green	0.20	0.41	0.41	0.06	0.26	0.26	0.13	0.32	0.32	0.03	0.22	0.22
Sat Flow, veh/h	3456	3554	1585	3456	3570	65	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	526	813	332	103	407	426	433	278	111	39	340	496
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1859	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	14.3	17.4	12.1	2.9	22.0	22.0	12.5	11.9	5.1	2.2	17.4	7.7
Cycle Q Clear(g_c), s	14.3	17.4	12.1	2.9	22.0	22.0	12.5	11.9	5.1	2.2	17.4	7.7
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	695	1473	863	195	462	483	449	601	509	49	409	666
V/C Ratio(X)	0.76	0.55	0.38	0.53	0.88	0.88	0.96	0.46	0.22	0.79	0.83	0.75
Avail Cap(c_a), veh/h	695	1473	863	207	462	483	449	636	539	107	505	747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	22.2	13.1	45.9	35.5	35.5	43.3	27.1	24.8	48.3	37.3	9.1
Incr Delay (d2), s/veh	4.3	1.5	1.3	0.8	20.8	20.1	33.0	0.6	0.2	10.1	9.4	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	6.4	7.4	4.4	1.3	12.0	12.5	7.3	5.3	1.9	1.1	8.9	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	23.7	14.4	46.7	56.3	55.6	76.2	27.6	25.0	58.4	46.7	12.7
LnGrp LOS	D	C	B	D	E	E	E	C	C	E	D	B
Approach Vol, veh/h	1671			936			822			875		
Approach Delay, s/veh	27.6			54.9			52.9			27.9		
Approach LOS	C			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	46.5	17.0	26.9	25.1	31.0	6.8	37.1				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	6.0	36.0	13.0	27.0	16.0	* 26	6.0	34.0				
Max Q Clear Time (g_c+I1), s	4.9	19.4	14.5	19.4	16.3	24.0	4.2	13.9				
Green Ext Time (p_c), s	0.0	6.5	0.0	2.5	0.0	1.0	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay 38.4

HCM 6th LOS D

Notes

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

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM E+P+C (without Forster)

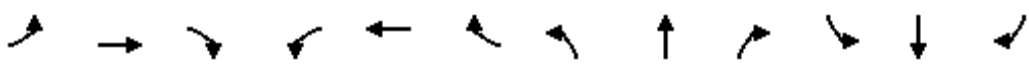
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	463	4	71	8	2	21	92	954	10	14	1158	549
Future Volume (vph)	463	4	71	8	2	21	92	954	10	14	1158	549
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.862			0.998				0.850
Flt Protected	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1686	1583	1770	1606	0	1770	5075	0	1770	3539	1583
Flt Permitted	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1686	1583	1770	1606	0	1770	5075	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		22			2				578
Link Speed (mph)		25			25			35				35
Link Distance (ft)		407			222			927				426
Travel Time (s)		11.1			6.1			18.1				8.3
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
Adj. Flow (vph)	487	4	75	8	2	22	97	1004	11	15	1219	578
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	243	248	75	8	24	0	97	1015	0	15	1219	578
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM E+P+C (without Forster)

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		12.0	46.0		10.0	44.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		12.0%	46.0%		10.0%	44.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		8.0	41.0		6.0	39.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	23.6	23.6	23.6	6.0	6.0		7.8	55.8		6.0	48.0	73.6
Actuated g/C Ratio	0.24	0.24	0.24	0.06	0.06		0.08	0.56		0.06	0.48	0.74
v/c Ratio	0.61	0.62	0.16	0.08	0.21		0.70	0.36		0.14	0.72	0.44
Control Delay	40.3	40.7	2.3	46.1	23.8		65.9	6.9		47.8	26.2	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.3	40.7	2.3	46.1	23.8		65.9	6.9		47.8	26.2	1.4
LOS	D	D	A	D	C		E	A		D	C	A
Approach Delay		35.5			29.4			12.0			18.5	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	142	145	0	5	1		66	105		9	358	0
Queue Length 95th (ft)	218	223	11	20	27		m#141	96		30	#486	13
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	472	529	106	117		141	2833		106	1699	1322
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.52	0.53	0.14	0.08	0.21		0.69	0.36		0.14	0.72	0.44

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 33 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 19.3

Intersection LOS: B

Intersection Capacity Utilization 68.4%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Lanes, Volumes, Timings 3: Del Obispo Street & Ortega Highway

PM E+P+C (without Forster)
PM Peak Hour

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Del Obispo Street & Ortega Highway

 Ø2 (R) 46 s	 Ø1 10 s	 Ø4 33 s	 Ø8 11 s
 Ø6 (R) 44 s	 Ø5 12 s		

HCM 6th Signalized Intersection Summary 3: Del Bispo Street & Ortega Highway

PM E+P+C (without Forster)

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			 	
Traffic Volume (veh/h)	463	4	71	8	2	21	92	954	10	14	1158	549
Future Volume (veh/h)	463	4	71	8	2	21	92	954	10	14	1158	549
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	490	0	75	8	2	22	97	1004	11	15	1219	578
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	606	0	270	63	5	52	382	2135	23	346	1386	888
Arrive On Green	0.17	0.00	0.17	0.04	0.04	0.04	0.07	0.14	0.14	0.19	0.39	0.39
Sat Flow, veh/h	3563	0	1585	1781	134	1472	1781	5207	57	1781	3554	1585
Grp Volume(v), veh/h	490	0	75	8	0	24	97	656	359	15	1219	578
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1605	1781	1702	1860	1781	1777	1585
Q Serve(g_s), s	13.2	0.0	4.1	0.4	0.0	1.5	5.2	17.8	17.8	0.7	31.8	25.2
Cycle Q Clear(g_c), s	13.2	0.0	4.1	0.4	0.0	1.5	5.2	17.8	17.8	0.7	31.8	25.2
Prop In Lane	1.00		1.00	1.00		0.92	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	606	0	270	63	0	57	382	1396	763	346	1386	888
V/C Ratio(X)	0.81	0.00	0.28	0.13	0.00	0.42	0.25	0.47	0.47	0.04	0.88	0.65
Avail Cap(c_a), veh/h	998	0	444	107	0	96	382	1396	763	346	1386	888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	36.1	46.7	0.0	47.2	38.9	33.2	33.2	32.7	28.3	15.2
Incr Delay (d2), s/veh	2.6	0.0	0.6	0.9	0.0	4.9	0.3	1.1	2.1	0.1	8.2	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	6.0	0.0	1.6	0.2	0.0	0.7	2.3	8.3	9.2	0.3	14.4	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	0.0	36.7	47.6	0.0	52.2	39.2	34.3	35.3	32.8	36.6	18.9
LnGrp LOS	D	A	D	D	A	D	D	C	D	C	D	B
Approach Vol, veh/h	565		32			1112			1812			
Approach Delay, s/veh	41.8		51.0			35.1			30.9			
Approach LOS	D		D			D			C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	23.4	46.0	22.0		25.4	44.0	8.5					
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0					
Max Green Setting (Gmax), s	6.0	41.0	28.0		8.0	39.0	6.0					
Max Q Clear Time (g_c+I1), s	2.7	19.8	15.2		7.2	33.8	3.5					
Green Ext Time (p_c), s	0.0	6.7	1.8		0.0	4.0	0.0					
Intersection Summary												
HCM 6th Ctrl Delay	34.1											
HCM 6th LOS	C											

Lanes, Volumes, Timings

PM E+P+C (without Forster)

7: Del Obispo Street & Forster Lane/Target Dwy

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	16	10	0	92	10	941	51	129	1059	18
Future Volume (vph)	6	0	16	10	0	92	10	941	51	129	1059	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.900			0.879				0.850			0.850
Flt Protected		0.987			0.995		0.950			0.950		
Satd. Flow (prot)	0	1655	0	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.987			0.995		0.950			0.950		
Satd. Flow (perm)	0	1655	0	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	6	0	17	11	0	97	11	991	54	136	1115	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	108	0	11	991	54	136	1115	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop				Stop				Free			
Intersection Summary												
Area Type: Other												
Control Type: Unsignalized												
Intersection Capacity Utilization 49.9%												
ICU Level of Service A												
Analysis Period (min) 15												

HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

PM E+P+C (without Forster)

PM Peak Hour

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	6	0	16	10	0	92	10	941	51	129	1059	18
Future Vol, veh/h	6	0	16	10	0	92	10	941	51	129	1059	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	17	11	0	97	11	991	54	136	1115	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1905	2400	558	1843	2400	496	1115	0	-	991	0	0
Stage 1	1387	1387	-	1013	1013	-	-	-	-	-	-	-
Stage 2	518	1013	-	830	1387	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	42	33	473	46	33	519	622	-	0	693	-	0
Stage 1	150	208	-	256	315	-	-	-	0	-	-	0
Stage 2	509	315	-	331	208	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	29	26	473	37	26	519	622	-	-	693	-	-
Mov Cap-2 Maneuver	29	26	-	37	26	-	-	-	-	-	-	-
Stage 1	147	167	-	251	309	-	-	-	-	-	-	-
Stage 2	407	309	-	257	167	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	57.6		34.1		0.1		1.2	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	622	-	91	228	693	-
HCM Lane V/C Ratio	0.017	-	0.254	0.471	0.196	-
HCM Control Delay (s)	10.9	-	57.6	34.1	11.5	-
HCM Lane LOS	B	-	F	D	B	-
HCM 95th %tile Q(veh)	0.1	-	0.9	2.3	0.7	-

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM E+P+C (without Forster)

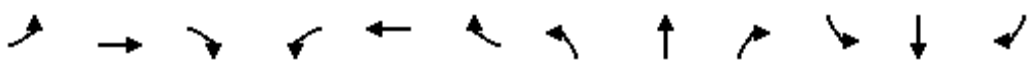
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	296	701	336	170	837	108	465	328	195	64	274	347
Future Volume (vph)	296	701	336	170	837	108	465	328	195	64	274	347
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.983				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3479	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3479	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			223		14				205			153
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
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
Adj. Flow (vph)	312	738	354	179	881	114	489	345	205	67	288	365
Shared Lane Traffic (%)												
Lane Group Flow (vph)	312	738	354	179	995	0	489	345	205	67	288	365
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM E+P+C (without Forster)

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	14.0	36.0	19.0	13.0	35.0		19.0	38.0	38.0	13.0	32.0	14.0
Total Split (%)	14.0%	36.0%	19.0%	13.0%	35.0%		19.0%	38.0%	38.0%	13.0%	32.0%	14.0%
Maximum Green (s)	10.0	31.0	15.0	9.0	30.0		15.0	33.0	33.0	9.0	27.0	10.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	10.0	37.6	57.6	8.9	36.5		15.0	29.8	29.8	7.5	20.5	31.5
Actuated g/C Ratio	0.10	0.38	0.58	0.09	0.36		0.15	0.30	0.30	0.08	0.20	0.32
v/c Ratio	0.91	0.56	0.35	0.59	0.78		0.95	0.62	0.33	0.50	0.75	0.60
Control Delay	75.9	27.8	5.8	49.0	14.4		72.5	36.0	5.2	57.3	49.6	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.9	27.8	5.8	49.0	14.4		72.5	36.0	5.2	57.3	49.6	13.5
LOS	E	C	A	D	B		E	D	A	E	D	B
Approach Delay		33.0			19.6			47.1			32.0	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	103	195	37	43	86		161	196	0	42	174	67
Queue Length 95th (ft)	#182	280	100	m70	#440		#260	270	48	85	244	107
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	343	1329	1006	325	1277		514	614	659	159	503	604
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.56	0.35	0.55	0.78		0.95	0.56	0.31	0.42	0.57	0.60

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 32.6

Intersection LOS: C

Intersection Capacity Utilization 77.7%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

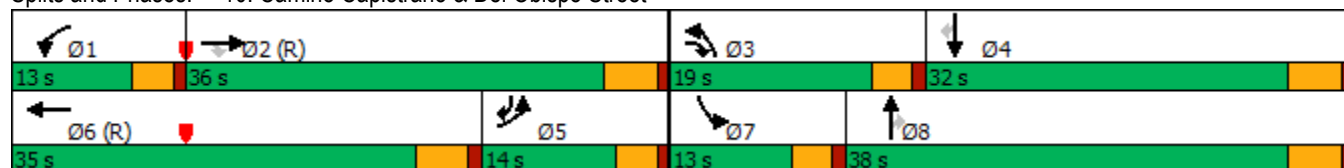
Lanes, Volumes, Timings 10: Camino Capistrano & Del Obispo Street

PM E+P+C (without Forster)
PM Peak Hour

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary 10: Camino Capistrano & Del Obispo Street

PM E+P+C (without Forster)

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	701	336	170	837	108	465	328	195	64	274	347
Future Volume (veh/h)	296	701	336	170	837	108	465	328	195	64	274	347
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	312	738	354	179	881	114	489	345	205	67	288	365
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	586	1450	885	247	949	123	518	546	463	86	356	571
Arrive On Green	0.17	0.41	0.41	0.02	0.10	0.10	0.15	0.29	0.29	0.05	0.19	0.19
Sat Flow, veh/h	3456	3554	1585	3456	3164	409	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	312	738	354	179	495	500	489	345	205	67	288	365
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1797	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.2	15.5	12.7	5.1	27.6	27.6	14.0	16.0	10.5	3.7	14.7	5.7
Cycle Q Clear(g_c), s	8.2	15.5	12.7	5.1	27.6	27.6	14.0	16.0	10.5	3.7	14.7	5.7
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	586	1450	885	247	533	539	518	546	463	86	356	571
V/C Ratio(X)	0.53	0.51	0.40	0.72	0.93	0.93	0.94	0.63	0.44	0.78	0.81	0.64
Avail Cap(c_a), veh/h	586	1450	885	311	533	539	518	617	523	160	505	697
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	22.1	12.6	47.8	44.0	44.0	42.1	30.7	28.8	47.0	38.7	10.3
Incr Delay (d2), s/veh	0.5	1.3	1.4	4.1	24.7	24.5	25.8	1.7	0.7	5.5	6.5	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	3.5	6.6	4.6	2.4	16.8	16.9	7.8	7.4	4.0	1.8	7.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	23.4	13.9	51.9	68.7	68.5	67.8	32.5	29.5	52.6	45.2	11.7
LnGrp LOS	D	C	B	D	E	E	E	C	C	D	D	B
Approach Vol, veh/h		1404			1174			1039			720	
Approach Delay, s/veh		24.3			66.1			48.5			28.9	
Approach LOS		C			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	45.8	19.0	24.0	22.0	35.0	8.8	34.2				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	9.0	31.0	15.0	27.0	10.0	* 30	9.0	33.0				
Max Q Clear Time (g_c+I1), s	7.1	17.5	16.0	16.7	10.2	29.6	5.7	18.0				
Green Ext Time (p_c), s	0.1	5.4	0.0	2.3	0.0	0.2	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

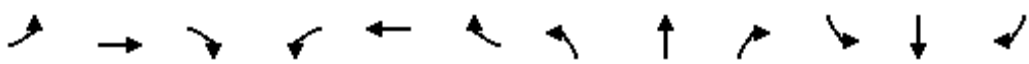
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX G-IV

**EXISTING PLUS PROJECT (WITH FORSTER) TRAFFIC
CONDITIONS – SYNCHRO OPERATIONS METHOD OF
ANALYSIS**

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM E+P (with Forster)
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	417	0	64	6	0	10	36	953	6	14	1062	540
Future Volume (vph)	417	0	64	6	0	10	36	953	6	14	1062	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.850			0.999				0.850
Flt Protected	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Flt Permitted	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		161			1				568
Link Speed (mph)		25			25			35				35
Link Distance (ft)		407			222			927				426
Travel Time (s)		11.1			6.1			18.1				8.3
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
Adj. Flow (vph)	439	0	67	6	0	11	38	1003	6	15	1118	568
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	219	220	67	6	11	0	38	1009	0	15	1118	568
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM E+P (with Forster)
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	46.0		10.0	46.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		10.0%	46.0%		10.0%	46.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		6.0	41.0		6.0	41.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	22.4	22.4	22.4	6.0	6.0		6.0	59.2		6.0	57.2	84.6
Actuated g/C Ratio	0.22	0.22	0.22	0.06	0.06		0.06	0.59		0.06	0.57	0.85
v/c Ratio	0.58	0.59	0.15	0.06	0.04		0.36	0.34		0.14	0.55	0.40
Control Delay	40.0	40.1	1.5	45.7	0.3		48.1	5.5		47.8	18.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.0	40.1	1.5	45.7	0.3		48.1	5.5		47.8	18.3	1.1
LOS	D	D	A	D	A		D	A		D	B	A
Approach Delay		34.9			16.3			7.0			12.8	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	129	130	0	4	0		25	21		9	224	0
Queue Length 95th (ft)	196	196	6	17	0		m57	61		30	400	12
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	470	529	106	246		106	3006		106	2023	1425
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.47	0.47	0.13	0.06	0.04		0.36	0.34		0.14	0.55	0.40

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 31 (31%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 14.4

Intersection LOS: B

Intersection Capacity Utilization 56.5%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 3: Del Obispo Street & Ortega Highway

AM E+P (with Forster)
 AM Peak Hour

Splits and Phases: 3: Del Obispo Street & Ortega Highway

 Ø2 (R)	 Ø1	 Ø4	 Ø8
46 s	10 s	33 s	11 s
 Ø6 (R)	 Ø5		
46 s	10 s		

HCM 6th Signalized Intersection Summary 3: Del Bispo Street & Ortega Highway

AM E+P (with Forster)
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	417	0	64	6	0	10	36	953	6	14	1062	540
Future Volume (veh/h)	417	0	64	6	0	10	36	953	6	14	1062	540
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	439	0	67	6	0	11	38	1003	6	15	1118	568
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	552	0	246	40	0	36	396	2147	13	396	1457	896
Arrive On Green	0.16	0.00	0.16	0.02	0.00	0.02	0.07	0.14	0.14	0.22	0.41	0.41
Sat Flow, veh/h	3563	0	1585	1781	0	1585	1781	5237	31	1781	3554	1585
Grp Volume(v), veh/h	439	0	67	6	0	11	38	652	357	15	1118	568
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1865	1781	1777	1585
Q Serve(g_s), s	11.9	0.0	3.7	0.3	0.0	0.7	2.0	17.7	17.7	0.7	27.1	24.3
Cycle Q Clear(g_c), s	11.9	0.0	3.7	0.3	0.0	0.7	2.0	17.7	17.7	0.7	27.1	24.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	552	0	246	40	0	36	396	1396	765	396	1457	896
V/C Ratio(X)	0.79	0.00	0.27	0.15	0.00	0.31	0.10	0.47	0.47	0.04	0.77	0.63
Avail Cap(c_a), veh/h	998	0	444	107	0	95	396	1396	765	396	1457	896
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	0.0	37.3	47.9	0.0	48.1	37.0	33.2	33.2	30.5	25.4	14.7
Incr Delay (d2), s/veh	2.6	0.0	0.6	1.7	0.0	4.7	0.1	1.1	2.0	0.0	3.9	3.4
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	5.4	0.0	1.5	0.2	0.0	0.3	0.9	8.2	9.2	0.3	11.6	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	0.0	37.9	49.6	0.0	52.8	37.1	34.3	35.2	30.5	29.3	18.2
LnGrp LOS	D	A	D	D	A	D	D	C	D	C	C	B
Approach Vol, veh/h	506			17			1047			1701		
Approach Delay, s/veh	42.6			51.7			34.7			25.6		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	26.2	46.0	20.5		26.2	46.0	7.3					
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0					
Max Green Setting (Gmax), s	6.0	41.0	28.0		6.0	41.0	6.0					
Max Q Clear Time (g_c+I1), s	2.7	19.7	13.9		4.0	29.1	2.7					
Green Ext Time (p_c), s	0.0	6.7	1.6		0.0	7.5	0.0					
Intersection Summary												
HCM 6th Ctrl Delay	31.3											
HCM 6th LOS	C											

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

AM E+P (with Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	10	4	0	32	10	884	30	102	932	18
Future Volume (vph)	15	0	10	4	0	32	10	884	30	102	932	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.945			0.879				0.850			0.850
Flt Protected		0.971			0.995		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.971			0.995		0.950			0.950		
Satd. Flow (perm)	0	1709	0	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	16	0	11	4	0	34	11	931	32	107	981	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	38	0	11	931	32	107	981	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	45.3%						ICU Level of Service A					
Analysis Period (min)	15											

HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

AM E+P (with Forster)
AM Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	15	0	10	4	0	32	10	884	30	102	932	18
Future Vol, veh/h	15	0	10	4	0	32	10	884	30	102	932	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	11	4	0	34	11	931	32	107	981	19
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1683	2148	491	1658	2148	466	981	0	-	931	0	0
Stage 1	1195	1195	-	953	953	-	-	-	-	-	-	-
Stage 2	488	953	-	705	1195	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	61	48	523	64	48	543	699	-	0	731	-	0
Stage 1	198	258	-	278	336	-	-	-	0	-	-	0
Stage 2	530	336	-	393	258	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	50	40	523	55	40	543	699	-	-	731	-	-
Mov Cap-2 Maneuver	50	40	-	55	40	-	-	-	-	-	-	-
Stage 1	195	220	-	274	331	-	-	-	-	-	-	-
Stage 2	489	331	-	329	220	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	73		20.3		0.1		1.1					
HCM LOS	F		C									
Minor Lane/Major Mvmt	NBL		NBT EBLn1WBLn1		SBL		SBT					
Capacity (veh/h)	699		- 78 273		731		-					
HCM Lane V/C Ratio	0.015		- 0.337 0.139		0.147		-					
HCM Control Delay (s)	10.2		- 73 20.3		10.8		-					
HCM Lane LOS	B		- F C		B		-					
HCM 95th %tile Q(veh)	0		- 1.3 0.5		0.5		-					

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM E+P (with Forster)
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	697	272	85	705	14	360	195	95	36	263	386
Future Volume (vph)	393	697	272	85	705	14	360	195	95	36	263	386
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			263		2				164			153
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
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
Adj. Flow (vph)	414	734	286	89	742	15	379	205	100	38	277	406
Shared Lane Traffic (%)												
Lane Group Flow (vph)	414	734	286	89	757	0	379	205	100	38	277	406
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM E+P (with Forster)
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	20.0	41.0	17.0	10.0	31.0		17.0	39.0	39.0	10.0	32.0	20.0
Total Split (%)	20.0%	41.0%	17.0%	10.0%	31.0%		17.0%	39.0%	39.0%	10.0%	32.0%	20.0%
Maximum Green (s)	16.0	36.0	13.0	6.0	26.0		13.0	34.0	34.0	6.0	27.0	16.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	16.0	44.6	62.3	6.6	33.1		12.7	30.9	30.9	5.6	20.1	37.1
Actuated g/C Ratio	0.16	0.45	0.62	0.07	0.33		0.13	0.31	0.31	0.06	0.20	0.37
v/c Ratio	0.75	0.47	0.26	0.40	0.65		0.87	0.36	0.17	0.38	0.74	0.59
Control Delay	49.9	22.4	2.5	44.9	16.6		63.6	28.8	1.2	56.8	49.1	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	22.4	2.5	44.9	16.6		63.6	28.8	1.2	56.8	49.1	11.8
LOS	D	C	A	D	B		E	C	A	E	D	B
Approach Delay		26.4			19.6			44.0			28.5	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	131	176	6	28	214		123	107	0	24	167	76
Queue Length 95th (ft)	#186	256	44	m45	#262		#200	156	6	57	235	111
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	549	1576	1088	225	1171		446	634	647	106	503	683
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.47	0.26	0.40	0.65		0.85	0.32	0.15	0.36	0.55	0.59

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 28.5

Intersection LOS: C

Intersection Capacity Utilization 70.3%

ICU Level of Service C

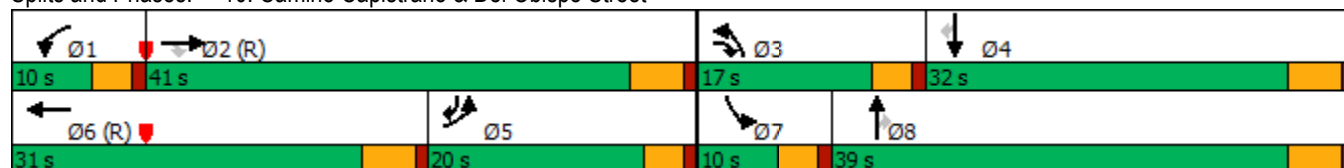
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary 10: Camino Capistrano & Del Obispo Street

AM E+P (with Forster)
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	697	272	85	705	14	360	195	95	36	263	386
Future Volume (veh/h)	393	697	272	85	705	14	360	195	95	36	263	386
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	414	734	286	89	742	15	379	205	100	38	277	406
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	816	1604	918	190	926	19	441	537	455	48	348	669
Arrive On Green	0.24	0.45	0.45	0.05	0.26	0.26	0.13	0.29	0.29	0.03	0.19	0.19
Sat Flow, veh/h	3456	3554	1585	3456	3562	72	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	414	734	286	89	370	387	379	205	100	38	277	406
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1857	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	10.4	14.3	9.3	2.5	19.5	19.5	10.7	8.8	4.8	2.1	14.2	5.8
Cycle Q Clear(g_c), s	10.4	14.3	9.3	2.5	19.5	19.5	10.7	8.8	4.8	2.1	14.2	5.8
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	816	1604	918	190	462	483	441	537	455	48	348	669
V/C Ratio(X)	0.51	0.46	0.31	0.47	0.80	0.80	0.86	0.38	0.22	0.79	0.80	0.61
Avail Cap(c_a), veh/h	816	1604	918	207	462	483	449	636	539	107	505	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	19.0	10.8	45.8	34.6	34.6	42.7	28.6	27.1	48.4	38.9	8.4
Incr Delay (d2), s/veh	0.2	0.9	0.9	0.7	13.6	13.1	14.4	0.4	0.2	10.4	5.6	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	4.3	5.9	3.3	1.1	10.0	10.4	5.4	4.0	1.8	1.1	6.9	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	19.9	11.7	46.5	48.2	47.7	57.1	29.0	27.4	58.8	44.4	9.3
LnGrp LOS	C	B	B	D	D	D	E	C	C	E	D	A
Approach Vol, veh/h	1434			846			684			721		
Approach Delay, s/veh	22.2			47.8			44.3			25.4		
Approach LOS	C			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	50.1	16.8	23.6	28.6	31.0	6.7	33.7				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	6.0	36.0	13.0	27.0	16.0	* 26	6.0	34.0				
Max Q Clear Time (g_c+I1), s	4.5	16.3	12.7	16.2	12.4	21.5	4.1	10.8				
Green Ext Time (p_c), s	0.0	6.1	0.0	2.5	0.3	1.9	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

Notes

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

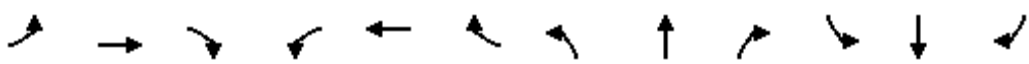
Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM E+P (with Forster)
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	4	62	8	2	20	84	905	10	14	1038	462
Future Volume (vph)	315	4	62	8	2	20	84	905	10	14	1038	462
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.863			0.998				0.850
Flt Protected	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1686	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Flt Permitted	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1686	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		21			2				486
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		407			222			927			426	
Travel Time (s)		11.1			6.1			18.1			8.3	
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
Adj. Flow (vph)	332	4	65	8	2	21	88	953	11	15	1093	486
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	169	167	65	8	23	0	88	964	0	15	1093	486
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM E+P (with Forster)
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		12.0	46.0		10.0	44.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		12.0%	46.0%		10.0%	44.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		8.0	41.0		6.0	39.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	19.0	19.0	19.0	6.1	6.1		7.7	60.3		6.0	54.7	76.7
Actuated g/C Ratio	0.19	0.19	0.19	0.06	0.06		0.08	0.60		0.06	0.55	0.77
v/c Ratio	0.53	0.52	0.16	0.07	0.19		0.65	0.32		0.14	0.56	0.37
Control Delay	41.1	40.8	1.4	45.9	23.9		63.2	6.4		47.8	19.9	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	41.1	40.8	1.4	45.9	23.9		63.2	6.4		47.8	19.9	1.1
LOS	D	D	A	D	C		E	A		D	B	A
Approach Delay		34.6			29.5			11.2			14.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	103	102	0	5	1		59	33		9	265	0
Queue Length 95th (ft)	152	152	5	20	26		#124	108		30	402	13
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	472	529	108	118		141	3060		106	1936	1358
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.36	0.35	0.12	0.07	0.19		0.62	0.32		0.14	0.56	0.36

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 33 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 16.1

Intersection LOS: B

Intersection Capacity Utilization 60.9%

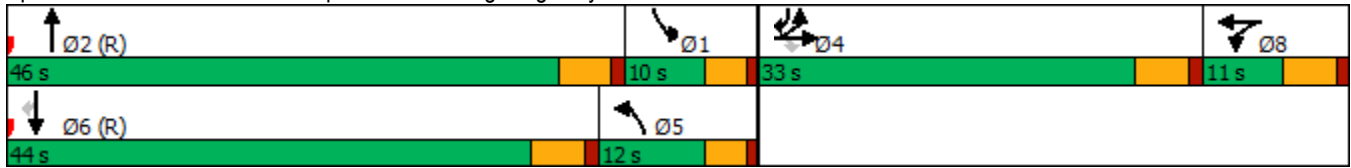
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Del Obispo Street & Ortega Highway



HCM 6th Signalized Intersection Summary

3: Del Bispo Street & Ortega Highway

PM E+P (with Forster)
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	315	4	62	8	2	20	84	905	10	14	1038	462
Future Volume (veh/h)	315	4	62	8	2	20	84	905	10	14	1038	462
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	335	0	65	8	2	21	88	953	11	15	1093	486
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	442	0	197	62	5	51	465	2133	25	430	1386	815
Arrive On Green	0.12	0.00	0.12	0.03	0.03	0.03	0.09	0.14	0.14	0.24	0.39	0.39
Sat Flow, veh/h	3563	0	1585	1781	140	1467	1781	5204	60	1781	3554	1585
Grp Volume(v), veh/h	335	0	65	8	0	23	88	623	341	15	1093	486
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1606	1781	1702	1860	1781	1777	1585
Q Serve(g_s), s	9.1	0.0	3.7	0.4	0.0	1.4	4.6	16.9	16.9	0.6	27.1	21.5
Cycle Q Clear(g_c), s	9.1	0.0	3.7	0.4	0.0	1.4	4.6	16.9	16.9	0.6	27.1	21.5
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	442	0	197	62	0	56	465	1396	762	430	1386	815
V/C Ratio(X)	0.76	0.00	0.33	0.13	0.00	0.41	0.19	0.45	0.45	0.03	0.79	0.60
Avail Cap(c_a), veh/h	998	0	444	107	0	96	465	1396	762	430	1386	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	0.0	40.0	46.8	0.0	47.3	35.8	32.8	32.8	29.0	26.9	17.0
Incr Delay (d2), s/veh	2.7	0.0	1.0	0.9	0.0	4.8	0.2	1.0	1.9	0.0	4.6	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	1.5	0.2	0.0	0.6	2.0	7.8	8.7	0.3	11.8	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	0.0	41.0	47.7	0.0	52.1	36.0	33.8	34.7	29.1	31.5	20.2
LnGrp LOS	D	A	D	D	A	D	D	C	C	C	C	C
Approach Vol, veh/h	400		31			1052			1594			
Approach Delay, s/veh	44.4		51.0			34.3			28.0			
Approach LOS	D		D			C			C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	28.1	46.0	17.4		30.1	44.0	8.5					
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0					
Max Green Setting (Gmax), s	6.0	41.0	28.0		8.0	39.0	6.0					
Max Q Clear Time (g_c+I1), s	2.6	18.9	11.1		6.6	29.1	3.4					
Green Ext Time (p_c), s	0.0	6.4	1.3		0.0	6.2	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			32.5									
HCM 6th LOS			C									
Notes												

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

PM E+P (with Forster)
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	24	10	0	90	33	820	50	126	848	40
Future Volume (vph)	15	0	24	10	0	90	33	820	50	126	848	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.918			0.879				0.850			0.850
Flt Protected		0.981			0.995		0.950			0.950		
Satd. Flow (prot)	0	1678	0	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.981			0.995		0.950			0.950		
Satd. Flow (perm)	0	1678	0	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	16	0	25	11	0	95	35	863	53	133	893	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	106	0	35	863	53	133	893	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop				Stop				Free			
Intersection Summary												
Area Type:		Other										
Control Type: Unsignalized												
Intersection Capacity Utilization 46.0%												
ICU Level of Service A												
Analysis Period (min) 15												

HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

PM E+P (with Forster)
PM Peak Hour

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	15	0	24	10	0	90	33	820	50	126	848	40
Future Vol, veh/h	15	0	24	10	0	90	33	820	50	126	848	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	25	11	0	95	35	863	53	133	893	42

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1661	2092	447	1646	2092	432	893	0	-	863	0	0
Stage 1	1159	1159	-	933	933	-	-	-	-	-	-	-
Stage 2	502	933	-	713	1159	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	64	52	559	65	52	572	755	-	0	775	-	0
Stage 1	208	268	-	286	343	-	-	-	0	-	-	0
Stage 2	520	343	-	389	268	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	45	41	559	52	41	572	755	-	-	775	-	-
Mov Cap-2 Maneuver	45	41	-	52	41	-	-	-	-	-	-	-
Stage 1	198	222	-	273	327	-	-	-	-	-	-	-
Stage 2	414	327	-	308	222	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	60.6		24.7		0.4		1.4	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	755	-	104	286	775	-
HCM Lane V/C Ratio	0.046	-	0.395	0.368	0.171	-
HCM Control Delay (s)	10	-	60.6	24.7	10.6	-
HCM Lane LOS	A	-	F	C	B	-
HCM 95th %tile Q(veh)	0.1	-	1.6	1.6	0.6	-

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM E+P (with Forster)
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	248	627	284	137	738	30	408	276	168	62	223	289
Future Volume (vph)	248	627	284	137	738	30	408	276	168	62	223	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3518	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3518	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			298		4				177			153
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
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
Adj. Flow (vph)	261	660	299	144	777	32	429	291	177	65	235	304
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	660	299	144	809	0	429	291	177	65	235	304
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM E+P (with Forster)
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	14.0	36.0	19.0	13.0	35.0		19.0	38.0	38.0	13.0	32.0	14.0
Total Split (%)	14.0%	36.0%	19.0%	13.0%	35.0%		19.0%	38.0%	38.0%	13.0%	32.0%	14.0%
Maximum Green (s)	10.0	31.0	15.0	9.0	30.0		15.0	33.0	33.0	9.0	27.0	10.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	10.0	40.9	60.4	8.1	39.0		14.5	27.2	27.2	7.5	18.4	29.4
Actuated g/C Ratio	0.10	0.41	0.60	0.08	0.39		0.14	0.27	0.27	0.08	0.18	0.29
v/c Ratio	0.76	0.46	0.28	0.52	0.59		0.86	0.57	0.32	0.49	0.69	0.53
Control Delay	59.2	24.3	2.2	46.7	11.3		59.8	36.2	5.6	56.7	47.6	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.2	24.3	2.2	46.7	11.3		59.8	36.2	5.6	56.7	47.6	10.8
LOS	E	C	A	D	B		E	D	A	E	D	B
Approach Delay		26.4			16.7			41.4			30.1	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	85	158	0	33	167		138	166	0	40	142	49
Queue Length 95th (ft)	#141	247	41	63	188		#214	225	45	84	198	78
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	343	1446	1080	312	1375		514	614	640	159	503	574
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.46	0.28	0.46	0.59		0.83	0.47	0.28	0.41	0.47	0.53

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 28.1

Intersection LOS: C

Intersection Capacity Utilization 66.8%

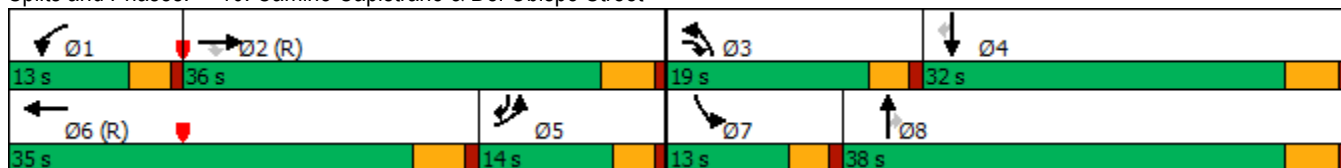
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary

10: Camino Capistrano & Del Obispo Street

PM E+P (with Forster)
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	627	284	137	738	30	408	276	168	62	223	289
Future Volume (veh/h)	248	627	284	137	738	30	408	276	168	62	223	289
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	261	660	299	144	777	32	429	291	177	65	235	304
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	713	1619	948	210	1043	43	493	480	407	84	301	582
Arrive On Green	0.21	0.46	0.46	0.02	0.10	0.10	0.14	0.26	0.26	0.05	0.16	0.16
Sat Flow, veh/h	3456	3554	1585	3456	3478	143	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	261	660	299	144	397	412	429	291	177	65	235	304
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1845	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.5	12.4	9.3	4.1	21.7	21.7	12.2	13.7	9.3	3.6	12.1	4.3
Cycle Q Clear(g_c), s	6.5	12.4	9.3	4.1	21.7	21.7	12.2	13.7	9.3	3.6	12.1	4.3
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	713	1619	948	210	533	553	493	480	407	84	301	582
V/C Ratio(X)	0.37	0.41	0.32	0.68	0.74	0.74	0.87	0.61	0.44	0.78	0.78	0.52
Avail Cap(c_a), veh/h	713	1619	948	311	533	553	518	617	523	160	505	755
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	18.2	10.0	48.0	41.3	41.3	42.0	32.7	31.1	47.1	40.2	9.6
Incr Delay (d2), s/veh	0.1	0.8	0.9	1.5	9.1	8.8	13.6	1.2	0.7	5.7	4.4	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	2.7	5.1	3.3	1.9	11.7	12.1	6.1	6.3	3.6	1.7	5.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	19.0	10.8	49.5	50.4	50.1	55.6	34.0	31.8	52.8	44.6	10.4
LnGrp LOS	C	B	B	D	D	D	E	C	C	D	D	B
Approach Vol, veh/h	1220			953			897			604		
Approach Delay, s/veh	20.2			50.2			43.9			28.3		
Approach LOS	C			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	50.5	18.3	21.1	25.6	35.0	8.7	30.7				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	9.0	31.0	15.0	27.0	10.0	* 30	9.0	33.0				
Max Q Clear Time (g_c+I1), s	6.1	14.4	14.2	14.1	8.5	23.7	5.6	15.7				
Green Ext Time (p_c), s	0.1	5.2	0.1	2.1	0.1	2.6	0.0	2.2				

Intersection Summary

HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

Notes

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

APPENDIX G-V

**EXISTING PLUS PROJECT (WITH FORSTER) TRAFFIC
CONDITIONS WITH IMPROVEMENTS – SYNCHRO
OPERATIONS METHOD OF ANALYSIS**

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM E+P (with Forster) MIT
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	432	0	64	6	0	10	36	929	6	14	1062	540
Future Volume (vph)	432	0	64	6	0	10	36	929	6	14	1062	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.850			0.999				0.850
Flt Protected	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Flt Permitted	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		159			1				568
Link Speed (mph)		25			25			35				35
Link Distance (ft)		407			222			927				426
Travel Time (s)		11.1			6.1			18.1				8.3
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
Adj. Flow (vph)	455	0	67	6	0	11	38	978	6	15	1118	568
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	227	228	67	6	11	0	38	984	0	15	1118	568
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM E+P (with Forster) MIT
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	46.0		10.0	46.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		10.0%	46.0%		10.0%	46.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		6.0	41.0		6.0	41.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	22.8	22.8	22.8	6.0	6.0		6.0	58.8		6.0	56.8	84.6
Actuated g/C Ratio	0.23	0.23	0.23	0.06	0.06		0.06	0.59		0.06	0.57	0.85
v/c Ratio	0.59	0.60	0.15	0.06	0.05		0.36	0.33		0.14	0.56	0.40
Control Delay	40.1	40.2	1.5	45.7	0.3		48.0	5.2		47.8	18.5	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.1	40.2	1.5	45.7	0.3		48.0	5.2		47.8	18.5	1.1
LOS	D	D	A	D	A		D	A		D	B	A
Approach Delay		35.2			16.3			6.8			13.0	
Approach LOS		D			B			A			B	
Queue Length 50th (ft)	132	133	0	4	0		26	21		9	232	0
Queue Length 95th (ft)	204	205	6	17	0		m56	57		30	400	12
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	470	529	106	244		106	2985		106	2008	1423
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.48	0.49	0.13	0.06	0.05		0.36	0.33		0.14	0.56	0.40

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 31 (31%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 14.6

Intersection LOS: B

Intersection Capacity Utilization 56.9%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 3: Del Obispo Street & Ortega Highway

AM E+P (with Forster) MIT
 AM Peak Hour

Splits and Phases: 3: Del Obispo Street & Ortega Highway

 Ø2 (R)	 Ø1	 Ø4	 Ø8
46 s	10 s	33 s	11 s
 Ø6 (R)	 Ø5		
46 s	10 s		

HCM 6th Signalized Intersection Summary 3: Del Bispo Street & Ortega Highway

AM E+P (with Forster) MIT
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	0	64	6	0	10	36	929	6	14	1062	540
Future Volume (veh/h)	432	0	64	6	0	10	36	929	6	14	1062	540
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	455	0	67	6	0	11	38	978	6	15	1118	568
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	569	0	253	40	0	36	388	2147	13	388	1457	903
Arrive On Green	0.16	0.00	0.16	0.02	0.00	0.02	0.07	0.14	0.14	0.22	0.41	0.41
Sat Flow, veh/h	3563	0	1585	1781	0	1585	1781	5237	32	1781	3554	1585
Grp Volume(v), veh/h	455	0	67	6	0	11	38	636	348	15	1118	568
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1865	1781	1777	1585
Q Serve(g_s), s	12.3	0.0	3.7	0.3	0.0	0.7	2.0	17.2	17.2	0.7	27.1	24.0
Cycle Q Clear(g_c), s	12.3	0.0	3.7	0.3	0.0	0.7	2.0	17.2	17.2	0.7	27.1	24.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	569	0	253	40	0	36	388	1396	764	388	1457	903
V/C Ratio(X)	0.80	0.00	0.26	0.15	0.00	0.31	0.10	0.46	0.46	0.04	0.77	0.63
Avail Cap(c_a), veh/h	998	0	444	107	0	95	388	1396	764	388	1457	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	0.0	36.9	47.9	0.0	48.1	37.2	32.9	33.0	30.9	25.4	14.4
Incr Delay (d2), s/veh	2.6	0.0	0.6	1.7	0.0	4.7	0.1	1.1	2.0	0.0	3.9	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	1.5	0.2	0.0	0.3	0.9	8.0	8.9	0.3	11.6	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	0.0	37.4	49.6	0.0	52.8	37.3	34.0	34.9	30.9	29.3	17.7
LnGrp LOS	D	A	D	D	A	D	D	C	C	C	C	B
Approach Vol, veh/h	522			17			1022			1701		
Approach Delay, s/veh	42.4			51.7			34.4			25.5		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	25.8	46.0	21.0		25.8	46.0	7.3					
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0					
Max Green Setting (Gmax), s	6.0	41.0	28.0		6.0	41.0	6.0					
Max Q Clear Time (g_c+I1), s	2.7	19.2	14.3		4.0	29.1	2.7					
Green Ext Time (p_c), s	0.0	6.5	1.7		0.0	7.5	0.0					

Intersection Summary

HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

AM E+P (with Forster) MIT

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (vph)	0	0	10	4	0	32	10	884	30	102	932	18
Future Volume (vph)	0	0	10	4	0	32	10	884	30	102	932	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865		0.879				0.850			0.850
Flt Protected					0.995		0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted					0.995		0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	0	0	11	4	0	34	11	931	32	107	981	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	11	0	38	0	11	931	32	107	981	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	43.4%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↕		↗	↕	↗	↗	↕	↗
Traffic Vol, veh/h	0	0	10	4	0	32	10	884	30	102	932	18
Future Vol, veh/h	0	0	10	4	0	32	10	884	30	102	932	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	4	0	34	11	931	32	107	981	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	491	1658	2148	466	981	0	-	931	0	0
Stage 1	-	-	-	953	953	-	-	-	-	-	-	-
Stage 2	-	-	-	705	1195	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	523	64	48	543	699	-	0	731	-	0
Stage 1	0	0	-	278	336	-	-	-	0	-	-	0
Stage 2	0	0	-	393	258	-	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	523	55	40	543	699	-	-	731	-	-
Mov Cap-2 Maneuver	-	-	-	55	40	-	-	-	-	-	-	-
Stage 1	-	-	-	274	331	-	-	-	-	-	-	-
Stage 2	-	-	-	329	220	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12		20.3		0.1		1.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	699	-	523	273	731	-
HCM Lane V/C Ratio	0.015	-	0.02	0.139	0.147	-
HCM Control Delay (s)	10.2	-	12	20.3	10.8	-
HCM Lane LOS	B	-	B	C	B	-
HCM 95th %tile Q(veh)	0	-	0.1	0.5	0.5	-

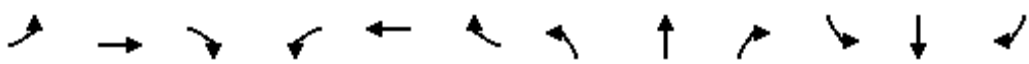
Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM E+P (with Forster) MIT
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	4	62	8	2	20	84	881	10	14	1038	462
Future Volume (vph)	330	4	62	8	2	20	84	881	10	14	1038	462
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.863			0.998				0.850
Flt Protected	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1686	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Flt Permitted	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1686	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		21			2				486
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		407			222			927			426	
Travel Time (s)		11.1			6.1			18.1			8.3	
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
Adj. Flow (vph)	347	4	65	8	2	21	88	927	11	15	1093	486
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	177	174	65	8	23	0	88	938	0	15	1093	486
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM E+P (with Forster) MIT
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		12.0	46.0		10.0	44.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		12.0%	46.0%		10.0%	44.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		8.0	41.0		6.0	39.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	19.5	19.5	19.5	6.1	6.1		7.7	59.8		6.0	54.2	76.7
Actuated g/C Ratio	0.20	0.20	0.20	0.06	0.06		0.08	0.60		0.06	0.54	0.77
v/c Ratio	0.54	0.53	0.16	0.07	0.19		0.65	0.31		0.14	0.57	0.37
Control Delay	41.0	40.6	1.4	45.9	23.9		63.2	6.3		47.8	20.2	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	41.0	40.6	1.4	45.9	23.9		63.2	6.3		47.8	20.2	1.1
LOS	D	D	A	D	C		E	A		D	C	A
Approach Delay		34.7			29.5			11.2			14.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	107	106	0	5	1		60	32		9	268	0
Queue Length 95th (ft)	160	157	5	20	26		#124	98		30	402	13
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	472	529	108	118		141	3033		106	1916	1356
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.38	0.37	0.12	0.07	0.19		0.62	0.31		0.14	0.57	0.36

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 33 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 16.4

Intersection LOS: B

Intersection Capacity Utilization 61.3%

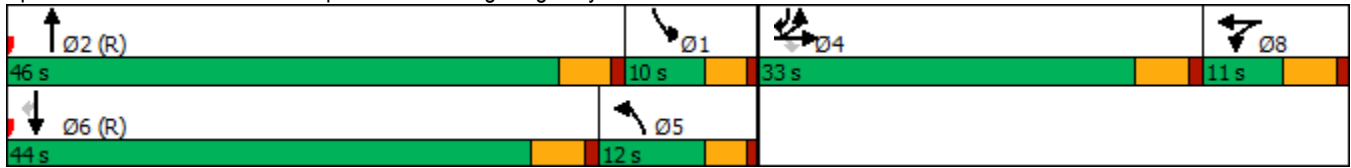
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Del Obispo Street & Ortega Highway



HCM 6th Signalized Intersection Summary

3: Del Bispo Street & Ortega Highway

PM E+P (with Forster) MIT
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	330	4	62	8	2	20	84	881	10	14	1038	462
Future Volume (veh/h)	330	4	62	8	2	20	84	881	10	14	1038	462
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	350	0	65	8	2	21	88	927	11	15	1093	486
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	458	0	204	62	5	51	457	2133	25	422	1386	822
Arrive On Green	0.13	0.00	0.13	0.03	0.03	0.03	0.08	0.14	0.14	0.24	0.39	0.39
Sat Flow, veh/h	3563	0	1585	1781	140	1467	1781	5202	62	1781	3554	1585
Grp Volume(v), veh/h	350	0	65	8	0	23	88	606	332	15	1093	486
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1606	1781	1702	1859	1781	1777	1585
Q Serve(g_s), s	9.5	0.0	3.7	0.4	0.0	1.4	4.6	16.4	16.4	0.6	27.1	21.3
Cycle Q Clear(g_c), s	9.5	0.0	3.7	0.4	0.0	1.4	4.6	16.4	16.4	0.6	27.1	21.3
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	458	0	204	62	0	56	457	1396	762	422	1386	822
V/C Ratio(X)	0.76	0.00	0.32	0.13	0.00	0.41	0.19	0.43	0.43	0.04	0.79	0.59
Avail Cap(c_a), veh/h	998	0	444	107	0	96	457	1396	762	422	1386	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	0.0	39.6	46.8	0.0	47.3	36.1	32.6	32.6	29.4	26.9	16.7
Incr Delay (d2), s/veh	2.7	0.0	0.9	0.9	0.0	4.8	0.2	1.0	1.8	0.0	4.6	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	1.5	0.2	0.0	0.6	2.0	7.6	8.5	0.3	11.8	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.0	40.5	47.7	0.0	52.1	36.3	33.6	34.4	29.4	31.5	19.8
LnGrp LOS	D	A	D	D	A	D	D	C	C	C	C	B
Approach Vol, veh/h	415		31			1026			1594			
Approach Delay, s/veh	44.1		51.0			34.1			27.9			
Approach LOS	D		D			C			C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	27.7	46.0	17.9		29.7	44.0	8.5					
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0					
Max Green Setting (Gmax), s	6.0	41.0	28.0		8.0	39.0	6.0					
Max Q Clear Time (g_c+I1), s	2.6	18.4	11.5		6.6	29.1	3.4					
Green Ext Time (p_c), s	0.0	6.3	1.4		0.0	6.2	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			32.4									
HCM 6th LOS			C									
Notes												

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

PM E+P (with Forster) MIT

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	24	10	0	90	33	820	50	126	848	40
Future Volume (vph)	0	0	24	10	0	90	33	820	50	126	848	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865		0.879				0.850			0.850
Flt Protected					0.995		0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted					0.995		0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	0	0	25	11	0	95	35	863	53	133	893	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	25	0	106	0	35	863	53	133	893	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	45.8%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↕		↗	↕	↗	↗	↕	↗
Traffic Vol, veh/h	0	0	24	10	0	90	33	820	50	126	848	40
Future Vol, veh/h	0	0	24	10	0	90	33	820	50	126	848	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	25	11	0	95	35	863	53	133	893	42

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	447	1646	2092	432	893	0	-	863	0	0
Stage 1	-	-	-	933	933	-	-	-	-	-	-	-
Stage 2	-	-	-	713	1159	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	559	65	52	572	755	-	0	775	-	0
Stage 1	0	0	-	286	343	-	-	-	0	-	-	0
Stage 2	0	0	-	389	268	-	-	-	0	-	-	0
Platoon blocked, %									-			
Mov Cap-1 Maneuver	-	-	559	52	41	572	755	-	-	775	-	-
Mov Cap-2 Maneuver	-	-	-	52	41	-	-	-	-	-	-	-
Stage 1	-	-	-	273	327	-	-	-	-	-	-	-
Stage 2	-	-	-	308	222	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.7		24.7		0.4		1.4	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	755	-	559	286	775	-
HCM Lane V/C Ratio	0.046	-	0.045	0.368	0.171	-
HCM Control Delay (s)	10	-	11.7	24.7	10.6	-
HCM Lane LOS	A	-	B	C	B	-
HCM 95th %tile Q(veh)	0.1	-	0.1	1.6	0.6	-

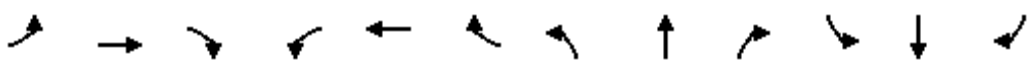
APPENDIX G-VI

**EXISTING PLUS PROJECT (WITH FORSTER) PLUS
CUMULATIVE (YEAR 2028) TRAFFIC CONDITIONS –
SYNCHRO OPERATIONS METHOD OF ANALYSIS**

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM E+P+C (with Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	519	0	66	6	0	10	41	1042	6	14	1155	694
Future Volume (vph)	519	0	66	6	0	10	41	1042	6	14	1155	694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.850			0.999				0.850
Flt Protected	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Flt Permitted	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		134			1				731
Link Speed (mph)		25			25			35				35
Link Distance (ft)		407			222			927				426
Travel Time (s)		11.1			6.1			18.1				8.3
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
Adj. Flow (vph)	546	0	69	6	0	11	43	1097	6	15	1216	731
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	273	273	69	6	11	0	43	1103	0	15	1216	731
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM E+P+C (with Forster)
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	46.0		10.0	46.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		10.0%	46.0%		10.0%	46.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		6.0	41.0		6.0	41.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	25.0	25.0	25.0	6.0	6.0		6.0	56.6		6.0	54.6	84.6
Actuated g/C Ratio	0.25	0.25	0.25	0.06	0.06		0.06	0.57		0.06	0.55	0.85
v/c Ratio	0.65	0.65	0.14	0.06	0.05		0.41	0.38		0.14	0.63	0.50
Control Delay	40.8	40.8	1.6	45.7	0.4		48.3	5.4		47.8	20.8	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.8	40.8	1.6	45.7	0.4		48.3	5.4		47.8	20.8	1.5
LOS	D	D	A	D	A		D	A		D	C	A
Approach Delay		36.4			16.4			7.0			13.8	
Approach LOS		D			B			A			B	
Queue Length 50th (ft)	156	156	0	4	0		29	27		9	284	0
Queue Length 95th (ft)	246	246	7	17	0		m56	65		30	451	13
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	470	529	106	220		106	2874		106	1931	1449
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.58	0.58	0.13	0.06	0.05		0.41	0.38		0.14	0.63	0.50

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 31 (31%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 15.5

Intersection LOS: B

Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 3: Del Obispo Street & Ortega Highway

AM E+P+C (with Forster)
 AM Peak Hour

Splits and Phases: 3: Del Obispo Street & Ortega Highway

 Ø2 (R)	 Ø1	 Ø4	 Ø8
46 s	10 s	33 s	11 s
 Ø6 (R)	 Ø5		
46 s	10 s		

HCM 6th Signalized Intersection Summary 3: Del Bispo Street & Ortega Highway

AM E+P+C (with Forster)
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	519	0	66	6	0	10	41	1042	6	14	1155	694
Future Volume (veh/h)	519	0	66	6	0	10	41	1042	6	14	1155	694
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	546	0	69	6	0	11	43	1097	6	15	1216	731
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	663	0	295	40	0	36	341	2149	12	341	1457	945
Arrive On Green	0.19	0.00	0.19	0.02	0.00	0.02	0.06	0.14	0.14	0.19	0.41	0.41
Sat Flow, veh/h	3563	0	1585	1781	0	1585	1781	5241	29	1781	3554	1585
Grp Volume(v), veh/h	546	0	69	6	0	11	43	713	390	15	1216	731
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1865	1781	1777	1585
Q Serve(g_s), s	14.7	0.0	3.7	0.3	0.0	0.7	2.3	19.4	19.4	0.7	30.7	34.6
Cycle Q Clear(g_c), s	14.7	0.0	3.7	0.3	0.0	0.7	2.3	19.4	19.4	0.7	30.7	34.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	663	0	295	40	0	36	341	1396	765	341	1457	945
V/C Ratio(X)	0.82	0.00	0.23	0.15	0.00	0.31	0.13	0.51	0.51	0.04	0.83	0.77
Avail Cap(c_a), veh/h	998	0	444	107	0	95	341	1396	765	341	1457	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	0.0	34.6	47.9	0.0	48.1	38.9	33.9	33.9	33.0	26.5	15.1
Incr Delay (d2), s/veh	3.5	0.0	0.4	1.7	0.0	4.7	0.2	1.3	2.4	0.1	5.8	6.1
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	6.7	0.0	1.5	0.2	0.0	0.3	1.0	9.1	10.2	0.3	13.4	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.0	35.0	49.6	0.0	52.8	39.1	35.3	36.3	33.0	32.2	21.3
LnGrp LOS	D	A	D	D	A	D	D	D	D	C	C	C
Approach Vol, veh/h	615			17			1146			1962		
Approach Delay, s/veh	41.8			51.7			35.8			28.2		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	23.1	46.0	23.6		23.1	46.0	7.3					
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0					
Max Green Setting (Gmax), s	6.0	41.0	28.0		6.0	41.0	6.0					
Max Q Clear Time (g_c+I1), s	2.7	21.4	16.7		4.3	36.6	2.7					
Green Ext Time (p_c), s	0.0	7.2	1.9		0.0	3.6	0.0					
Intersection Summary												
HCM 6th Ctrl Delay	32.8											
HCM 6th LOS	C											

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

AM E+P+C (with Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	10	4	0	33	10	975	31	105	1022	18
Future Volume (vph)	15	0	10	4	0	33	10	975	31	105	1022	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.945			0.879				0.850			0.850
Flt Protected		0.971			0.995		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.971			0.995		0.950			0.950		
Satd. Flow (perm)	0	1709	0	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	16	0	11	4	0	35	11	1026	33	111	1076	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	39	0	11	1026	33	111	1076	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 48.0%				ICU Level of Service A								
Analysis Period (min) 15												

HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

AM E+P+C (with Forster)
AM Peak Hour

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	15	0	10	4	0	33	10	975	31	105	1022	18
Future Vol, veh/h	15	0	10	4	0	33	10	975	31	105	1022	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	11	4	0	35	11	1026	33	111	1076	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1833	2346	538	1808	2346	513	1076	0	-	1026	0	0
Stage 1	1298	1298	-	1048	1048	-	-	-	-	-	-	-
Stage 2	535	1048	-	760	1298	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	47	36	488	49	36	506	644	-	0	673	-	0
Stage 1	171	230	-	244	303	-	-	-	0	-	-	0
Stage 2	497	303	-	364	230	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	38	30	488	41	30	506	644	-	-	673	-	-
Mov Cap-2 Maneuver	38	30	-	41	30	-	-	-	-	-	-	-
Stage 1	168	192	-	240	298	-	-	-	-	-	-	-
Stage 2	455	298	-	297	192	-	-	-	-	-	-	-

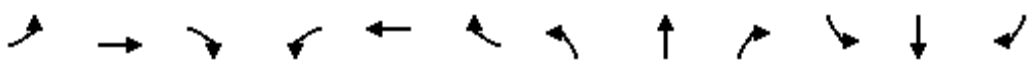
Approach	EB		WB		NB		SB	
HCM Control Delay, s	105.4		24.1		0.1		1.1	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	644	-	60	227	673	-
HCM Lane V/C Ratio	0.016	-	0.439	0.172	0.164	-
HCM Control Delay (s)	10.7	-	105.4	24.1	11.4	-
HCM Lane LOS	B	-	F	C	B	-
HCM 95th %tile Q(veh)	0.1	-	1.7	0.6	0.6	-

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM E+P+C (with Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	497	775	315	99	780	14	411	261	108	37	322	468
Future Volume (vph)	497	775	315	99	780	14	411	261	108	37	322	468
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			193		2				164			153
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
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
Adj. Flow (vph)	523	816	332	104	821	15	433	275	114	39	339	493
Shared Lane Traffic (%)												
Lane Group Flow (vph)	523	816	332	104	836	0	433	275	114	39	339	493
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM E+P+C (with Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	20.0	41.0	17.0	10.0	31.0		17.0	39.0	39.0	10.0	32.0	20.0
Total Split (%)	20.0%	41.0%	17.0%	10.0%	31.0%		17.0%	39.0%	39.0%	10.0%	32.0%	20.0%
Maximum Green (s)	16.0	36.0	13.0	6.0	26.0		13.0	34.0	34.0	6.0	27.0	16.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	16.0	41.9	59.9	6.5	30.5		13.0	33.5	33.5	5.6	22.5	39.5
Actuated g/C Ratio	0.16	0.42	0.60	0.06	0.30		0.13	0.34	0.34	0.06	0.22	0.40
v/c Ratio	0.95	0.55	0.32	0.46	0.78		0.97	0.44	0.18	0.39	0.81	0.69
Control Delay	71.0	25.2	5.8	45.4	20.6		80.4	28.8	1.9	57.3	51.6	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.0	25.2	5.8	45.4	20.6		80.4	28.8	1.9	57.3	51.6	14.6
LOS	E	C	A	D	C		F	C	A	E	D	B
Approach Delay		35.7			23.4			52.2			30.9	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	172	215	40	28	256		143	143	0	24	204	103
Queue Length 95th (ft)	#274	290	94	m48	#367		#241	209	14	59	292	155
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	549	1483	1025	224	1076		446	645	655	106	503	718
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.55	0.32	0.46	0.78		0.97	0.43	0.17	0.37	0.67	0.69

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 35.2

Intersection LOS: D

Intersection Capacity Utilization 79.9%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

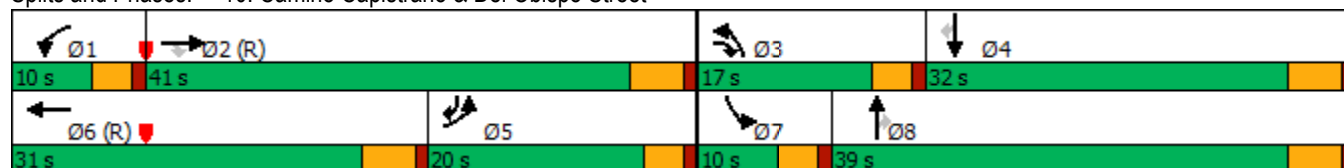
Lanes, Volumes, Timings 10: Camino Capistrano & Del Obispo Street

AM E+P+C (with Forster)
AM Peak Hour

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary

10: Camino Capistrano & Del Obispo Street

AM E+P+C (with Forster)

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	497	775	315	99	780	14	411	261	108	37	322	468
Future Volume (veh/h)	497	775	315	99	780	14	411	261	108	37	322	468
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	523	816	332	104	821	15	433	275	114	39	339	493
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	697	1475	864	196	928	17	449	600	508	49	408	666
Arrive On Green	0.20	0.42	0.42	0.06	0.26	0.26	0.13	0.32	0.32	0.03	0.22	0.22
Sat Flow, veh/h	3456	3554	1585	3456	3570	65	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	523	816	332	104	409	427	433	275	114	39	339	493
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1859	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	14.2	17.4	12.1	2.9	22.1	22.1	12.5	11.7	5.3	2.2	17.3	7.7
Cycle Q Clear(g_c), s	14.2	17.4	12.1	2.9	22.1	22.1	12.5	11.7	5.3	2.2	17.3	7.7
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	697	1475	864	196	462	483	449	600	508	49	408	666
V/C Ratio(X)	0.75	0.55	0.38	0.53	0.88	0.88	0.96	0.46	0.22	0.79	0.83	0.74
Avail Cap(c_a), veh/h	697	1475	864	207	462	483	449	636	539	107	505	748
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	22.2	13.1	45.9	35.6	35.6	43.3	27.1	24.9	48.3	37.3	9.1
Incr Delay (d2), s/veh	4.1	1.5	1.3	0.9	21.2	20.5	33.0	0.5	0.2	10.1	9.3	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	6.3	7.4	4.4	1.3	12.1	12.5	7.3	5.2	2.0	1.1	8.9	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	23.7	14.4	46.7	56.7	56.0	76.2	27.6	25.1	58.4	46.6	12.6
LnGrp LOS	D	C	B	D	E	E	E	C	C	E	D	B
Approach Vol, veh/h	1671			940			822			871		
Approach Delay, s/veh	27.5			55.3			52.9			27.9		
Approach LOS	C			E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	46.5	17.0	26.8	25.2	31.0	6.8	37.1				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	6.0	36.0	13.0	27.0	16.0	* 26	6.0	34.0				
Max Q Clear Time (g_c+l1), s	4.9	19.4	14.5	19.3	16.2	24.1	4.2	13.7				
Green Ext Time (p_c), s	0.0	6.5	0.0	2.5	0.0	1.0	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay 38.5

HCM 6th LOS D

Notes

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

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM E+P+C (with Forster)
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	455	4	71	8	2	21	92	963	10	14	1180	529
Future Volume (vph)	455	4	71	8	2	21	92	963	10	14	1180	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.862			0.998				0.850
Flt Protected	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1686	1583	1770	1606	0	1770	5075	0	1770	3539	1583
Flt Permitted	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1686	1583	1770	1606	0	1770	5075	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		22			2				557
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		407			222			927			426	
Travel Time (s)		11.1			6.1			18.1			8.3	
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
Adj. Flow (vph)	479	4	75	8	2	22	97	1014	11	15	1242	557
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	239	244	75	8	24	0	97	1025	0	15	1242	557
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM E+P+C (with Forster)
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		12.0	46.0		10.0	44.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		12.0%	46.0%		10.0%	44.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		8.0	41.0		6.0	39.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	23.3	23.3	23.3	6.0	6.0		7.8	56.1		6.0	48.3	73.6
Actuated g/C Ratio	0.23	0.23	0.23	0.06	0.06		0.08	0.56		0.06	0.48	0.74
v/c Ratio	0.61	0.62	0.16	0.08	0.21		0.70	0.36		0.14	0.73	0.42
Control Delay	40.5	40.9	2.3	46.1	23.8		65.8	7.0		47.8	26.4	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.5	40.9	2.3	46.1	23.8		65.8	7.0		47.8	26.4	1.3
LOS	D	D	A	D	C		E	A		D	C	A
Approach Delay		35.5			29.4			12.1			18.9	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	140	143	0	5	1		65	104		9	367	0
Queue Length 95th (ft)	215	218	11	20	27		m#139	101		30	#520	13
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	472	529	106	117		141	2849		106	1710	1317
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.51	0.52	0.14	0.08	0.21		0.69	0.36		0.14	0.73	0.42

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 33 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 19.4

Intersection LOS: B

Intersection Capacity Utilization 68.8%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

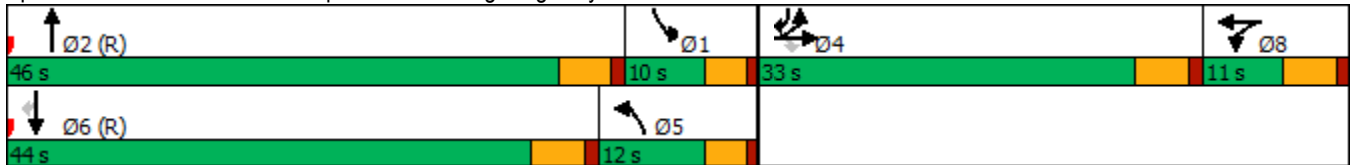
Lanes, Volumes, Timings 3: Del Obispo Street & Ortega Highway

PM E+P+C (with Forster)
PM Peak Hour

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Del Obispo Street & Ortega Highway



HCM 6th Signalized Intersection Summary

3: Del Bispo Street & Ortega Highway

PM E+P+C (with Forster)
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	455	4	71	8	2	21	92	963	10	14	1180	529
Future Volume (veh/h)	455	4	71	8	2	21	92	963	10	14	1180	529
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	482	0	75	8	2	22	97	1014	11	15	1242	557
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	598	0	266	63	5	52	386	2135	23	351	1386	884
Arrive On Green	0.17	0.00	0.17	0.04	0.04	0.04	0.07	0.14	0.14	0.20	0.39	0.39
Sat Flow, veh/h	3563	0	1585	1781	134	1472	1781	5208	56	1781	3554	1585
Grp Volume(v), veh/h	482	0	75	8	0	24	97	663	362	15	1242	557
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1605	1781	1702	1860	1781	1777	1585
Q Serve(g_s), s	13.0	0.0	4.1	0.4	0.0	1.5	5.1	18.0	18.0	0.7	32.8	24.0
Cycle Q Clear(g_c), s	13.0	0.0	4.1	0.4	0.0	1.5	5.1	18.0	18.0	0.7	32.8	24.0
Prop In Lane	1.00		1.00	1.00		0.92	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	598	0	266	63	0	57	386	1396	763	351	1386	884
V/C Ratio(X)	0.81	0.00	0.28	0.13	0.00	0.42	0.25	0.47	0.48	0.04	0.90	0.63
Avail Cap(c_a), veh/h	998	0	444	107	0	96	386	1396	763	351	1386	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	0.0	36.3	46.7	0.0	47.2	38.7	33.3	33.3	32.5	28.6	15.1
Incr Delay (d2), s/veh	2.6	0.0	0.6	0.9	0.0	4.9	0.3	1.2	2.1	0.0	9.3	3.4
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	5.9	0.0	1.7	0.2	0.0	0.7	2.3	8.4	9.4	0.3	15.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.0	36.9	47.6	0.0	52.2	39.1	34.4	35.4	32.6	37.9	18.5
LnGrp LOS	D	A	D	D	A	D	D	C	D	C	D	B
Approach Vol, veh/h	557		32			1122			1814			
Approach Delay, s/veh	41.9		51.0			35.2			31.9			
Approach LOS	D		D			D			C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	23.7	46.0	21.8		25.7	44.0	8.5					
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0					
Max Green Setting (Gmax), s	6.0	41.0	28.0		8.0	39.0	6.0					
Max Q Clear Time (g_c+I1), s	2.7	20.0	15.0		7.1	34.8	3.5					
Green Ext Time (p_c), s	0.0	6.8	1.8		0.0	3.3	0.0					
Intersection Summary												
HCM 6th Ctrl Delay	34.7											
HCM 6th LOS	C											
Notes												

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

PM E+P+C (with Forster)

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	24	10	0	92	33	941	51	129	1059	40
Future Volume (vph)	15	0	24	10	0	92	33	941	51	129	1059	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.918			0.879				0.850			0.850
Flt Protected		0.981			0.995		0.950			0.950		
Satd. Flow (prot)	0	1678	0	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.981			0.995		0.950			0.950		
Satd. Flow (perm)	0	1678	0	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	16	0	25	11	0	97	35	991	54	136	1115	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	108	0	35	991	54	136	1115	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop			Stop			Free			Free		
Intersection Summary												
Area Type: Other												
Control Type: Unsignalized												
Intersection Capacity Utilization 49.6%												
ICU Level of Service A												
Analysis Period (min) 15												

HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

PM E+P+C (with Forster)
PM Peak Hour

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	15	0	24	10	0	92	33	941	51	129	1059	40
Future Vol, veh/h	15	0	24	10	0	92	33	941	51	129	1059	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	25	11	0	97	35	991	54	136	1115	42

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1953	2448	558	1891	2448	496	1115	0	-	991	0	0
Stage 1	1387	1387	-	1061	1061	-	-	-	-	-	-	-
Stage 2	566	1061	-	830	1387	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	38	31	473	43	31	519	622	-	0	693	-	0
Stage 1	150	208	-	239	299	-	-	-	0	-	-	0
Stage 2	476	299	-	331	208	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	25	24	473	33	24	519	622	-	-	693	-	-
Mov Cap-2 Maneuver	25	24	-	33	24	-	-	-	-	-	-	-
Stage 1	142	167	-	226	282	-	-	-	-	-	-	-
Stage 2	365	282	-	252	167	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	147.3		38.2		0.4		1.2	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	SBL	SBT
Capacity (veh/h)	622	-	60	212	693
HCM Lane V/C Ratio	0.056	-	0.684	0.506	0.196
HCM Control Delay (s)	11.1	-	147.3	38.2	11.5
HCM Lane LOS	B	-	F	E	B
HCM 95th %tile Q(veh)	0.2	-	2.9	2.6	0.7

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM E+P+C (with Forster)
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	712	336	173	841	108	465	316	207	64	271	343
Future Volume (vph)	285	712	336	173	841	108	465	316	207	64	271	343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.983				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3479	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3479	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225		14				218			153
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
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
Adj. Flow (vph)	300	749	354	182	885	114	489	333	218	67	285	361
Shared Lane Traffic (%)												
Lane Group Flow (vph)	300	749	354	182	999	0	489	333	218	67	285	361
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM E+P+C (with Forster)
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	14.0	36.0	19.0	13.0	35.0		19.0	38.0	38.0	13.0	32.0	14.0
Total Split (%)	14.0%	36.0%	19.0%	13.0%	35.0%		19.0%	38.0%	38.0%	13.0%	32.0%	14.0%
Maximum Green (s)	10.0	31.0	15.0	9.0	30.0		15.0	33.0	33.0	9.0	27.0	10.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	10.0	37.7	57.7	8.9	36.6		15.0	29.6	29.6	7.5	20.4	31.4
Actuated g/C Ratio	0.10	0.38	0.58	0.09	0.37		0.15	0.30	0.30	0.08	0.20	0.31
v/c Ratio	0.87	0.56	0.35	0.59	0.78		0.95	0.60	0.35	0.50	0.75	0.60
Control Delay	70.7	27.9	5.7	49.5	14.4		72.5	35.5	5.2	57.3	49.5	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.7	27.9	5.7	49.5	14.4		72.5	35.5	5.2	57.3	49.5	13.4
LOS	E	C	A	D	B		E	D	A	E	D	B
Approach Delay		31.4			19.8			46.5			31.9	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	98	198	36	44	90		161	188	0	42	172	66
Queue Length 95th (ft)	#173	285	99	m71	#444		#260	260	50	85	242	105
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	343	1333	1008	325	1282		514	614	668	159	503	602
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.56	0.35	0.56	0.78		0.95	0.54	0.33	0.42	0.57	0.60

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 32.0

Intersection LOS: C

Intersection Capacity Utilization 77.3%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

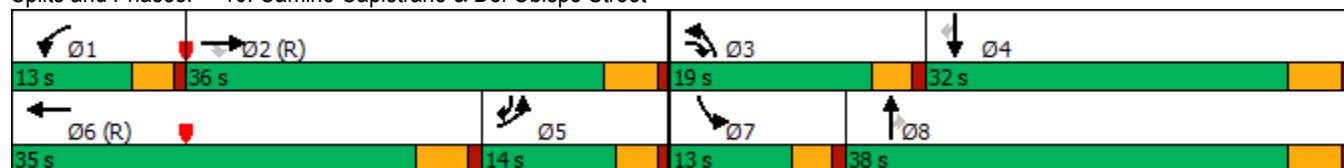
Lanes, Volumes, Timings
 10: Camino Capistrano & Del Obispo Street

PM E+P+C (with Forster)
 PM Peak Hour

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary 10: Camino Capistrano & Del Obispo Street

PM E+P+C (with Forster)
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	712	336	173	841	108	465	316	207	64	271	343
Future Volume (veh/h)	285	712	336	173	841	108	465	316	207	64	271	343
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	300	749	354	182	885	114	489	333	218	67	285	361
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	592	1453	886	250	950	122	518	543	460	86	353	571
Arrive On Green	0.17	0.41	0.41	0.02	0.10	0.10	0.15	0.29	0.29	0.05	0.19	0.19
Sat Flow, veh/h	3456	3554	1585	3456	3166	408	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	300	749	354	182	497	502	489	333	218	67	285	361
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1797	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.9	15.8	12.7	5.2	27.7	27.7	14.0	15.4	11.3	3.7	14.6	5.6
Cycle Q Clear(g_c), s	7.9	15.8	12.7	5.2	27.7	27.7	14.0	15.4	11.3	3.7	14.6	5.6
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	592	1453	886	250	533	539	518	543	460	86	353	571
V/C Ratio(X)	0.51	0.52	0.40	0.73	0.93	0.93	0.94	0.61	0.47	0.78	0.81	0.63
Avail Cap(c_a), veh/h	592	1453	886	311	533	539	518	617	523	160	505	699
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	22.1	12.5	47.8	44.0	44.0	42.1	30.6	29.2	47.0	38.8	10.3
Incr Delay (d2), s/veh	0.3	1.3	1.3	4.4	25.3	25.1	25.8	1.4	0.8	5.5	6.3	1.3
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	3.3	6.7	4.6	2.5	16.9	17.1	7.8	7.0	4.3	1.8	7.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	23.5	13.9	52.2	69.3	69.1	67.8	32.1	30.0	52.6	45.1	11.6
LnGrp LOS	D	C	B	D	E	E	E	C	C	D	D	B
Approach Vol, veh/h	1403			1181			1040			713		
Approach Delay, s/veh	24.1			66.6			48.5			28.8		
Approach LOS	C			E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	45.9	19.0	23.9	22.1	35.0	8.8	34.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	9.0	31.0	15.0	27.0	10.0	* 30	9.0	33.0				
Max Q Clear Time (g_c+I1), s	7.2	17.8	16.0	16.6	9.9	29.7	5.7	17.4				
Green Ext Time (p_c), s	0.1	5.4	0.0	2.3	0.0	0.2	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

Notes

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

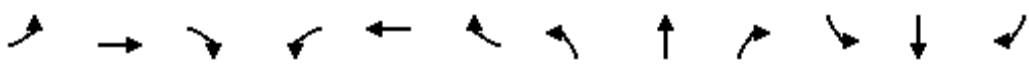
APPENDIX G-VII

**EXISTING PLUS PROJECT (WITH FORSTER) PLUS
CUMULATIVE (YEAR 2028) TRAFFIC CONDITIONS
WITH IMPROVEMENTS – SYNCHRO OPERATIONS
METHOD OF ANALYSIS**

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM E+P+C (with Forster) MIT

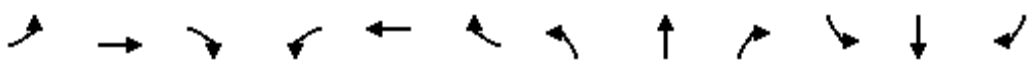
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	534	0	66	6	0	10	41	1018	6	14	1155	694
Future Volume (vph)	534	0	66	6	0	10	41	1018	6	14	1155	694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.850			0.999				0.850
Flt Protected	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Flt Permitted	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		133			1				731
Link Speed (mph)		25			25			35				35
Link Distance (ft)		407			222			927				426
Travel Time (s)		11.1			6.1			18.1				8.3
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
Adj. Flow (vph)	562	0	69	6	0	11	43	1072	6	15	1216	731
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	281	281	69	6	11	0	43	1078	0	15	1216	731
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM E+P+C (with Forster) MIT

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	46.0		10.0	46.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		10.0%	46.0%		10.0%	46.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		6.0	41.0		6.0	41.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	25.4	25.4	25.4	6.0	6.0		6.0	56.2		6.0	54.2	84.6
Actuated g/C Ratio	0.25	0.25	0.25	0.06	0.06		0.06	0.56		0.06	0.54	0.85
v/c Ratio	0.66	0.66	0.14	0.06	0.05		0.41	0.38		0.14	0.63	0.50
Control Delay	41.0	41.0	1.6	45.7	0.4		47.9	5.2		47.8	21.0	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	41.0	41.0	1.6	45.7	0.4		47.9	5.2		47.8	21.0	1.5
LOS	D	D	A	D	A		D	A		D	C	A
Approach Delay		36.7			16.4			6.8			13.9	
Approach LOS		D			B			A			B	
Queue Length 50th (ft)	163	163	0	4	0		29	24		9	284	0
Queue Length 95th (ft)	254	254	7	17	0		m56	61		30	451	13
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	470	529	106	220		106	2857		106	1919	1448
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.60	0.60	0.13	0.06	0.05		0.41	0.38		0.14	0.63	0.50

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 31 (31%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 15.7

Intersection LOS: B

Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 3: Del Obispo Street & Ortega Highway

AM E+P+C (with Forster) MIT
 AM Peak Hour

Splits and Phases: 3: Del Obispo Street & Ortega Highway

 Ø2 (R)	 Ø1	 Ø4	 Ø8
46 s	10 s	33 s	11 s
 Ø6 (R)	 Ø5		
46 s	10 s		

HCM 6th Signalized Intersection Summary

3: Del Bispo Street & Ortega Highway

AM E+P+C (with Forster) MIT

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	534	0	66	6	0	10	41	1018	6	14	1155	694
Future Volume (veh/h)	534	0	66	6	0	10	41	1018	6	14	1155	694
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	562	0	69	6	0	11	43	1072	6	15	1216	731
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	679	0	302	40	0	36	333	2148	12	333	1457	952
Arrive On Green	0.19	0.00	0.19	0.02	0.00	0.02	0.06	0.14	0.14	0.19	0.41	0.41
Sat Flow, veh/h	3563	0	1585	1781	0	1585	1781	5240	29	1781	3554	1585
Grp Volume(v), veh/h	562	0	69	6	0	11	43	696	382	15	1216	731
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1865	1781	1777	1585
Q Serve(g_s), s	15.2	0.0	3.7	0.3	0.0	0.7	2.3	19.0	19.0	0.7	30.7	34.2
Cycle Q Clear(g_c), s	15.2	0.0	3.7	0.3	0.0	0.7	2.3	19.0	19.0	0.7	30.7	34.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	679	0	302	40	0	36	333	1396	765	333	1457	952
V/C Ratio(X)	0.83	0.00	0.23	0.15	0.00	0.31	0.13	0.50	0.50	0.05	0.83	0.77
Avail Cap(c_a), veh/h	998	0	444	107	0	95	333	1396	765	333	1457	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	34.3	47.9	0.0	48.1	39.2	33.7	33.7	33.3	26.5	14.8
Incr Delay (d2), s/veh	3.8	0.0	0.4	1.7	0.0	4.7	0.2	1.3	2.3	0.1	5.8	5.9
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	7.0	0.0	1.5	0.2	0.0	0.3	1.0	8.8	9.9	0.3	13.4	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.0	34.6	49.6	0.0	52.8	39.4	35.0	36.0	33.4	32.2	20.7
LnGrp LOS	D	A	C	D	A	D	D	C	D	C	C	C
Approach Vol, veh/h		631			17			1121			1962	
Approach Delay, s/veh		41.8			51.7			35.5			28.0	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.7	46.0		24.1	22.7	46.0		7.3				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	41.0		28.0	6.0	41.0		6.0				
Max Q Clear Time (g_c+I1), s	2.7	21.0		17.2	4.3	36.2		2.7				
Green Ext Time (p_c), s	0.0	7.0		1.9	0.0	3.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

AM E+P+C (with Forster) MIT

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	10	4	0	33	10	975	31	105	1022	18
Future Volume (vph)	0	0	10	4	0	33	10	975	31	105	1022	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865		0.879				0.850			0.850
Flt Protected					0.995		0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted					0.995		0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	0	0	11	4	0	35	11	1026	33	111	1076	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	11	0	39	0	11	1026	33	111	1076	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	46.1%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↘		↗	↗	↗	↗	↗	↗
Traffic Vol, veh/h	0	0	10	4	0	33	10	975	31	105	1022	18
Future Vol, veh/h	0	0	10	4	0	33	10	975	31	105	1022	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	4	0	35	11	1026	33	111	1076	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	538	1808	2346	513	1076	0	-	1026	0	0
Stage 1	-	-	-	1048	1048	-	-	-	-	-	-	-
Stage 2	-	-	-	760	1298	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	488	49	36	506	644	-	0	673	-	0
Stage 1	0	0	-	244	303	-	-	-	0	-	-	0
Stage 2	0	0	-	364	230	-	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	488	41	30	506	644	-	-	673	-	-
Mov Cap-2 Maneuver	-	-	-	41	30	-	-	-	-	-	-	-
Stage 1	-	-	-	240	298	-	-	-	-	-	-	-
Stage 2	-	-	-	297	192	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.5		24.1		0.1		1.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	644	-	488	227	673	-
HCM Lane V/C Ratio	0.016	-	0.022	0.172	0.164	-
HCM Control Delay (s)	10.7	-	12.5	24.1	11.4	-
HCM Lane LOS	B	-	B	C	B	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.6	0.6	-

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

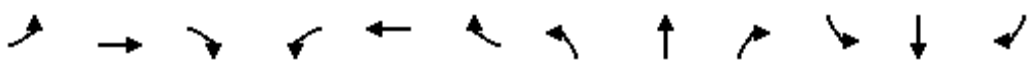
PM E+P+C (with Forster) MIT

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	4	71	8	2	21	92	939	10	14	1180	529
Future Volume (vph)	470	4	71	8	2	21	92	939	10	14	1180	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.862			0.998				0.850
Flt Protected	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1686	1583	1770	1606	0	1770	5075	0	1770	3539	1583
Flt Permitted	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1686	1583	1770	1606	0	1770	5075	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		22			2				557
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		407			222			927			426	
Travel Time (s)		11.1			6.1			18.1			8.3	
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
Adj. Flow (vph)	495	4	75	8	2	22	97	988	11	15	1242	557
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	247	252	75	8	24	0	97	999	0	15	1242	557
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM E+P+C (with Forster) MIT
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		12.0	46.0		10.0	44.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	11.0%	11.0%		12.0%	46.0%		10.0%	44.0%	33.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		8.0	41.0		6.0	39.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	23.7	23.7	23.7	6.0	6.0		7.8	55.7		6.0	47.9	73.6
Actuated g/C Ratio	0.24	0.24	0.24	0.06	0.06		0.08	0.56		0.06	0.48	0.74
v/c Ratio	0.62	0.63	0.16	0.08	0.21		0.70	0.35		0.14	0.73	0.42
Control Delay	40.5	40.9	2.3	46.1	23.8		65.6	6.8		47.8	26.8	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.5	40.9	2.3	46.1	23.8		65.6	6.8		47.8	26.8	1.3
LOS	D	D	A	D	C		E	A		D	C	A
Approach Delay		35.7			29.4			12.0			19.1	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	144	147	0	5	1		66	106		9	371	0
Queue Length 95th (ft)	223	227	11	20	27		m#139	90		30	#520	13
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	470	472	529	106	117		141	2827		106	1694	1315
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.53	0.53	0.14	0.08	0.21		0.69	0.35		0.14	0.73	0.42

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 33 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 19.7

Intersection LOS: B

Intersection Capacity Utilization 69.2%

ICU Level of Service C

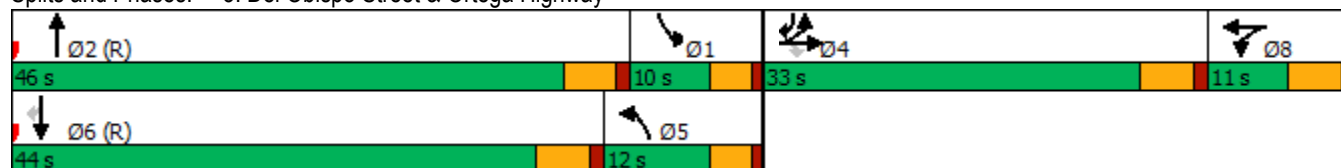
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Del Obispo Street & Ortega Highway



HCM 6th Signalized Intersection Summary

3: Del Bispo Street & Ortega Highway

PM E+P+C (with Forster) MIT

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	470	4	71	8	2	21	92	939	10	14	1180	529
Future Volume (veh/h)	470	4	71	8	2	21	92	939	10	14	1180	529
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	498	0	75	8	2	22	97	988	11	15	1242	557
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	614	0	273	63	5	52	378	2134	24	342	1386	892
Arrive On Green	0.17	0.00	0.17	0.04	0.04	0.04	0.07	0.14	0.14	0.19	0.39	0.39
Sat Flow, veh/h	3563	0	1585	1781	134	1472	1781	5206	58	1781	3554	1585
Grp Volume(v), veh/h	498	0	75	8	0	24	97	646	353	15	1242	557
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1605	1781	1702	1860	1781	1777	1585
Q Serve(g_s), s	13.4	0.0	4.1	0.4	0.0	1.5	5.2	17.5	17.5	0.7	32.8	23.7
Cycle Q Clear(g_c), s	13.4	0.0	4.1	0.4	0.0	1.5	5.2	17.5	17.5	0.7	32.8	23.7
Prop In Lane	1.00		1.00	1.00		0.92	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	614	0	273	63	0	57	378	1396	763	342	1386	892
V/C Ratio(X)	0.81	0.00	0.27	0.13	0.00	0.42	0.26	0.46	0.46	0.04	0.90	0.62
Avail Cap(c_a), veh/h	998	0	444	107	0	96	378	1396	763	342	1386	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	0.0	35.9	46.7	0.0	47.2	39.0	33.1	33.1	32.9	28.6	14.8
Incr Delay (d2), s/veh	2.6	0.0	0.5	0.9	0.0	4.9	0.4	1.1	2.0	0.1	9.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	1.6	0.2	0.0	0.7	2.3	8.1	9.1	0.3	15.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	36.5	47.6	0.0	52.2	39.4	34.2	35.1	33.0	37.9	18.1
LnGrp LOS	D	A	D	D	A	D	D	C	D	C	D	B
Approach Vol, veh/h	573		32			1096			1814			
Approach Delay, s/veh	41.6		51.0			34.9			31.8			
Approach LOS	D		D			C			C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	23.2	46.0	22.2		25.2	44.0	8.5					
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0					
Max Green Setting (Gmax), s	6.0	41.0	28.0		8.0	39.0	6.0					
Max Q Clear Time (g_c+I1), s	2.7	19.5	15.4		7.2	34.8	3.5					
Green Ext Time (p_c), s	0.0	6.6	1.8		0.0	3.3	0.0					
Intersection Summary												
HCM 6th Ctrl Delay	34.6											
HCM 6th LOS	C											

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

PM E+P+C (with Forster) MIT

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	24	10	0	92	33	941	51	129	1059	40
Future Volume (vph)	0	0	24	10	0	92	33	941	51	129	1059	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865		0.879				0.850			0.850
Flt Protected					0.995		0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	1629	0	1770	3539	1583	1770	3539	1583
Flt Permitted					0.995		0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	1629	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
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
Adj. Flow (vph)	0	0	25	11	0	97	35	991	54	136	1115	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	25	0	108	0	35	991	54	136	1115	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	49.4%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↕		↗	↕	↗	↗	↕	↗
Traffic Vol, veh/h	0	0	24	10	0	92	33	941	51	129	1059	40
Future Vol, veh/h	0	0	24	10	0	92	33	941	51	129	1059	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	25	11	0	97	35	991	54	136	1115	42

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	558	1891	2448	496	1115	0	-	991	0	0
Stage 1	-	-	-	1061	1061	-	-	-	-	-	-	-
Stage 2	-	-	-	830	1387	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	473	43	31	519	622	-	0	693	-	0
Stage 1	0	0	-	239	299	-	-	-	0	-	-	0
Stage 2	0	0	-	331	208	-	-	-	0	-	-	0
Platoon blocked, %									-			
Mov Cap-1 Maneuver	-	-	473	33	24	519	622	-	-	693	-	-
Mov Cap-2 Maneuver	-	-	-	33	24	-	-	-	-	-	-	-
Stage 1	-	-	-	226	282	-	-	-	-	-	-	-
Stage 2	-	-	-	252	167	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13		38.2		0.4		1.2	
HCM LOS	B		E					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	622	-	473	212	693	-
HCM Lane V/C Ratio	0.056	-	0.053	0.506	0.196	-
HCM Control Delay (s)	11.1	-	13	38.2	11.5	-
HCM Lane LOS	B	-	B	E	B	-
HCM 95th %tile Q(veh)	0.2	-	0.2	2.6	0.7	-

APPENDIX H

GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS – ICU METHOD OF ANALYSIS

APPENDIX H-1

**GENERAL PLAN BUILDOUT (WITHOUT FORSTER)
TRAFFIC CONDITIONS – ICU METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	510	35	248	589	113	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	510	35	248	589	113	395
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	128	9	62	147	28	99
Total Analysis Volume [veh/h]	510	35	248	589	113	395
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.00	0.15	0.35	0.07	0.23
Intersection LOS	C					
Intersection V/C	0.728					

Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	26	21	61	9	15	1	67	4	23	110	61
Total Analysis Volume [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.12	0.14	0.16	0.03	0.00	0.08	0.08	0.05	0.23	0.23
Intersection LOS	A											
Intersection V/C	0.538											

Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	41	1033	6	14	1149	700	527	0	66	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	1033	6	14	1149	700	527	0	66	6	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	258	2	4	287	175	132	0	17	2	0	3
Total Analysis Volume [veh/h]	41	1033	6	14	1149	700	527	0	66	6	0	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.20	0.20	0.01	0.34	0.26	0.16	0.00	0.04	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.573											

Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1169	0	986	0	1402	177	316	900	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1169	0	986	0	1402	177	316	900	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	292	0	247	0	351	44	79	225	0
Total Analysis Volume [veh/h]	0	0	0	1169	0	986	0	1402	177	316	900	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.34	0.00	0.29	0.00	0.27	0.10	0.09	0.26	0.00
Intersection LOS	C											
Intersection V/C	0.762											

Intersection Level Of Service Report

Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	195	70	636	27	0	111	51	1707	672	0	1973	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	70	636	27	0	111	51	1707	672	0	1973	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	18	159	7	0	28	13	427	168	0	493	14
Total Analysis Volume [veh/h]	195	70	636	27	0	111	51	1707	672	0	1973	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.27	0.27	0.02	0.00	0.07	0.03	0.35	0.35	0.00	0.40	0.40
Intersection LOS	D											
Intersection V/C	0.808											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	116	154	575	97	13	5	55	824	102	512	898	198
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	154	575	97	13	5	55	824	102	512	898	198
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	39	144	24	3	1	14	206	26	128	225	50
Total Analysis Volume [veh/h]	116	154	575	97	13	5	55	824	102	512	898	198
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.09	0.02	0.06	0.01	0.01	0.03	0.27	0.27	0.15	0.32	0.32
Intersection LOS	B											
Intersection V/C	0.621											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.566

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	17	15	1	8	12	352	9	36	350	16
Total Analysis Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	62
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.04	0.02	0.02	0.03	0.43	0.43	0.04	0.41	0.04
Intersection LOS	A											
Intersection V/C	0.566											

Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.765

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	495	264	147	37	323	471	500	772	315	98	777	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	495	264	147	37	323	471	500	772	315	98	777	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	66	37	9	81	118	125	193	79	25	194	4
Total Analysis Volume [veh/h]	495	264	147	37	323	471	500	772	315	98	777	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.16	0.09	0.02	0.19	0.13	0.15	0.23	0.04	0.03	0.23	0.23
Intersection LOS	C											
Intersection V/C	0.765											

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	473	109	124	459	155	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	473	109	124	459	155	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	27	31	115	39	47
Total Analysis Volume [veh/h]	473	109	124	459	155	187
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.00	0.07	0.27	0.09	0.11
Intersection LOS	A					
Intersection V/C	0.511					

Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.503

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	17	111	178	132	24	18	3	217	18	154	304	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	111	178	132	24	18	3	217	18	154	304	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	28	45	33	6	5	1	54	5	39	76	50
Total Analysis Volume [veh/h]	17	111	178	132	24	18	3	217	18	154	304	200
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.18	0.08	0.09	0.01	0.00	0.07	0.07	0.09	0.19	0.19
Intersection LOS	A											
Intersection V/C	0.503											

Intersection Level Of Service Report

Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.596

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	92	954	10	14	1158	549	463	4	71	8	2	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	954	10	14	1158	549	463	4	71	8	2	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	239	3	4	290	137	116	1	18	2	1	5
Total Analysis Volume [veh/h]	92	954	10	14	1158	549	463	4	71	8	2	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.19	0.19	0.01	0.34	0.19	0.14	0.14	0.04	0.00	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.596											

Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1212	0	871	0	1084	192	487	941	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1212	0	871	0	1084	192	487	941	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	303	0	218	0	271	48	122	235	0
Total Analysis Volume [veh/h]	0	0	0	1212	0	871	0	1084	192	487	941	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.36	0.00	0.26	0.00	0.21	0.11	0.14	0.28	0.00
Intersection LOS	C											
Intersection V/C	0.762											

Intersection Level Of Service Report

Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	248	43	421	45	0	152	45	1669	560	0	1888	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	43	421	45	0	152	45	1669	560	0	1888	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	11	105	11	0	38	11	417	140	0	472	18
Total Analysis Volume [veh/h]	248	43	421	45	0	152	45	1669	560	0	1888	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.21	0.21	0.03	0.00	0.09	0.03	0.33	0.33	0.00	0.38	0.38
Intersection LOS	C											
Intersection V/C	0.759											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	106	9	495	217	149	63	5	679	115	549	877	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	9	495	217	149	63	5	679	115	549	877	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	2	124	54	37	16	1	170	29	137	219	15
Total Analysis Volume [veh/h]	106	9	495	217	149	63	5	679	115	549	877	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.13	0.12	0.12	0.00	0.23	0.23	0.16	0.28	0.28
Intersection LOS	B											
Intersection V/C	0.635											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	35	23	0	10	14	288	7	33	341	13
Total Analysis Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.04	0.05	0.02	0.02	0.03	0.35	0.35	0.04	0.40	0.03
Intersection LOS	A											
Intersection V/C	0.582											

Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	465	328	195	64	274	347	296	701	348	170	837	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	465	328	195	64	274	347	296	701	348	170	837	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	82	49	16	69	87	74	175	87	43	209	27
Total Analysis Volume [veh/h]	465	328	195	64	274	347	296	701	348	170	837	108
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.19	0.11	0.04	0.16	0.12	0.09	0.21	0.07	0.05	0.28	0.28
Intersection LOS	C											
Intersection V/C	0.713											

APPENDIX H-II

**GENERAL PLAN BUILDOUT (WITH FORSTER)
TRAFFIC CONDITIONS – ICU METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	510	35	248	589	113	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	510	35	248	589	113	395
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	128	9	62	147	28	99
Total Analysis Volume [veh/h]	510	35	248	589	113	395
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.00	0.15	0.35	0.07	0.23
Intersection LOS	C					
Intersection V/C	0.728					

Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	26	19	61	9	15	1	67	4	21	110	61
Total Analysis Volume [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.11	0.11	0.14	0.16	0.03	0.00	0.08	0.08	0.05	0.23	0.23
Intersection LOS	A											
Intersection V/C	0.532											

Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.572

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	261	2	4	289	174	130	0	17	2	0	3
Total Analysis Volume [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.21	0.21	0.01	0.34	0.26	0.15	0.00	0.04	0.00	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.572											

Intersection Level Of Service Report

Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1169	0	986	0	1402	177	316	900	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1169	0	986	0	1402	177	316	900	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	292	0	247	0	351	44	79	225	0
Total Analysis Volume [veh/h]	0	0	0	1169	0	986	0	1402	177	316	900	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.34	0.00	0.29	0.00	0.27	0.10	0.09	0.26	0.00
Intersection LOS	C											
Intersection V/C	0.762											

Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	195	70	636	27	0	111	51	1707	672	0	1973	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	70	636	27	0	111	51	1707	672	0	1973	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	18	159	7	0	28	13	427	168	0	493	14
Total Analysis Volume [veh/h]	195	70	636	27	0	111	51	1707	672	0	1973	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.27	0.27	0.02	0.00	0.07	0.03	0.35	0.35	0.00	0.40	0.40
Intersection LOS	D											
Intersection V/C	0.808											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	116	154	575	97	13	5	55	824	102	512	898	198
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	154	575	97	13	5	55	824	102	512	898	198
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	39	144	24	3	1	14	206	26	128	225	50
Total Analysis Volume [veh/h]	116	154	575	97	13	5	55	824	102	512	898	198
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.09	0.02	0.06	0.01	0.01	0.03	0.27	0.27	0.15	0.32	0.32
Intersection LOS	B											
Intersection V/C	0.621											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.566

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	17	15	1	8	12	352	9	36	350	16
Total Analysis Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	62
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.04	0.02	0.02	0.03	0.43	0.43	0.04	0.41	0.04
Intersection LOS	A											
Intersection V/C	0.566											

Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.765

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	495	261	150	37	322	468	497	775	315	99	780	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	495	261	150	37	322	468	497	775	315	99	780	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	65	38	9	81	117	124	194	79	25	195	4
Total Analysis Volume [veh/h]	495	261	150	37	322	468	497	775	315	99	780	14
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.15	0.09	0.02	0.19	0.13	0.15	0.23	0.04	0.03	0.23	0.23
Intersection LOS	C											
Intersection V/C	0.765											

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	473	109	124	459	155	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	473	109	124	459	155	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	27	31	115	39	47
Total Analysis Volume [veh/h]	473	109	124	459	155	187
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.00	0.07	0.27	0.09	0.11
Intersection LOS	A					
Intersection V/C	0.511					

Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	28	43	33	6	5	1	54	5	34	76	50
Total Analysis Volume [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.18	0.08	0.09	0.01	0.00	0.07	0.07	0.08	0.19	0.19
Intersection LOS	A											
Intersection V/C	0.492											

Intersection Level Of Service Report

Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	241	3	4	295	132	114	1	18	2	1	5
Total Analysis Volume [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.19	0.19	0.01	0.35	0.18	0.13	0.14	0.04	0.00	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.600											

Intersection Level Of Service Report

Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1212	0	871	0	1084	192	487	941	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1212	0	871	0	1084	192	487	941	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	303	0	218	0	271	48	122	235	0
Total Analysis Volume [veh/h]	0	0	0	1212	0	871	0	1084	192	487	941	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.36	0.00	0.26	0.00	0.21	0.11	0.14	0.28	0.00
Intersection LOS	C											
Intersection V/C	0.762											

Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	248	43	421	45	0	152	45	1669	560	0	1888	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	43	421	45	0	152	45	1669	560	0	1888	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	11	105	11	0	38	11	417	140	0	472	18
Total Analysis Volume [veh/h]	248	43	421	45	0	152	45	1669	560	0	1888	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.21	0.21	0.03	0.00	0.09	0.03	0.33	0.33	0.00	0.38	0.38
Intersection LOS	C											
Intersection V/C	0.759											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	106	9	495	217	149	63	5	679	115	549	877	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	9	495	217	149	63	5	679	115	549	877	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	2	124	54	37	16	1	170	29	137	219	15
Total Analysis Volume [veh/h]	106	9	495	217	149	63	5	679	115	549	877	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.13	0.12	0.12	0.00	0.23	0.23	0.16	0.28	0.28
Intersection LOS	B											
Intersection V/C	0.635											

Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	35	23	0	10	14	288	7	33	341	13
Total Analysis Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.04	0.05	0.02	0.02	0.03	0.35	0.35	0.04	0.40	0.03
Intersection LOS	A											
Intersection V/C	0.582											

Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	465	316	207	64	271	343	285	712	348	173	841	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	465	316	207	64	271	343	285	712	348	173	841	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	79	52	16	68	86	71	178	87	43	210	27
Total Analysis Volume [veh/h]	465	316	207	64	271	343	285	712	348	173	841	108
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.19	0.12	0.04	0.16	0.12	0.08	0.21	0.07	0.05	0.28	0.28
Intersection LOS	C											
Intersection V/C	0.709											

APPENDIX I

GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS – HCM METHOD OF ANALYSIS

APPENDIX I-I

**GENERAL PLAN BUILDOUT (WITHOUT FORSTER)
TRAFFIC CONDITIONS – HCM METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	510	35	248	589	113	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	510	35	248	589	113	395
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	128	9	62	147	28	99
Total Analysis Volume [veh/h]	510	35	248	589	113	395
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	18	31	38	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	39	68	14	57	24	24
g / C, Green / Cycle	0.43	0.76	0.16	0.63	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.27	0.02	0.14	0.31	0.06	0.25
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	809	1200	278	1184	483	431
d1, Uniform Delay [s]	19.93	2.77	37.26	8.85	25.55	31.85
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.15
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.71	0.05	3.95	1.49	0.09	10.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.03	0.89	0.50	0.23	0.92
d, Delay for Lane Group [s/veh]	23.64	2.81	41.22	10.34	25.65	42.71
Lane Group LOS	C	A	D	B	C	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.75	0.13	5.56	5.89	1.86	9.37
50th-Percentile Queue Length [ft/ln]	218.77	3.27	138.94	147.30	46.62	234.27
95th-Percentile Queue Length [veh/ln]	13.60	0.24	9.42	9.87	3.36	14.39
95th-Percentile Queue Length [ft/ln]	340.05	5.89	235.59	246.82	83.92	359.78

Movement, Approach, & Intersection Results

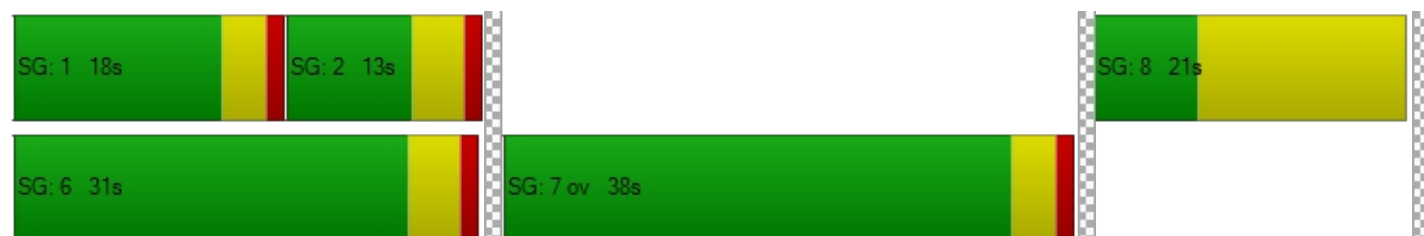
d_M, Delay for Movement [s/veh]	23.64	2.81	41.22	10.34	25.65	42.71
Movement LOS	C	A	D	B	C	D
d_A, Approach Delay [s/veh]	22.31		19.49		38.91	
Approach LOS	C		B		D	
d_I, Intersection Delay [s/veh]	25.52					
Intersection LOS	C					
Intersection V/C	0.762					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.345	2.506	2.197
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	586	755
d_b, Bicycle Delay [s]	37.01	22.49	17.44
I_b,int, Bicycle LOS Score for Intersection	2.459	2.941	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	113.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.873

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	26	21	61	9	15	1	67	4	23	110	61
Total Analysis Volume [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	66	0	0	66	0	0	24	0	0	24	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	62	62	62	20	20	20	20
g / C, Green / Cycle	0.69	0.69	0.69	0.22	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.25	1.41	0.04	0.09	0.09	0.29	0.28
s, saturation flow rate [veh/h]	797	197	1589	1401	1670	1160	1547
c, Capacity [veh/h]	590	210	1093	354	373	310	346
d1, Uniform Delay [s]	16.44	24.30	4.57	29.29	29.91	37.75	34.93
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.34	174.77	0.02	2.92	3.41	80.01	132.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	1.32	0.05	0.37	0.42	1.10	1.25
d, Delay for Lane Group [s/veh]	16.78	199.07	4.59	32.21	33.32	117.76	167.80
Lane Group LOS	B	F	A	C	C	F	F
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.06	14.84	0.31	2.60	3.20	13.75	20.15
50th-Percentile Queue Length [ft/ln]	51.54	371.08	7.68	64.97	79.99	343.77	503.77
95th-Percentile Queue Length [veh/ln]	3.71	25.38	0.55	4.68	5.76	20.84	30.74
95th-Percentile Queue Length [ft/ln]	92.77	634.61	13.82	116.95	143.98	521.03	768.54

Movement, Approach, & Intersection Results

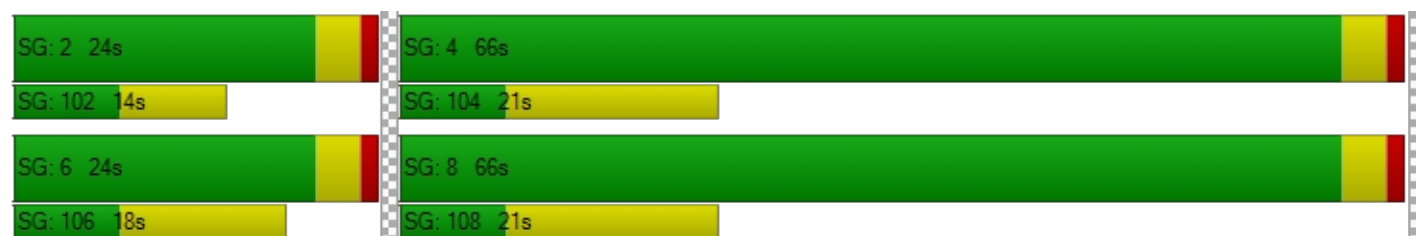
d_M, Delay for Movement [s/veh]	16.78	16.78	16.78	199.07	199.07	4.59	32.21	32.79	33.32	117.76	139.18	167.80
Movement LOS	B	B	B	F	F	A	C	C	C	F	F	F
d_A, Approach Delay [s/veh]	16.78			165.02			32.82			145.73		
Approach LOS	B			F			C			F		
d_I, Intersection Delay [s/veh]	113.45											
Intersection LOS	F											
Intersection V/C	1.873											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.009			2.168			2.340			2.807		
Crosswalk LOS	B			B			B			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1378			1378			444			444		
d_b, Bicycle Delay [s]	4.36			4.36			27.22			27.22		
I_b,int, Bicycle LOS Score for Intersection	1.888			2.116			1.796			2.197		
Bicycle LOS	A			B			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.599

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	41	1033	6	14	1149	700	527	0	66	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	1033	6	14	1149	700	527	0	66	6	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	258	2	4	287	175	132	0	17	2	0	3
Total Analysis Volume [veh/h]	41	1033	6	14	1149	700	527	0	66	6	0	10
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	8	28	0	22	42	42	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	3	52	52	2	51	79	18	18	18	1	1
g / C, Green / Cycle	0.03	0.58	0.58	0.02	0.57	0.88	0.20	0.20	0.20	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.02	0.19	0.19	0.01	0.32	0.44	0.15	0.15	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1864	1781	3560	1589	1781	1781	1589	1781	1589
c, Capacity [veh/h]	54	2056	1077	32	2011	1397	360	360	322	29	25
d1, Uniform Delay [s]	43.39	9.95	9.95	43.85	12.60	1.19	33.67	33.67	29.93	43.80	43.93
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.77	0.43	0.83	9.35	1.18	1.29	2.87	2.87	0.31	1.34	3.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.33	0.33	0.44	0.57	0.50	0.73	0.73	0.21	0.21	0.39
d, Delay for Lane Group [s/veh]	51.16	10.39	10.78	53.20	13.79	2.47	36.54	36.54	30.24	45.15	47.55
Lane Group LOS	D	B	B	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.01	3.35	3.63	0.39	7.09	0.67	5.57	5.57	1.20	0.14	0.24
50th-Percentile Queue Length [ft/ln]	25.37	83.81	90.74	9.72	177.29	16.76	139.23	139.23	30.10	3.54	6.11
95th-Percentile Queue Length [veh/ln]	1.83	6.03	6.53	0.70	11.46	1.21	9.44	9.44	2.17	0.25	0.44
95th-Percentile Queue Length [ft/ln]	45.67	150.85	163.33	17.49	286.48	30.16	235.99	235.99	54.18	6.37	11.00

Movement, Approach, & Intersection Results

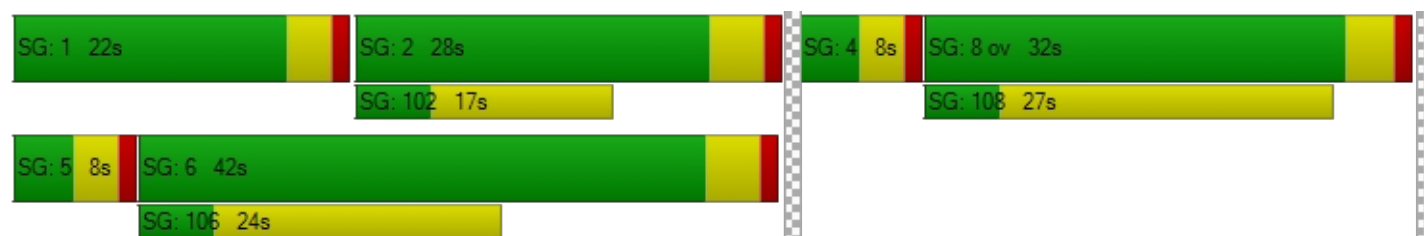
d_M, Delay for Movement [s/veh]	51.16	10.52	10.78	53.20	13.79	2.47	36.54	36.54	30.24	45.15	47.55	47.55
Movement LOS	D	B	B	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	12.07			9.83			35.84			46.65		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	15.02											
Intersection LOS	B											
Intersection V/C	0.599											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.828			0.000			2.458			1.953		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	519			830			617			89		
d_b, Bicycle Delay [s]	24.68			15.41			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.154			3.097			2.538			1.586		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	35.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.797

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1169	0	986	0	1402	177	316	900	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1169	0	986	0	1402	177	316	900	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	292	0	247	0	351	44	79	225	0
Total Analysis Volume [veh/h]	0	0	0	1169	0	986	0	1402	177	316	900	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	56	0	0	0	48	0	16	64	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		120	120	120	120	120	120
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		51	51	40	40	14	59
g / C, Green / Cycle		0.42	0.42	0.33	0.33	0.12	0.49
(v / s)_i Volume / Saturation Flow Rate		0.34	0.35	0.28	0.11	0.09	0.25
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1461	1188	1685	526	401	1757
d1, Uniform Delay [s]		30.23	30.81	37.06	30.23	51.58	20.60
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		3.73	5.42	4.97	1.73	4.16	1.07
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.80	0.83	0.83	0.34	0.79	0.51
d, Delay for Lane Group [s/veh]		33.96	36.23	42.03	31.96	55.74	21.67
Lane Group LOS		C	D	D	C	E	C
Critical Lane Group		No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		15.20	13.31	13.30	4.12	4.85	8.69
50th-Percentile Queue Length [ft/ln]		380.01	332.80	332.49	103.03	121.33	217.37
95th-Percentile Queue Length [veh/ln]		21.59	19.30	19.28	7.42	8.47	13.53
95th-Percentile Queue Length [ft/ln]		539.86	482.39	482.01	185.45	211.65	338.26

Movement, Approach, & Intersection Results

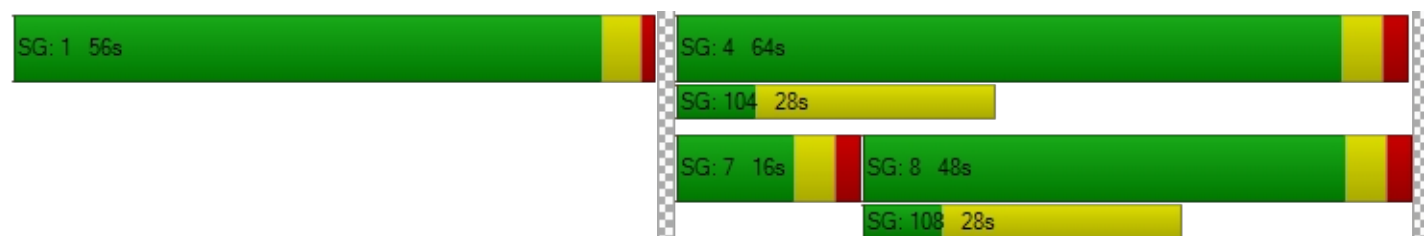
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	33.96	0.00	36.23	0.00	42.03	31.96	55.74	21.67	0.00
Movement LOS				C		D		D	C	E	C	
d_A, Approach Delay [s/veh]	0.00			35.00			40.90			30.52		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	35.78											
Intersection LOS	D											
Intersection V/C	0.797											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.49	49.49	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.969	2.670	0.000	0.000
Crosswalk LOS	A	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	859	707	974
d_b, Bicycle Delay [s]	59.99	19.54	25.08	15.80
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.428	2.563
Bicycle LOS	D	A	B	B

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	41.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	195	70	636	27	0	111	51	1707	672	0	1973	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	70	636	27	0	111	51	1707	672	0	1973	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	18	159	7	0	28	13	427	168	0	493	14
Total Analysis Volume [veh/h]	195	70	636	27	0	111	51	1707	672	0	1973	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	46	0	13	0	0	10	61	0	0	51	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	36	36	10	10	4	58	58	58	49	49
g / C, Green / Cycle	0.30	0.30	0.09	0.09	0.04	0.48	0.48	0.48	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.27	0.28	0.02	0.07	0.03	0.33	0.34	0.36	0.38	0.37
s, saturation flow rate [veh/h]	1707	1589	1781	1589	1781	3560	1817	1589	3560	1843
c, Capacity [veh/h]	516	480	152	136	67	1715	875	765	1445	748
d1, Uniform Delay [s]	39.87	40.63	50.98	53.98	57.27	24.27	24.42	25.17	34.20	33.50
k, delay calibration	0.29	0.32	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.20	19.16	0.41	8.56	9.37	2.36	4.73	6.50	12.73	16.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.93	0.18	0.82	0.77	0.70	0.70	0.74	0.94	0.90
d, Delay for Lane Group [s/veh]	52.07	59.78	51.39	62.53	66.64	26.62	29.15	31.67	46.93	50.03
Lane Group LOS	D	E	D	E	E	C	C	C	D	D
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	14.41	15.18	0.77	3.62	1.71	13.46	14.57	14.18	21.01	21.51
50th-Percentile Queue Length [ft/ln]	360.23	379.58	19.36	90.47	42.69	336.5	364.2	354.4	525.24	537.82
95th-Percentile Queue Length [veh/ln]	20.63	21.57	1.39	6.51	3.07	19.48	20.83	20.35	28.53	29.12
95th-Percentile Queue Length [ft/ln]	515.87	539.34	34.85	162.85	76.85	486.9	520.7	508.7	713.17	727.99

Movement, Approach, & Intersection Results

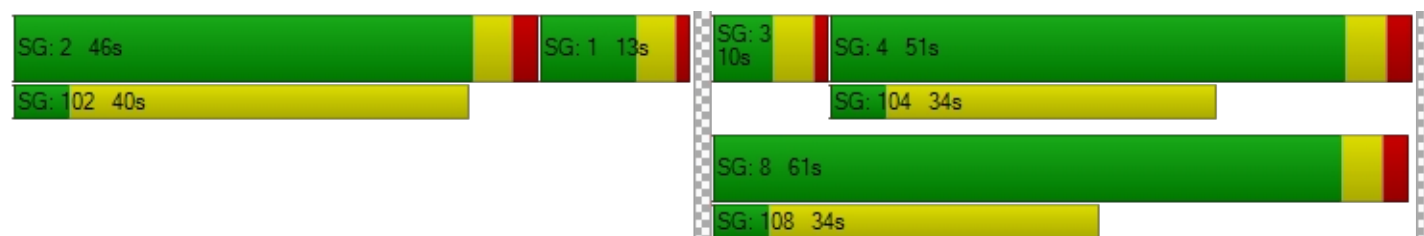
d_M, Delay for Movement [s/veh]	52.07	52.07	57.50	51.39	0.00	62.53	66.64	27.39	31.36	0.00	47.90	50.03
Movement LOS	D	D	E	D		E	E	C	C		D	D
d_A, Approach Delay [s/veh]	55.89			60.35			29.29			47.96		
Approach LOS	E			E			C			D		
d_I, Intersection Delay [s/veh]	41.32											
Intersection LOS	D											
Intersection V/C	0.843											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			0.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	51.36			51.36			0.00			51.36		
I_p,int, Pedestrian LOS Score for Intersection	2.530			2.058			0.000			3.183		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	675			142			921			755		
d_b, Bicycle Delay [s]	26.35			51.82			17.46			23.27		
I_b,int, Bicycle LOS Score for Intersection	3.046			1.560			2.896			2.676		
Bicycle LOS	C			A			C			B		

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	40.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.437

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	514	173	7	696	76	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	514	173	7	696	76	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	43	2	174	19	1
Total Analysis Volume [veh/h]	514	173	7	696	76	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.44	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	9.00	0.00	40.82	27.32
Movement LOS	A	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	2.06	2.06
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.58	0.00	51.57	51.57
d_A, Approach Delay [s/veh]	0.00		0.09		40.14	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.23					
Intersection LOS	E					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	92.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.134

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	4	975	31	105	1022	12	6	0	6	4	0	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	975	31	105	1022	12	6	0	6	4	0	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	244	8	26	256	3	2	0	2	1	0	8
Total Analysis Volume [veh/h]	4	975	31	105	1022	12	6	0	6	4	0	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.15	0.01	0.00	0.13	0.00	0.01	0.08	0.00	0.06
d_M, Delay for Movement [s/veh]	10.42	0.00	0.00	11.21	0.00	0.00	92.59	115.82	19.40	80.45	108.00	14.19
Movement LOS	B	A	A	B	A	A	F	F	C	F	F	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.54	0.00	0.00	0.48	0.48	0.48	0.50	0.50	0.50
95th-Percentile Queue Length [ft/ln]	0.45	0.00	0.00	13.49	0.00	0.00	12.12	12.12	12.12	12.39	12.39	12.39
d_A, Approach Delay [s/veh]	0.04			1.03			56.00			21.35		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	1.22											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	27.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	116	154	575	97	13	5	55	824	102	512	898	198
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	154	575	97	13	5	55	824	102	512	898	198
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	39	144	24	3	1	14	206	26	128	225	50
Total Analysis Volume [veh/h]	116	154	575	97	13	5	55	824	102	512	898	198
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	29	0	46	35	0	36	25	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	13	37	8	8	5	53	53	21	69	69
g / C, Green / Cycle	0.12	0.12	0.34	0.07	0.07	0.04	0.48	0.48	0.19	0.63	0.63
(v / s)_i Volume / Saturation Flow Rate	0.07	0.08	0.20	0.05	0.01	0.03	0.25	0.25	0.15	0.30	0.31
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1783	1781	1870	1799	3459	1870	1756
c, Capacity [veh/h]	207	217	958	128	128	74	895	861	650	1169	1097
d1, Uniform Delay [s]	45.99	46.85	30.10	50.14	47.89	52.20	20.03	20.03	42.62	11.03	11.16
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.36	4.21	0.61	8.71	0.49	13.84	2.22	2.31	2.17	1.40	1.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.71	0.60	0.76	0.14	0.75	0.53	0.53	0.79	0.48	0.49
d, Delay for Lane Group [s/veh]	48.35	51.06	30.70	58.85	48.38	66.04	22.25	22.34	44.79	12.43	12.73
Lane Group LOS	D	D	C	E	D	E	C	C	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.13	4.30	6.33	2.93	0.48	1.78	8.78	8.47	6.79	7.26	7.11
50th-Percentile Queue Length [ft/ln]	78.26	107.60	158.18	73.15	12.03	44.59	219.61	211.76	169.80	181.45	177.80
95th-Percentile Queue Length [veh/ln]	5.63	7.71	10.45	5.27	0.87	3.21	13.65	13.24	11.07	11.68	11.49
95th-Percentile Queue Length [ft/ln]	140.87	192.66	261.31	131.67	21.65	80.26	341.13	331.08	276.65	291.91	287.14

Movement, Approach, & Intersection Results

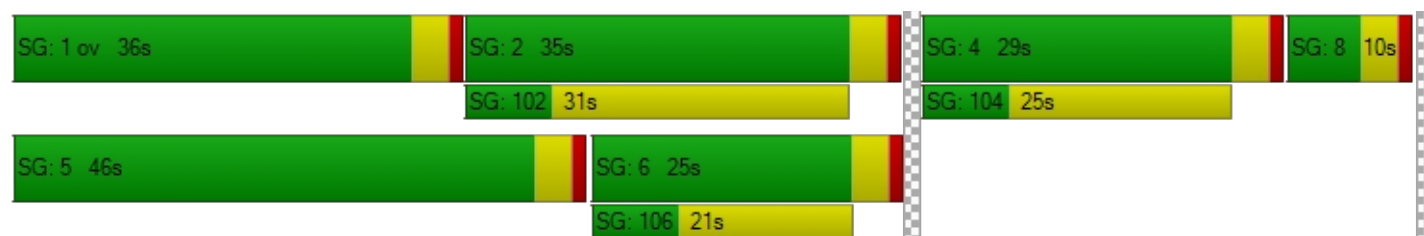
d_M, Delay for Movement [s/veh]	48.35	51.06	30.70	58.85	48.38	48.38	66.04	22.29	22.34	44.79	12.54	12.73
Movement LOS	D	D	C	E	D	D	E	C	C	D	B	B
d_A, Approach Delay [s/veh]	36.84			57.21			24.74			22.83		
Approach LOS	D			E			C			C		
d_I, Intersection Delay [s/veh]	27.81											
Intersection LOS	C											
Intersection V/C	0.711											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	44.58			44.58			44.58			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.702			2.119			2.699			0.000		
Crosswalk LOS	B			B			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	109			454			563			382		
d_b, Bicycle Delay [s]	49.19			32.86			28.39			36.03		
I_b,int, Bicycle LOS Score for Intersection	2.954			1.749			2.369			2.886		
Bicycle LOS	C			A			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	14.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	17	15	1	8	12	352	9	36	350	16
Total Analysis Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	62
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	10	0	9	35	0	10	36	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	15	6	6	4	58	58	6	60	60
g / C, Green / Cycle	0.06	0.17	0.06	0.06	0.04	0.64	0.64	0.06	0.66	0.66
(v / s)_i Volume / Saturation Flow Rate	0.01	0.04	0.03	0.02	0.03	0.39	0.39	0.04	0.39	0.04
s, saturation flow rate [veh/h]	1789	1589	1781	1610	1781	1870	1853	3459	3560	1589
c, Capacity [veh/h]	109	266	110	99	72	1192	1182	216	2348	1048
d1, Uniform Delay [s]	40.25	32.66	41.10	40.58	42.68	9.67	9.69	41.35	8.62	5.44
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.85	0.51	4.31	2.11	10.57	2.31	2.35	3.45	1.13	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.26	0.55	0.35	0.68	0.61	0.61	0.66	0.60	0.06
d, Delay for Lane Group [s/veh]	41.10	33.17	45.41	42.69	53.25	11.99	12.04	44.80	9.75	5.55
Lane Group LOS	D	C	D	D	D	B	B	D	A	A
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.46	1.33	1.43	0.80	1.28	8.05	8.02	1.64	6.83	0.39
50th-Percentile Queue Length [ft/ln]	11.61	33.36	35.84	19.89	31.93	201.24	200.49	40.99	170.83	9.81
95th-Percentile Queue Length [veh/ln]	0.84	2.40	2.58	1.43	2.30	12.70	12.66	2.95	11.12	0.71
95th-Percentile Queue Length [ft/ln]	20.89	60.04	64.51	35.80	57.48	317.56	316.60	73.78	278.01	17.67

Movement, Approach, & Intersection Results

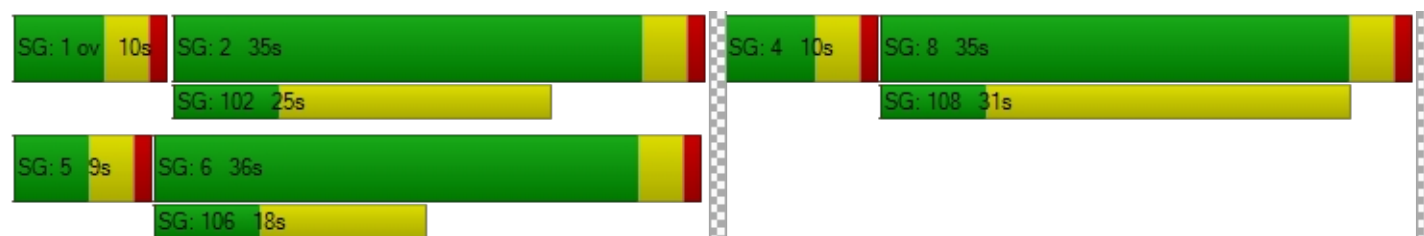
d_M, Delay for Movement [s/veh]	41.10	41.10	33.17	45.41	42.69	42.69	53.25	12.01	12.04	44.80	9.75	5.55
Movement LOS	D	D	C	D	D	D	D	B	B	D	A	A
d_A, Approach Delay [s/veh]	35.02			44.42			13.37			12.71		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	14.54											
Intersection LOS	B											
Intersection V/C	0.613											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			0.00			34.72		
I_p,int, Pedestrian LOS Score for Intersection	2.197			2.008			0.000			3.032		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	688			133			688			710		
d_b, Bicycle Delay [s]	19.38			39.24			19.38			18.73		
I_b,int, Bicycle LOS Score for Intersection	1.708			1.718			2.793			2.885		
Bicycle LOS	A			A			C			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 10: Camino Capistrano at Del Obispo Street**

Control Type:	Signalized	Delay (sec / veh):	40.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.831

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	495	264	147	37	323	471	500	772	315	98	777	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	495	264	147	37	323	471	500	772	315	98	777	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	66	37	9	81	118	125	193	79	25	194	4
Total Analysis Volume [veh/h]	495	264	147	37	323	471	500	772	315	98	777	14
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	27	30	0	38	41	41	19	41	41	11	33	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	19	40	40	3	24	57	29	52	76	6	29	29
g / C, Green / Cycle	0.16	0.33	0.33	0.03	0.20	0.48	0.24	0.43	0.64	0.05	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.14	0.14	0.09	0.02	0.17	0.30	0.14	0.22	0.20	0.03	0.21	0.21
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1858
c, Capacity [veh/h]	561	618	525	49	366	758	824	1536	1011	169	453	450
d1, Uniform Delay [s]	49.19	31.32	29.64	57.99	46.92	23.35	40.71	24.77	9.92	55.90	43.79	43.79
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.50	0.04	0.50	0.25	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.88	0.47	0.29	8.51	6.97	3.81	0.27	1.18	0.40	1.17	20.62	20.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.43	0.28	0.76	0.88	0.62	0.61	0.50	0.31	0.58	0.88	0.88
d, Delay for Lane Group [s/veh]	51.07	31.79	29.93	66.50	53.89	27.17	40.98	25.95	10.32	57.07	64.41	64.52
Lane Group LOS	D	C	C	E	D	C	D	C	B	E	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.39	6.05	3.19	1.23	10.05	10.54	6.60	8.16	3.74	1.48	13.87	13.80
50th-Percentile Queue Length [ft/ln]	184.63	151.36	79.75	30.81	251.34	263.41	165.07	204.01	93.52	37.05	346.85	345.03
95th-Percentile Queue Length [veh/ln]	11.84	10.09	5.74	2.22	15.25	15.86	10.82	12.85	6.73	2.67	19.98	19.89
95th-Percentile Queue Length [ft/ln]	296.04	252.25	143.55	55.46	381.34	396.49	270.42	321.13	168.34	66.69	499.56	497.35

Movement, Approach, & Intersection Results

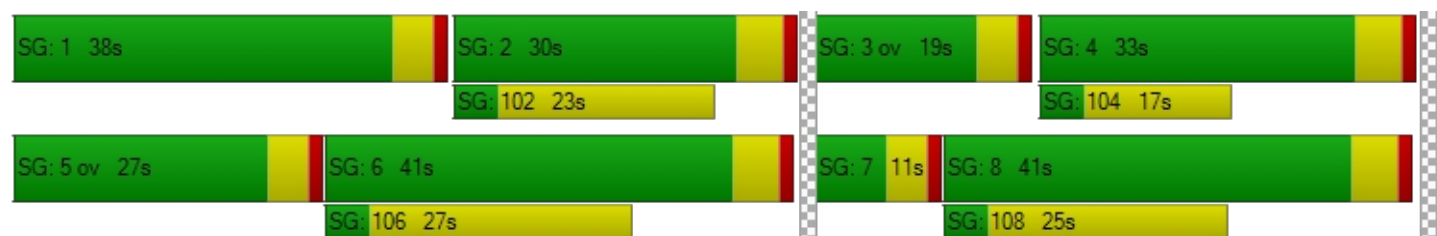
d_M, Delay for Movement [s/veh]	51.07	31.79	29.93	66.50	53.89	27.17	40.98	25.95	10.32	57.07	64.46	64.52
Movement LOS	D	C	C	E	D	C	D	C	B	E	E	E
d_A, Approach Delay [s/veh]	42.02			39.30			27.58			63.65		
Approach LOS	D			D			C			E		
d_I, Intersection Delay [s/veh]	40.61											
Intersection LOS	D											
Intersection V/C	0.831											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	52.29			52.29			52.29			52.29		
I_p,int, Pedestrian LOS Score for Intersection	2.736			2.630			3.074			2.769		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	415			598			598			465		
d_b, Bicycle Delay [s]	37.70			29.49			29.49			35.36		
I_b,int, Bicycle LOS Score for Intersection	3.055			2.931			2.869			2.293		
Bicycle LOS	C			C			C			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	473	109	124	459	155	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	473	109	124	459	155	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	27	31	115	39	47
Total Analysis Volume [veh/h]	473	109	124	459	155	187
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	18	31	38	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	57	74	8	68	13	13
g / C, Green / Cycle	0.63	0.82	0.09	0.76	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.25	0.07	0.07	0.25	0.09	0.12
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	1173	1308	156	1420	258	230
d1, Uniform Delay [s]	8.37	1.51	40.29	3.45	36.08	37.33
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.03	0.12	3.43	0.60	0.84	2.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.08	0.79	0.32	0.60	0.81
d, Delay for Lane Group [s/veh]	9.40	1.64	43.72	4.06	36.92	39.97
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.40	0.22	2.81	2.14	3.20	4.09
50th-Percentile Queue Length [ft/ln]	109.95	5.59	70.17	53.43	80.08	102.31
95th-Percentile Queue Length [veh/ln]	7.84	0.40	5.05	3.85	5.77	7.37
95th-Percentile Queue Length [ft/ln]	195.93	10.07	126.31	96.18	144.15	184.15

Movement, Approach, & Intersection Results

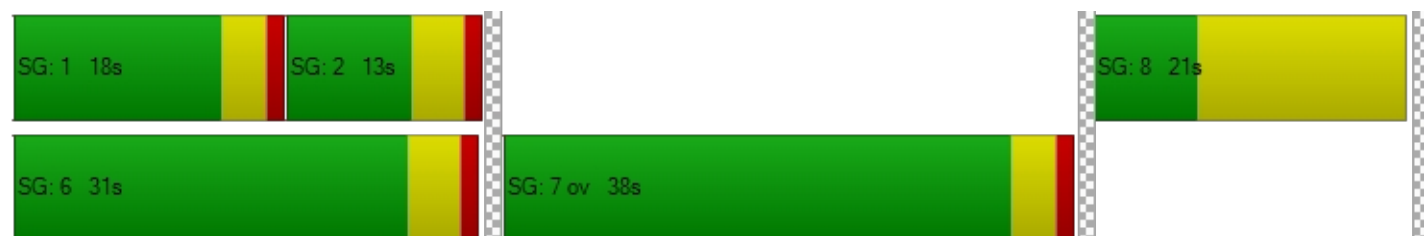
d_M, Delay for Movement [s/veh]	9.40	1.64	43.72	4.06	36.92	39.97
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	7.95		12.49		38.59	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	16.66					
Intersection LOS	B					
Intersection V/C	0.508					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.328	2.344	2.127
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	586	755
d_b, Bicycle Delay [s]	37.01	22.49	17.44
I_b,int, Bicycle LOS Score for Intersection	2.520	2.522	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	32.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.046

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	17	111	178	132	24	18	3	217	18	154	304	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	111	178	132	24	18	3	217	18	154	304	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	28	45	33	6	5	1	54	5	39	76	50
Total Analysis Volume [veh/h]	17	111	178	132	24	18	3	217	18	154	304	200
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	0	58	0	0	32	0	0	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	54	54	54	28	28	28	28
g / C, Green / Cycle	0.60	0.60	0.60	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.36	0.70	0.01	0.07	0.07	0.25	0.23
s, saturation flow rate [veh/h]	841	222	1589	1846	1655	1221	1547
c, Capacity [veh/h]	546	207	952	618	517	441	483
d1, Uniform Delay [s]	20.43	20.91	7.33	22.80	22.84	30.12	27.58
k, delay calibration	0.17	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.46	22.31	0.01	0.74	0.97	8.55	9.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.75	0.02	0.20	0.22	0.69	0.73
d, Delay for Lane Group [s/veh]	21.90	43.21	7.34	23.54	23.81	38.67	36.98
Lane Group LOS	C	D	A	C	C	D	D
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.41	4.73	0.13	2.04	1.88	7.03	7.82
50th-Percentile Queue Length [ft/ln]	110.37	118.27	3.30	51.06	46.98	175.69	195.51
95th-Percentile Queue Length [veh/ln]	7.86	8.30	0.24	3.68	3.38	11.38	12.41
95th-Percentile Queue Length [ft/ln]	196.52	207.44	5.94	91.92	84.56	284.38	310.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.90	21.90	21.90	43.21	43.21	7.34	23.54	23.66	23.81	38.67	37.82	36.98
Movement LOS	C	C	C	D	D	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	21.90			39.50			23.67			37.76		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	32.02											
Intersection LOS	C											
Intersection V/C	1.046											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.178			2.103			2.295			2.607		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1200			1200			622			622		
d_b, Bicycle Delay [s]	7.20			7.20			21.36			21.36		
I_b,int, Bicycle LOS Score for Intersection	2.065			1.847			1.756			2.102		
Bicycle LOS	B			A			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	16.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	92	954	10	14	1158	549	463	4	71	8	2	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	954	10	14	1158	549	463	4	71	8	2	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	239	3	4	290	137	116	1	18	2	1	5
Total Analysis Volume [veh/h]	92	954	10	14	1158	549	463	4	71	8	2	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	32	0	18	29	29	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	6	53	53	2	49	76	16	16	16	2	2
g / C, Green / Cycle	0.07	0.59	0.59	0.02	0.54	0.84	0.18	0.18	0.18	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.05	0.18	0.18	0.01	0.33	0.35	0.13	0.13	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1860	1781	3560	1589	1781	1782	1589	1781	1610
c, Capacity [veh/h]	120	2105	1100	32	1928	1337	319	320	285	45	41
d1, Uniform Delay [s]	41.33	9.16	9.16	43.85	14.05	1.73	34.95	34.95	31.79	43.03	43.46
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.47	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.75	0.37	0.70	9.35	1.39	0.89	3.22	3.22	0.45	0.69	4.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.30	0.30	0.44	0.60	0.41	0.73	0.73	0.25	0.18	0.56
d, Delay for Lane Group [s/veh]	45.08	9.53	9.87	53.20	15.45	2.62	38.17	38.17	32.24	43.72	47.92
Lane Group LOS	D	A	A	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.11	2.92	3.16	0.39	7.72	1.23	5.03	5.03	1.35	0.18	0.55
50th-Percentile Queue Length [ft/ln]	52.77	73.05	78.93	9.72	192.91	30.65	125.73	125.82	33.71	4.54	13.82
95th-Percentile Queue Length [veh/ln]	3.80	5.26	5.68	0.70	12.27	2.21	8.71	8.71	2.43	0.33	1.00
95th-Percentile Queue Length [ft/ln]	94.98	131.49	142.07	17.49	306.80	55.17	217.67	217.80	60.67	8.17	24.88

Movement, Approach, & Intersection Results

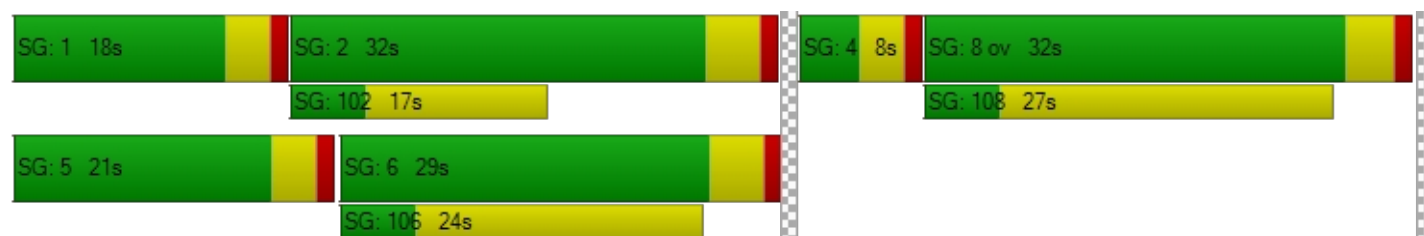
d_M, Delay for Movement [s/veh]	45.08	9.64	9.87	53.20	15.45	2.62	38.17	38.17	32.24	43.72	47.92	47.92
Movement LOS	D	A	A	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	12.73			11.66			37.39			46.84		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	16.46											
Intersection LOS	B											
Intersection V/C	0.602											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.827			0.000			2.421			1.961		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	608			542			617			89		
d_b, Bicycle Delay [s]	21.81			23.95			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.140			2.979			2.447			1.611		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	34.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.786

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1212	0	871	0	1084	192	487	941	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1212	0	871	0	1084	192	487	941	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	303	0	218	0	271	48	122	235	0
Total Analysis Volume [veh/h]	0	0	0	1212	0	871	0	1084	192	487	941	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	55	0	0	0	35	0	25	60	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		115	115	115	115	115	115
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		49	49	30	30	20	56
g / C, Green / Cycle		0.43	0.43	0.26	0.26	0.17	0.48
(v / s)_i Volume / Saturation Flow Rate		0.35	0.31	0.21	0.12	0.14	0.26
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1485	1208	1343	419	590	1719
d1, Uniform Delay [s]		28.83	27.12	39.60	35.46	46.02	20.89
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		4.04	2.96	5.30	3.58	3.60	1.26
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.82	0.72	0.81	0.46	0.83	0.55
d, Delay for Lane Group [s/veh]		32.87	30.09	44.90	39.04	49.62	22.15
Lane Group LOS		C	C	D	D	D	C
Critical Lane Group		Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		15.14	10.17	10.13	4.92	6.98	9.02
50th-Percentile Queue Length [ft/ln]		378.59	254.32	253.34	123.12	174.62	225.55
95th-Percentile Queue Length [veh/ln]		21.53	15.40	15.35	8.56	11.32	13.95
95th-Percentile Queue Length [ft/ln]		538.14	385.08	383.86	214.11	282.97	348.70

Movement, Approach, & Intersection Results

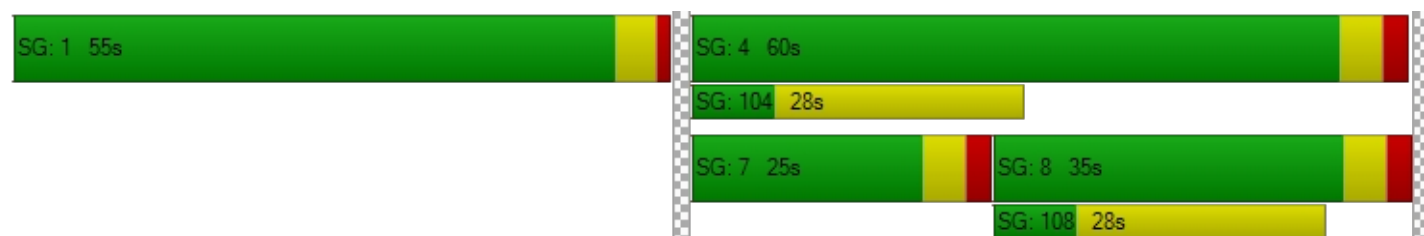
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	32.87	0.00	30.09	0.00	44.90	39.04	49.62	22.15	0.00
Movement LOS				C		C		D	D	D	C	
d_A, Approach Delay [s/veh]	0.00			31.71			44.01			31.52		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	34.93											
Intersection LOS	C											
Intersection V/C	0.786											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.02	47.02	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.058	2.651	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	878	511	946
d_b, Bicycle Delay [s]	57.49	18.08	31.85	15.96
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.261	2.738
Bicycle LOS	D	A	B	B

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	33.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.789

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	248	43	421	45	0	152	45	1669	560	0	1888	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	43	421	45	0	152	45	1669	560	0	1888	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	11	105	11	0	38	11	417	140	0	472	18
Total Analysis Volume [veh/h]	248	43	421	45	0	152	45	1669	560	0	1888	70
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	47	0	13	0	0	10	50	0	0	40	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	27	27	13	13	4	55	55	55	47	47
g / C, Green / Cycle	0.24	0.24	0.11	0.11	0.03	0.50	0.50	0.50	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.21	0.22	0.03	0.10	0.03	0.31	0.32	0.33	0.37	0.36
s, saturation flow rate [veh/h]	1746	1589	1781	1589	1781	3560	1850	1589	3560	1835
c, Capacity [veh/h]	425	387	203	182	61	1780	925	795	1509	778
d1, Uniform Delay [s]	39.98	40.18	44.29	47.74	52.64	20.08	20.11	20.54	28.86	28.36
k, delay calibration	0.12	0.13	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.24	8.10	0.40	7.41	8.78	1.70	3.27	4.28	6.88	10.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.89	0.22	0.84	0.73	0.63	0.63	0.66	0.87	0.84
d, Delay for Lane Group [s/veh]	46.22	48.27	44.70	55.15	61.41	21.78	23.38	24.83	35.74	38.92
Lane Group LOS	D	D	D	E	E	C	C	C	D	D
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	10.23	9.71	1.14	4.44	1.38	10.55	11.42	10.65	16.60	17.18
50th-Percentile Queue Length [ft/ln]	255.65	242.82	28.49	111.00	34.48	263.6	285.4	266.2	415.11	429.58
95th-Percentile Queue Length [veh/ln]	15.47	14.82	2.05	7.90	2.48	15.87	16.96	16.00	23.29	23.98
95th-Percentile Queue Length [ft/ln]	386.76	370.60	51.28	197.39	62.06	396.8	423.9	400.0	582.18	599.54

Movement, Approach, & Intersection Results

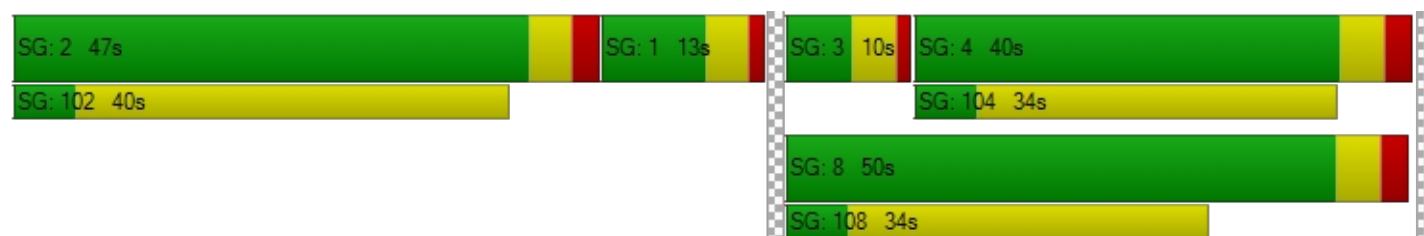
d_M, Delay for Movement [s/veh]	46.22	46.22	47.93	44.70	0.00	55.15	61.41	22.31	24.82	0.00	36.72	38.92
Movement LOS	D	D	D	D		E	E	C	C		D	D
d_A, Approach Delay [s/veh]	47.21			52.76			23.68			36.80		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	33.05											
Intersection LOS	C											
Intersection V/C	0.789											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.38	46.38	0.00	46.38
I_p,int, Pedestrian LOS Score for Intersection	2.452	2.067	0.000	3.129
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	754	155	805	623
d_b, Bicycle Delay [s]	21.34	46.84	19.63	26.06
I_b,int, Bicycle LOS Score for Intersection	2.734	1.560	2.810	2.637
Bicycle LOS	B	A	C	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	42.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.481

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	547	250	22	545	88	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	547	250	22	545	88	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	137	63	6	136	22	3
Total Analysis Volume [veh/h]	547	250	22	545	88	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.03	0.01	0.48	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	9.48	0.00	42.11	30.32
Movement LOS	A	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	2.54	2.54
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.05	0.00	63.38	63.38
d_A, Approach Delay [s/veh]	0.00		0.37		40.80	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.90					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	123.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.183

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	10	941	51	129	1059	18	6	0	16	10	0	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	941	51	129	1059	18	6	0	16	10	0	92
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	235	13	32	265	5	2	0	4	3	0	23
Total Analysis Volume [veh/h]	10	941	51	129	1059	18	6	0	16	10	0	92
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.19	0.01	0.00	0.18	0.00	0.03	0.24	0.00	0.17
d_M, Delay for Movement [s/veh]	10.69	0.00	0.00	11.38	0.00	0.00	123.89	137.25	21.67	99.17	131.48	21.12
Movement LOS	B	A	A	B	A	A	F	F	C	F	F	C
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.68	0.00	0.00	0.76	0.76	0.76	1.86	1.86	1.86
95th-Percentile Queue Length [ft/ln]	1.18	0.00	0.00	17.00	0.00	0.00	19.08	19.08	19.08	46.58	46.58	46.58
d_A, Approach Delay [s/veh]	0.11			1.22			49.55			28.77		
Approach LOS	A			A			E			D		
d_I, Intersection Delay [s/veh]	2.40											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	29.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	106	9	495	217	149	63	5	679	115	549	877	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	9	495	217	149	63	5	679	115	549	877	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	2	124	54	37	16	1	170	29	137	219	15
Total Analysis Volume [veh/h]	106	9	495	217	149	63	5	679	115	549	877	61
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	31	0	9	35	0	29	55	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	34	15	15	1	44	44	20	64	64
g / C, Green / Cycle	0.09	0.09	0.32	0.15	0.15	0.01	0.42	0.42	0.19	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.06	0.00	0.18	0.12	0.12	0.00	0.22	0.22	0.16	0.25	0.25
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1777	1781	1870	1777	3459	1870	1828
c, Capacity [veh/h]	159	167	900	261	260	14	785	745	665	1130	1104
d1, Uniform Delay [s]	46.33	43.78	29.51	43.60	43.48	51.91	22.63	22.64	40.77	11.02	11.05
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.69	0.13	0.53	6.77	6.12	15.98	2.44	2.58	2.68	1.14	1.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.05	0.55	0.83	0.81	0.37	0.52	0.52	0.83	0.42	0.42
d, Delay for Lane Group [s/veh]	51.01	43.91	30.04	50.37	49.60	67.89	25.08	25.22	43.45	12.16	12.23
Lane Group LOS	D	D	C	D	D	E	C	C	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.88	0.22	5.17	5.94	5.75	0.19	7.83	7.48	7.00	5.83	5.75
50th-Percentile Queue Length [ft/ln]	71.95	5.51	129.14	148.39	143.66	4.77	195.72	187.02	175.04	145.64	143.78
95th-Percentile Queue Length [veh/ln]	5.18	0.40	8.89	9.93	9.68	0.34	12.42	11.97	11.34	9.78	9.68
95th-Percentile Queue Length [ft/ln]	129.50	9.92	222.33	248.28	241.95	8.59	310.44	299.16	283.53	244.60	242.11

Movement, Approach, & Intersection Results

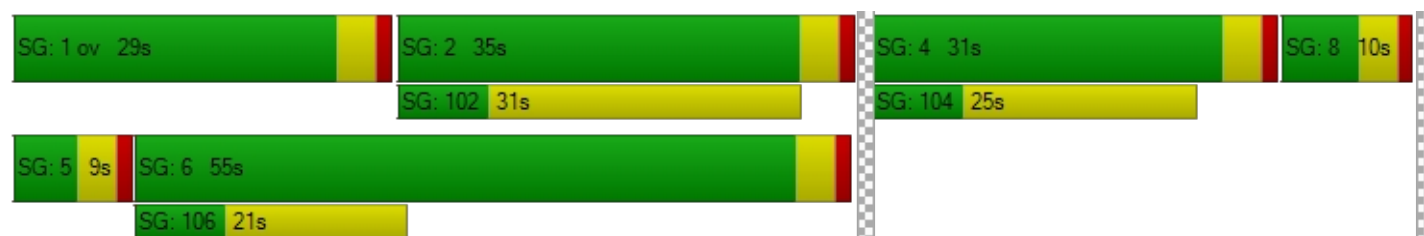
d_M, Delay for Movement [s/veh]	51.01	43.91	30.04	50.37	49.60	49.60	67.89	25.13	25.22	43.45	12.19	12.23
Movement LOS	D	D	C	D	D	D	E	C	C	D	B	B
d_A, Approach Delay [s/veh]	33.89			49.99			25.41			23.73		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	29.39											
Intersection LOS	C											
Intersection V/C	0.739											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	42.11			42.11			42.11			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.691			2.111			2.667			0.000		
Crosswalk LOS	B			B			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	114			514			590			971		
d_b, Bicycle Delay [s]	46.70			29.00			26.10			13.91		
I_b,int, Bicycle LOS Score for Intersection	2.566			2.267			2.219			2.786		
Bicycle LOS	B			B			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	35	23	0	10	14	288	7	33	341	13
Total Analysis Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	11	0	22	35	0	9	22	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	15	6	6	4	57	57	5	58	58
g / C, Green / Cycle	0.07	0.17	0.07	0.07	0.04	0.63	0.63	0.06	0.64	0.64
(v / s)_i Volume / Saturation Flow Rate	0.03	0.09	0.05	0.03	0.03	0.32	0.32	0.04	0.38	0.03
s, saturation flow rate [veh/h]	1782	1589	1781	1595	1781	1870	1854	3459	3560	1589
c, Capacity [veh/h]	120	267	127	113	78	1174	1164	196	2281	1019
d1, Uniform Delay [s]	40.58	34.22	41.00	39.96	42.61	9.14	9.14	41.70	9.43	6.02
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.12	1.59	7.40	2.00	12.61	1.55	1.56	3.85	1.16	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.52	0.72	0.37	0.74	0.50	0.50	0.66	0.60	0.05
d, Delay for Lane Group [s/veh]	43.70	35.82	48.40	41.96	55.22	10.68	10.70	45.55	10.59	6.12
Lane Group LOS	D	D	D	D	E	B	B	D	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.35	2.88	2.21	0.94	1.51	6.03	5.99	1.51	7.07	0.36
50th-Percentile Queue Length [ft/ln]	33.82	71.88	55.36	23.55	37.80	150.86	149.84	37.63	176.68	9.00
95th-Percentile Queue Length [veh/ln]	2.44	5.18	3.99	1.70	2.72	10.06	10.01	2.71	11.43	0.65
95th-Percentile Queue Length [ft/ln]	60.88	129.38	99.65	42.39	68.04	251.58	250.22	67.73	285.67	16.20

Movement, Approach, & Intersection Results

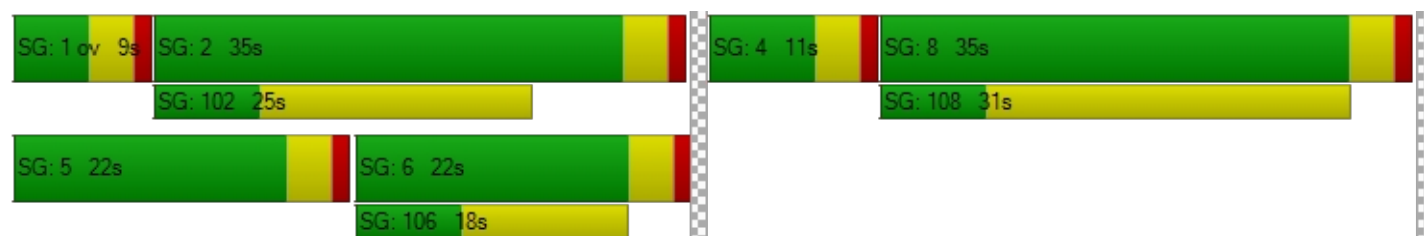
d_M, Delay for Movement [s/veh]	43.70	43.70	35.82	48.40	41.96	41.96	55.22	10.69	10.70	45.55	10.59	6.12
Movement LOS	D	D	D	D	D	D	E	B	B	D	B	A
d_A, Approach Delay [s/veh]	38.15			46.37			12.75			13.38		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	16.12											
Intersection LOS	B											
Intersection V/C	0.665											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			0.00			34.72		
I_p,int, Pedestrian LOS Score for Intersection	2.218			2.019			0.000			3.001		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	688			155			688			400		
d_b, Bicycle Delay [s]	19.38			38.32			19.38			28.84		
I_b,int, Bicycle LOS Score for Intersection	1.888			1.779			2.578			2.835		
Bicycle LOS	A			A			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	37.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	465	328	195	64	274	347	296	701	348	170	837	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	465	328	195	64	274	347	296	701	348	170	837	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	82	49	16	69	87	74	175	87	43	209	27
Total Analysis Volume [veh/h]	465	328	195	64	274	347	296	701	348	170	837	108
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	27	41	0	27	41	41	13	31	31	11	29	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	17	31	31	5	19	45	21	47	69	8	34	34
g / C, Green / Cycle	0.16	0.28	0.28	0.05	0.17	0.41	0.19	0.43	0.63	0.07	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.13	0.18	0.12	0.04	0.15	0.22	0.09	0.20	0.22	0.05	0.26	0.26
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1796
c, Capacity [veh/h]	544	525	446	84	319	648	659	1521	1003	237	571	548
d1, Uniform Delay [s]	45.18	34.55	32.48	51.83	44.36	24.71	39.45	22.49	9.61	50.23	35.80	35.81
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.25	0.04	0.50	0.26	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.53	1.23	0.68	5.14	6.67	1.59	0.18	1.01	0.50	1.52	14.20	14.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.63	0.44	0.76	0.86	0.54	0.45	0.46	0.35	0.72	0.84	0.84
d, Delay for Lane Group [s/veh]	46.71	35.78	33.15	56.96	51.02	26.30	39.62	23.50	10.11	51.75	50.01	50.57
Lane Group LOS	D	D	C	E	D	C	D	C	B	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.26	7.78	4.33	1.86	7.81	7.05	3.55	6.58	3.87	2.34	14.16	13.69
50th-Percentile Queue Length [ft/ln]	156.61	194.54	108.30	46.58	195.18	176.19	88.86	164.60	96.86	58.47	353.89	342.35
95th-Percentile Queue Length [veh/ln]	10.37	12.36	7.75	3.35	12.39	11.40	6.40	10.79	6.97	4.21	20.33	19.76
95th-Percentile Queue Length [ft/ln]	259.23	308.92	193.64	83.85	309.74	285.04	159.95	269.80	174.34	105.24	508.15	494.07

Movement, Approach, & Intersection Results

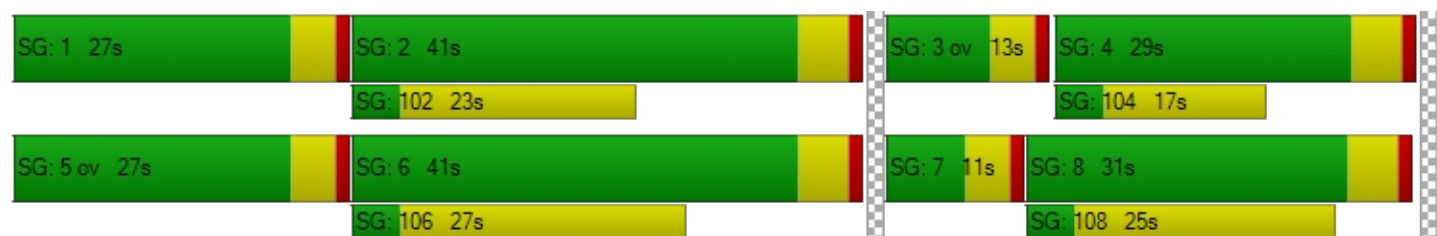
d_M, Delay for Movement [s/veh]	46.71	35.78	33.15	56.96	51.02	26.30	39.62	23.50	10.11	51.75	50.25	50.57
Movement LOS	D	D	C	E	D	C	D	C	B	D	D	D
d_A, Approach Delay [s/veh]	40.41			39.06			23.58			50.51		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	37.43											
Intersection LOS	D											
Intersection V/C	0.761											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	47.32			47.32			47.32			47.32		
I_p,int, Pedestrian LOS Score for Intersection	2.754			2.588			3.023			2.802		
Crosswalk LOS	C			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	652			652			471			434		
d_b, Bicycle Delay [s]	24.98			24.98			32.18			33.72		
I_b,int, Bicycle LOS Score for Intersection	3.190			2.690			2.669			2.479		
Bicycle LOS	C			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX I-II

**GENERAL PLAN BUILDOUT (WITHOUT FORSTER)
TRAFFIC CONDITIONS WITH IMPROVEMENTS – HCM
METHOD OF ANALYSIS**

Intersection Level Of Service Report**Intersection 1: Camino Capistrano at Ortega Highway**

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	510	35	248	589	113	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	510	35	248	589	113	395
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	128	9	62	147	28	99
Total Analysis Volume [veh/h]	510	35	248	589	113	395
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	18	31	38	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	39	68	14	57	24	24
g / C, Green / Cycle	0.43	0.76	0.16	0.63	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.27	0.02	0.14	0.31	0.06	0.25
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	809	1200	278	1184	483	431
d1, Uniform Delay [s]	19.93	2.77	37.26	8.85	25.55	31.85
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.15
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.71	0.05	3.95	1.49	0.09	10.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.03	0.89	0.50	0.23	0.92
d, Delay for Lane Group [s/veh]	23.64	2.81	41.22	10.34	25.65	42.71
Lane Group LOS	C	A	D	B	C	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.75	0.13	5.56	5.89	1.86	9.37
50th-Percentile Queue Length [ft/ln]	218.77	3.27	138.94	147.30	46.62	234.27
95th-Percentile Queue Length [veh/ln]	13.60	0.24	9.42	9.87	3.36	14.39
95th-Percentile Queue Length [ft/ln]	340.05	5.89	235.59	246.82	83.92	359.78

Movement, Approach, & Intersection Results

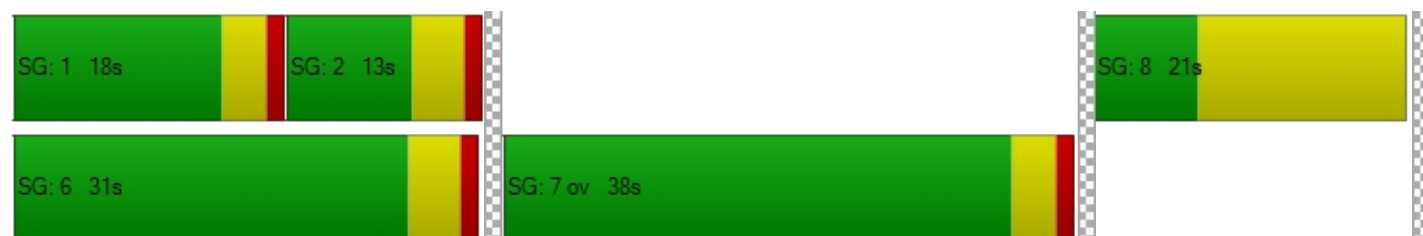
d_M, Delay for Movement [s/veh]	23.64	2.81	41.22	10.34	25.65	42.71
Movement LOS	C	A	D	B	C	D
d_A, Approach Delay [s/veh]	22.31		19.49		38.91	
Approach LOS	C		B		D	
d_I, Intersection Delay [s/veh]	25.52					
Intersection LOS	C					
Intersection V/C	0.762					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.345	2.506	2.197
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	586	755
d_b, Bicycle Delay [s]	37.01	22.49	17.44
I_b,int, Bicycle LOS Score for Intersection	2.459	2.941	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	22.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.565

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	26	21	61	9	15	1	67	4	23	110	61
Total Analysis Volume [veh/h]	11	105	83	242	36	59	3	266	17	90	438	244
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	25	0	0	43	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	16	16	49	49	49	49
g / C, Green / Cycle	0.14	0.18	0.18	0.55	0.55	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.11	0.16	0.04	0.08	0.08	0.25	0.24
s, saturation flow rate [veh/h]	1737	1792	1589	1858	1665	1641	1524
c, Capacity [veh/h]	242	326	289	1055	909	945	832
d1, Uniform Delay [s]	37.71	35.67	31.30	10.11	10.12	11.99	12.27
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.93	6.29	0.34	0.28	0.35	1.41	1.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.85	0.20	0.14	0.15	0.43	0.44
d, Delay for Lane Group [s/veh]	44.64	41.96	31.65	10.39	10.47	13.40	13.98
Lane Group LOS	D	D	C	B	B	B	B
Critical Lane Group	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.66	6.36	1.11	1.47	1.34	4.79	4.52
50th-Percentile Queue Length [ft/ln]	116.49	158.90	27.63	36.64	33.41	119.67	112.95
95th-Percentile Queue Length [veh/ln]	8.20	10.49	1.99	2.64	2.41	8.38	8.00
95th-Percentile Queue Length [ft/ln]	204.99	262.26	49.73	65.95	60.14	209.38	200.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.64	44.64	44.64	41.96	41.96	31.65	10.39	10.42	10.47	13.40	13.57	13.98
Movement LOS	D	D	D	D	D	C	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	44.64			40.15			10.43			13.68		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	22.56											
Intersection LOS	C											
Intersection V/C	0.565											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.70			34.70			34.70			34.70		
I_p,int, Pedestrian LOS Score for Intersection	2.009			2.168			2.324			2.463		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	466			866			400			400		
d_b, Bicycle Delay [s]	26.47			14.47			28.82			28.82		
I_b,int, Bicycle LOS Score for Intersection	1.888			2.116			1.796			2.197		
Bicycle LOS	A			B			A			B		

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 6: Camino Capistrano at Forster Street**

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	514	173	7	696	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	514	173	7	696	0	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	43	2	174	0	1
Total Analysis Volume [veh/h]	514	173	7	696	0	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	9.00	0.00	0.00	12.25
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.58	0.00	0.00	0.60
d_A, Approach Delay [s/veh]	0.00		0.09		12.25	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	B					

Intersection Level Of Service Report**Intersection 1: Camino Capistrano at Ortega Highway**

Control Type:	Signalized	Delay (sec / veh):	18.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	473	109	124	459	243	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	473	109	124	459	243	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	27	31	115	61	47
Total Analysis Volume [veh/h]	473	109	124	459	243	187
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	15	28	41	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	55	74	8	67	15	15
g / C, Green / Cycle	0.61	0.82	0.09	0.74	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.25	0.07	0.07	0.25	0.14	0.12
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	1138	1309	156	1384	292	260
d1, Uniform Delay [s]	9.25	1.51	40.30	4.02	36.46	35.69
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.12	0.12	3.46	0.64	2.39	1.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.08	0.80	0.33	0.83	0.72
d, Delay for Lane Group [s/veh]	10.37	1.63	43.76	4.67	38.85	37.08
Lane Group LOS	B	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.72	0.22	2.81	2.44	5.27	3.92
50th-Percentile Queue Length [ft/ln]	117.91	5.58	70.21	60.93	131.71	98.08
95th-Percentile Queue Length [veh/ln]	8.28	0.40	5.05	4.39	9.03	7.06
95th-Percentile Queue Length [ft/ln]	206.95	10.05	126.37	109.67	225.82	176.55

Movement, Approach, & Intersection Results

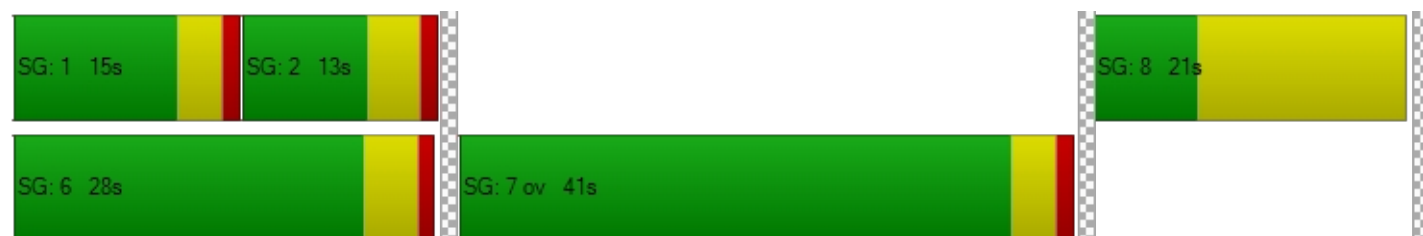
d_M, Delay for Movement [s/veh]	10.37	1.63	43.76	4.67	38.85	37.08
Movement LOS	B	A	D	A	D	D
d_A, Approach Delay [s/veh]	8.73		12.98		38.08	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	18.20					
Intersection LOS	B					
Intersection V/C	0.530					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.357	2.344	2.155
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	520	822
d_b, Bicycle Delay [s]	37.01	24.66	15.62
I_b,int, Bicycle LOS Score for Intersection	2.520	2.522	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	25.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	105	111	178	132	24	18	3	217	18	154	304	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	111	178	132	24	18	3	217	18	154	304	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	28	45	33	6	5	1	54	5	39	76	50
Total Analysis Volume [veh/h]	105	111	178	132	24	18	3	217	18	154	304	200
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	43	0	0	25	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	10	10	45	45	45	45
g / C, Green / Cycle	0.26	0.11	0.11	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.23	0.09	0.01	0.07	0.07	0.24	0.22
s, saturation flow rate [veh/h]	1711	1794	1589	1859	1655	1326	1544
c, Capacity [veh/h]	439	197	175	970	827	722	772
d1, Uniform Delay [s]	32.32	39.08	36.09	12.07	12.09	16.06	14.50
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.72	6.92	0.26	0.27	0.34	1.89	1.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.79	0.10	0.13	0.14	0.43	0.45
d, Delay for Lane Group [s/veh]	39.04	46.00	36.34	12.35	12.43	17.96	16.37
Lane Group LOS	D	D	D	B	B	B	B
Critical Lane Group	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.86	3.69	0.37	1.36	1.24	4.59	4.66
50th-Percentile Queue Length [ft/ln]	221.57	92.33	9.14	34.06	31.02	114.66	116.57
95th-Percentile Queue Length [veh/ln]	13.75	6.65	0.66	2.45	2.23	8.10	8.20
95th-Percentile Queue Length [ft/ln]	343.63	166.19	16.45	61.31	55.83	202.46	205.11

Movement, Approach, & Intersection Results

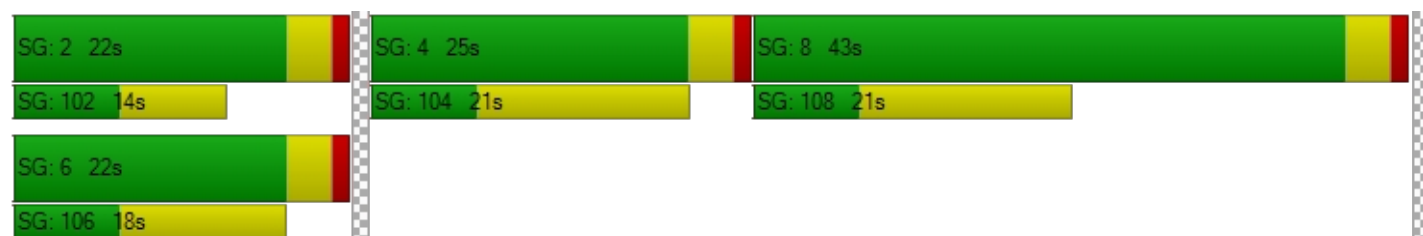
d_M, Delay for Movement [s/veh]	39.04	39.04	39.04	46.00	46.00	36.34	12.35	12.38	12.43	17.96	17.20	16.37
Movement LOS	D	D	D	D	D	D	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	39.04			45.00			12.39			17.13		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	25.57											
Intersection LOS	C											
Intersection V/C	0.607											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.70			34.70			34.70			34.70		
I_p,int, Pedestrian LOS Score for Intersection	2.221			2.103			2.293			2.419		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	866			466			400			400		
d_b, Bicycle Delay [s]	14.47			26.47			28.82			28.82		
I_b,int, Bicycle LOS Score for Intersection	2.210			1.847			1.756			2.102		
Bicycle LOS	B			A			A			B		

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	547	250	22	636	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	547	250	22	636	0	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	137	63	6	159	0	3
Total Analysis Volume [veh/h]	547	250	22	636	0	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.03	0.01	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	9.48	0.00	0.00	13.09
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	0.00	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.05	0.00	0.00	1.85
d_A, Approach Delay [s/veh]	0.00		0.32		13.09	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	B					

APPENDIX I-III

**GENERAL PLAN BUILDOUT (WITH FORSTER)
TRAFFIC CONDITIONS – HCM METHOD OF ANALYSIS**

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	510	35	248	589	113	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	510	35	248	589	113	395
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	128	9	62	147	28	99
Total Analysis Volume [veh/h]	510	35	248	589	113	395
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	18	31	38	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	39	68	14	57	24	24
g / C, Green / Cycle	0.43	0.76	0.16	0.63	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.27	0.02	0.14	0.31	0.06	0.25
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	809	1200	278	1184	483	431
d1, Uniform Delay [s]	19.93	2.77	37.26	8.85	25.55	31.85
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.15
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.71	0.05	3.95	1.49	0.09	10.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.03	0.89	0.50	0.23	0.92
d, Delay for Lane Group [s/veh]	23.64	2.81	41.22	10.34	25.65	42.71
Lane Group LOS	C	A	D	B	C	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.75	0.13	5.56	5.89	1.86	9.37
50th-Percentile Queue Length [ft/ln]	218.77	3.27	138.94	147.30	46.62	234.27
95th-Percentile Queue Length [veh/ln]	13.60	0.24	9.42	9.87	3.36	14.39
95th-Percentile Queue Length [ft/ln]	340.05	5.89	235.59	246.82	83.92	359.78

Movement, Approach, & Intersection Results

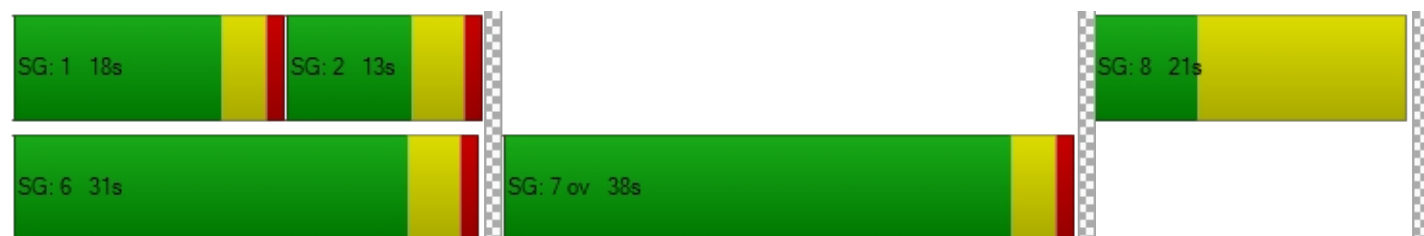
d_M, Delay for Movement [s/veh]	23.64	2.81	41.22	10.34	25.65	42.71
Movement LOS	C	A	D	B	C	D
d_A, Approach Delay [s/veh]	22.31		19.49		38.91	
Approach LOS	C		B		D	
d_I, Intersection Delay [s/veh]	25.52					
Intersection LOS	C					
Intersection V/C	0.762					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.345	2.506	2.197
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	586	755
d_b, Bicycle Delay [s]	37.01	22.49	17.44
I_b,int, Bicycle LOS Score for Intersection	2.459	2.941	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	122.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.861

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	26	19	61	9	15	1	67	4	21	110	61
Total Analysis Volume [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	67	0	0	67	0	0	23	0	0	23	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	63	63	63	19	19	19	19
g / C, Green / Cycle	0.70	0.70	0.70	0.21	0.21	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.25	1.40	0.04	0.09	0.09	0.29	0.28
s, saturation flow rate [veh/h]	770	198	1589	1392	1670	1149	1547
c, Capacity [veh/h]	580	213	1110	337	356	295	329
d1, Uniform Delay [s]	16.75	23.83	4.26	30.09	30.75	38.12	35.42
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.33	166.81	0.02	3.29	3.91	95.72	157.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	1.30	0.05	0.38	0.44	1.14	1.31
d, Delay for Lane Group [s/veh]	17.07	190.64	4.28	33.37	34.67	133.84	193.08
Lane Group LOS	B	F	A	C	C	F	F
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.95	14.59	0.29	2.65	3.29	14.36	21.47
50th-Percentile Queue Length [ft/ln]	48.87	364.65	7.26	66.23	82.22	358.93	536.65
95th-Percentile Queue Length [veh/ln]	3.52	24.84	0.52	4.77	5.92	21.99	33.04
95th-Percentile Queue Length [ft/ln]	87.97	621.12	13.06	119.22	147.99	549.78	825.88

Movement, Approach, & Intersection Results

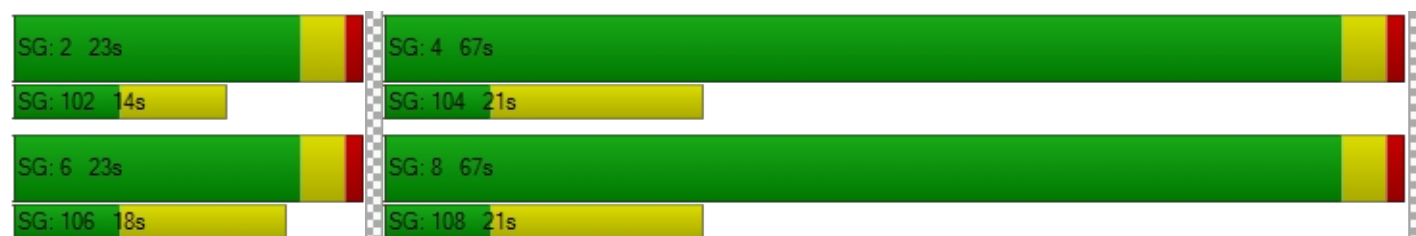
d_M, Delay for Movement [s/veh]	17.07	17.07	17.07	190.64	190.64	4.28	33.37	34.05	34.67	133.84	158.99	193.08
Movement LOS	B	B	B	F	F	A	C	C	C	F	F	F
d_A, Approach Delay [s/veh]	17.07			158.01			34.08			167.09		
Approach LOS	B			F			C			F		
d_I, Intersection Delay [s/veh]	122.94											
Intersection LOS	F											
Intersection V/C	1.861											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	1.994			2.168			2.340			2.804		
Crosswalk LOS	A			B			B			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1400			1400			422			422		
d_b, Bicycle Delay [s]	4.05			4.05			28.01			28.01		
I_b,int, Bicycle LOS Score for Intersection	1.875			2.116			1.796			2.192		
Bicycle LOS	A			B			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	261	2	4	289	174	130	0	17	2	0	3
Total Analysis Volume [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	8	28	0	22	42	42	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	3	52	52	2	51	79	18	18	18	1	1
g / C, Green / Cycle	0.03	0.58	0.58	0.02	0.57	0.88	0.20	0.20	0.20	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.02	0.19	0.19	0.01	0.32	0.44	0.15	0.15	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1864	1781	3560	1589	1781	1781	1589	1781	1589
c, Capacity [veh/h]	54	2065	1081	32	2020	1397	356	356	318	29	25
d1, Uniform Delay [s]	43.39	9.86	9.86	43.85	12.49	1.18	33.79	33.79	30.12	43.80	43.93
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.77	0.43	0.83	9.35	1.18	1.27	2.87	2.87	0.32	1.34	3.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.33	0.33	0.44	0.57	0.50	0.73	0.73	0.21	0.21	0.39
d, Delay for Lane Group [s/veh]	51.16	10.29	10.69	53.20	13.67	2.44	36.66	36.66	30.44	45.15	47.55
Lane Group LOS	D	B	B	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.01	3.36	3.64	0.39	7.09	0.66	5.49	5.49	1.21	0.14	0.24
50th-Percentile Queue Length [ft/ln]	25.37	84.04	91.00	9.72	177.30	16.48	137.27	137.27	30.22	3.54	6.11
95th-Percentile Queue Length [veh/ln]	1.83	6.05	6.55	0.70	11.46	1.19	9.33	9.33	2.18	0.25	0.44
95th-Percentile Queue Length [ft/ln]	45.67	151.27	163.80	17.49	286.49	29.66	233.35	233.35	54.39	6.37	11.00

Movement, Approach, & Intersection Results

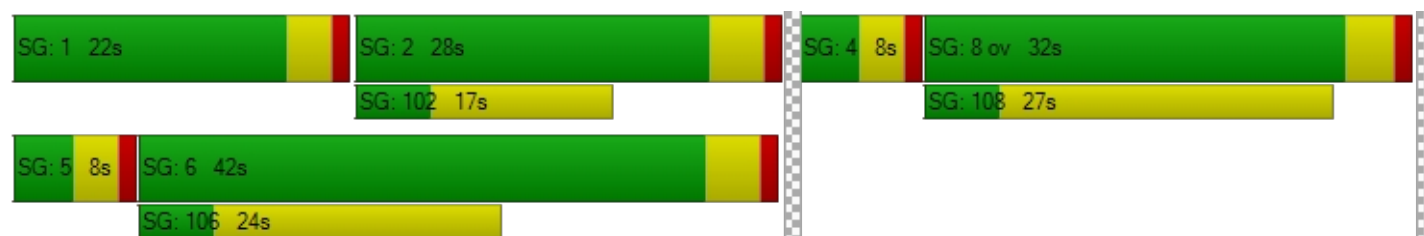
d_M, Delay for Movement [s/veh]	51.16	10.43	10.69	53.20	13.67	2.44	36.66	36.66	30.44	45.15	47.55	47.55
Movement LOS	D	B	B	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	11.96			9.79			35.96			46.65		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	14.93											
Intersection LOS	B											
Intersection V/C	0.594											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.831			0.000			2.454			1.953		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	519			830			617			89		
d_b, Bicycle Delay [s]	24.68			15.41			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.159			3.097			2.525			1.586		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	35.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.797

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1169	0	986	0	1402	177	316	900	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1169	0	986	0	1402	177	316	900	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	292	0	247	0	351	44	79	225	0
Total Analysis Volume [veh/h]	0	0	0	1169	0	986	0	1402	177	316	900	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	56	0	0	0	48	0	16	64	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		120	120	120	120	120	120
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		51	51	40	40	14	59
g / C, Green / Cycle		0.42	0.42	0.33	0.33	0.12	0.49
(v / s)_i Volume / Saturation Flow Rate		0.34	0.35	0.28	0.11	0.09	0.25
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1461	1188	1685	526	401	1757
d1, Uniform Delay [s]		30.23	30.81	37.06	30.23	51.58	20.60
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		3.73	5.42	4.97	1.73	4.16	1.07
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.80	0.83	0.83	0.34	0.79	0.51
d, Delay for Lane Group [s/veh]		33.96	36.23	42.03	31.96	55.74	21.67
Lane Group LOS		C	D	D	C	E	C
Critical Lane Group		No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		15.20	13.31	13.30	4.12	4.85	8.69
50th-Percentile Queue Length [ft/ln]		380.01	332.80	332.49	103.03	121.33	217.37
95th-Percentile Queue Length [veh/ln]		21.59	19.30	19.28	7.42	8.47	13.53
95th-Percentile Queue Length [ft/ln]		539.86	482.39	482.01	185.45	211.65	338.26

Movement, Approach, & Intersection Results

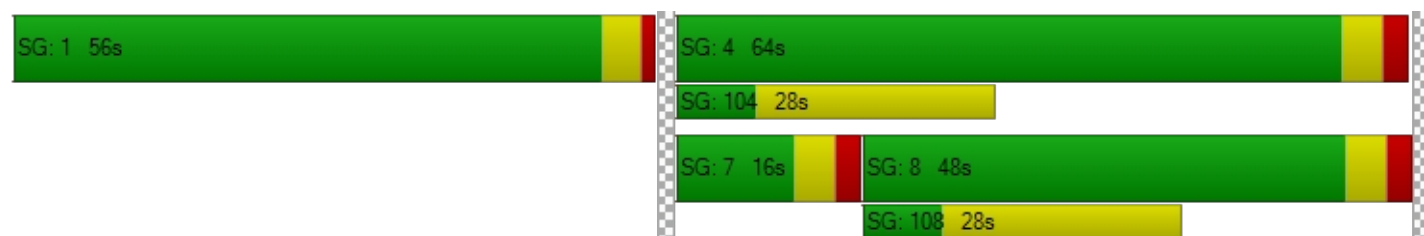
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	33.96	0.00	36.23	0.00	42.03	31.96	55.74	21.67	0.00
Movement LOS				C		D		D	C	E	C	
d_A, Approach Delay [s/veh]	0.00			35.00			40.90			30.52		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	35.78											
Intersection LOS	D											
Intersection V/C	0.797											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.49	49.49	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.969	2.670	0.000	0.000
Crosswalk LOS	A	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	859	707	974
d_b, Bicycle Delay [s]	59.99	19.54	25.08	15.80
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.428	2.563
Bicycle LOS	D	A	B	B

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	41.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	195	70	636	27	0	111	51	1707	672	0	1973	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	195	70	636	27	0	111	51	1707	672	0	1973	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	18	159	7	0	28	13	427	168	0	493	14
Total Analysis Volume [veh/h]	195	70	636	27	0	111	51	1707	672	0	1973	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	46	0	13	0	0	10	61	0	0	51	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	36	36	10	10	4	58	58	58	49	49
g / C, Green / Cycle	0.30	0.30	0.09	0.09	0.04	0.48	0.48	0.48	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.27	0.28	0.02	0.07	0.03	0.33	0.34	0.36	0.38	0.37
s, saturation flow rate [veh/h]	1707	1589	1781	1589	1781	3560	1817	1589	3560	1843
c, Capacity [veh/h]	516	480	152	136	67	1715	875	765	1445	748
d1, Uniform Delay [s]	39.87	40.63	50.98	53.98	57.27	24.27	24.42	25.17	34.20	33.50
k, delay calibration	0.29	0.32	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.20	19.16	0.41	8.56	9.37	2.36	4.73	6.50	12.73	16.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.93	0.18	0.82	0.77	0.70	0.70	0.74	0.94	0.90
d, Delay for Lane Group [s/veh]	52.07	59.78	51.39	62.53	66.64	26.62	29.15	31.67	46.93	50.03
Lane Group LOS	D	E	D	E	E	C	C	C	D	D
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	14.41	15.18	0.77	3.62	1.71	13.46	14.57	14.18	21.01	21.51
50th-Percentile Queue Length [ft/ln]	360.23	379.58	19.36	90.47	42.69	336.5	364.2	354.4	525.24	537.82
95th-Percentile Queue Length [veh/ln]	20.63	21.57	1.39	6.51	3.07	19.48	20.83	20.35	28.53	29.12
95th-Percentile Queue Length [ft/ln]	515.87	539.34	34.85	162.85	76.85	486.9	520.7	508.7	713.17	727.99

Movement, Approach, & Intersection Results

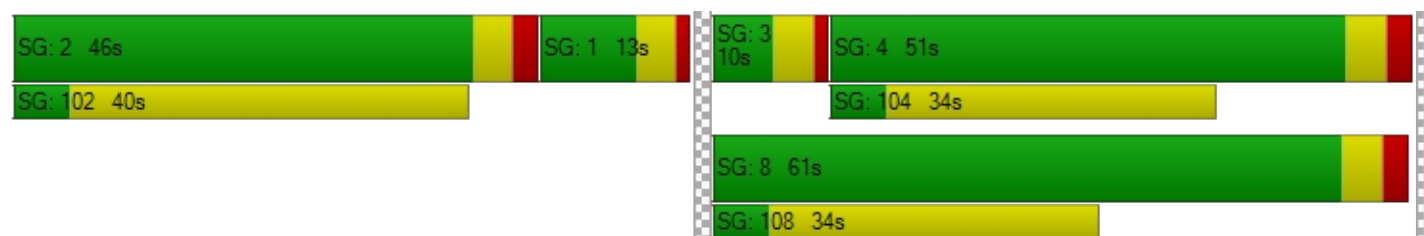
d_M, Delay for Movement [s/veh]	52.07	52.07	57.50	51.39	0.00	62.53	66.64	27.39	31.36	0.00	47.90	50.03
Movement LOS	D	D	E	D		E	E	C	C		D	D
d_A, Approach Delay [s/veh]	55.89			60.35			29.29			47.96		
Approach LOS	E			E			C			D		
d_I, Intersection Delay [s/veh]	41.32											
Intersection LOS	D											
Intersection V/C	0.843											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			0.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	51.36			51.36			0.00			51.36		
I_p,int, Pedestrian LOS Score for Intersection	2.530			2.058			0.000			3.183		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	675			142			921			755		
d_b, Bicycle Delay [s]	26.35			51.82			17.46			23.27		
I_b,int, Bicycle LOS Score for Intersection	3.046			1.560			2.896			2.676		
Bicycle LOS	C			A			C			B		

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	39.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.412

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	514	167	7	696	72	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	514	167	7	696	72	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	42	2	174	18	1
Total Analysis Volume [veh/h]	514	167	7	696	72	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.41	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	8.98	0.00	39.30	25.86
Movement LOS	A	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	1.90	1.90
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.58	0.00	47.46	47.46
d_A, Approach Delay [s/veh]	0.00		0.09		38.59	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.05					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	115.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.345

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	10	975	31	105	1022	18	15	0	10	4	0	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	975	31	105	1022	18	15	0	10	4	0	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	244	8	26	256	5	4	0	3	1	0	8
Total Analysis Volume [veh/h]	10	975	31	105	1022	18	15	0	10	4	0	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.15	0.01	0.00	0.34	0.00	0.02	0.08	0.00	0.06
d_M, Delay for Movement [s/veh]	10.50	0.00	0.00	11.21	0.00	0.00	115.18	138.77	39.54	83.39	111.76	14.30
Movement LOS	B	A	A	B	A	A	F	F	E	F	F	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.54	0.00	0.00	1.37	1.37	1.37	0.51	0.51	0.51
95th-Percentile Queue Length [ft/ln]	1.15	0.00	0.00	13.49	0.00	0.00	34.34	34.34	34.34	12.70	12.70	12.70
d_A, Approach Delay [s/veh]	0.10			1.03			84.93			21.77		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	1.89											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	27.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵			↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	116	154	575	97	13	5	55	824	102	512	898	198
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	154	575	97	13	5	55	824	102	512	898	198
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	39	144	24	3	1	14	206	26	128	225	50
Total Analysis Volume [veh/h]	116	154	575	97	13	5	55	824	102	512	898	198
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	29	0	46	35	0	36	25	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	13	37	8	8	5	53	53	21	69	69
g / C, Green / Cycle	0.12	0.12	0.34	0.07	0.07	0.04	0.48	0.48	0.19	0.63	0.63
(v / s)_i Volume / Saturation Flow Rate	0.07	0.08	0.20	0.05	0.01	0.03	0.25	0.25	0.15	0.30	0.31
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1783	1781	1870	1799	3459	1870	1756
c, Capacity [veh/h]	207	217	958	128	128	74	895	861	650	1169	1097
d1, Uniform Delay [s]	45.99	46.85	30.10	50.14	47.89	52.20	20.03	20.03	42.62	11.03	11.16
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.36	4.21	0.61	8.71	0.49	13.84	2.22	2.31	2.17	1.40	1.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.71	0.60	0.76	0.14	0.75	0.53	0.53	0.79	0.48	0.49
d, Delay for Lane Group [s/veh]	48.35	51.06	30.70	58.85	48.38	66.04	22.25	22.34	44.79	12.43	12.73
Lane Group LOS	D	D	C	E	D	E	C	C	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.13	4.30	6.33	2.93	0.48	1.78	8.78	8.47	6.79	7.26	7.11
50th-Percentile Queue Length [ft/ln]	78.26	107.60	158.18	73.15	12.03	44.59	219.61	211.76	169.80	181.45	177.80
95th-Percentile Queue Length [veh/ln]	5.63	7.71	10.45	5.27	0.87	3.21	13.65	13.24	11.07	11.68	11.49
95th-Percentile Queue Length [ft/ln]	140.87	192.66	261.31	131.67	21.65	80.26	341.13	331.08	276.65	291.91	287.14

Movement, Approach, & Intersection Results

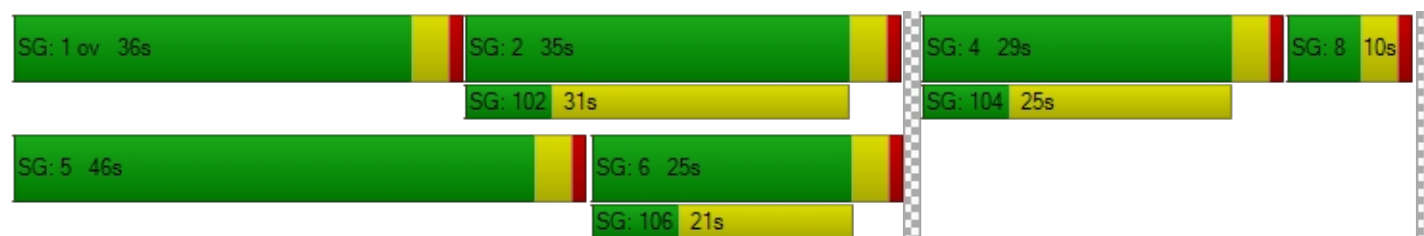
d_M, Delay for Movement [s/veh]	48.35	51.06	30.70	58.85	48.38	48.38	66.04	22.29	22.34	44.79	12.54	12.73
Movement LOS	D	D	C	E	D	D	E	C	C	D	B	B
d_A, Approach Delay [s/veh]	36.84			57.21			24.74			22.83		
Approach LOS	D			E			C			C		
d_I, Intersection Delay [s/veh]	27.81											
Intersection LOS	C											
Intersection V/C	0.711											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	44.58			44.58			44.58			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.702			2.119			2.699			0.000		
Crosswalk LOS	B			B			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	109			454			563			382		
d_b, Bicycle Delay [s]	49.19			32.86			28.39			36.03		
I_b,int, Bicycle LOS Score for Intersection	2.954			1.749			2.369			2.886		
Bicycle LOS	C			A			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	14.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	17	15	1	8	12	352	9	36	350	16
Total Analysis Volume [veh/h]	19	2	69	61	3	32	49	1409	37	143	1401	62
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	10	0	9	35	0	10	36	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	15	6	6	4	58	58	6	60	60
g / C, Green / Cycle	0.06	0.17	0.06	0.06	0.04	0.64	0.64	0.06	0.66	0.66
(v / s)_i Volume / Saturation Flow Rate	0.01	0.04	0.03	0.02	0.03	0.39	0.39	0.04	0.39	0.04
s, saturation flow rate [veh/h]	1789	1589	1781	1610	1781	1870	1853	3459	3560	1589
c, Capacity [veh/h]	109	266	110	99	72	1192	1182	216	2348	1048
d1, Uniform Delay [s]	40.25	32.66	41.10	40.58	42.68	9.67	9.69	41.35	8.62	5.44
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.85	0.51	4.31	2.11	10.57	2.31	2.35	3.45	1.13	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.26	0.55	0.35	0.68	0.61	0.61	0.66	0.60	0.06
d, Delay for Lane Group [s/veh]	41.10	33.17	45.41	42.69	53.25	11.99	12.04	44.80	9.75	5.55
Lane Group LOS	D	C	D	D	D	B	B	D	A	A
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.46	1.33	1.43	0.80	1.28	8.05	8.02	1.64	6.83	0.39
50th-Percentile Queue Length [ft/ln]	11.61	33.36	35.84	19.89	31.93	201.24	200.49	40.99	170.83	9.81
95th-Percentile Queue Length [veh/ln]	0.84	2.40	2.58	1.43	2.30	12.70	12.66	2.95	11.12	0.71
95th-Percentile Queue Length [ft/ln]	20.89	60.04	64.51	35.80	57.48	317.56	316.60	73.78	278.01	17.67

Movement, Approach, & Intersection Results

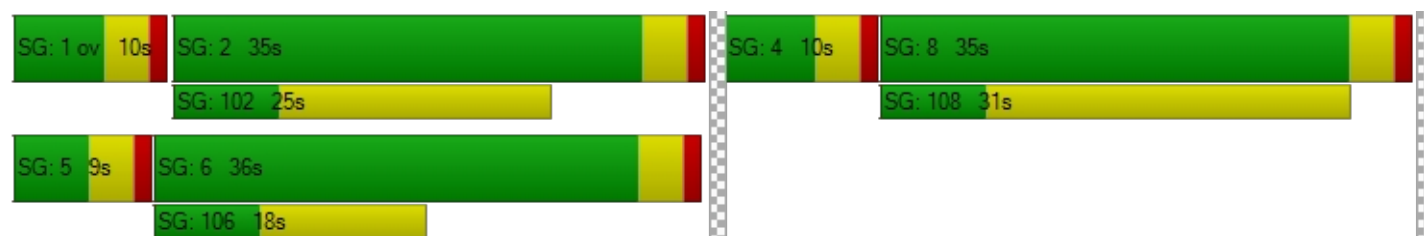
d_M, Delay for Movement [s/veh]	41.10	41.10	33.17	45.41	42.69	42.69	53.25	12.01	12.04	44.80	9.75	5.55
Movement LOS	D	D	C	D	D	D	D	B	B	D	A	A
d_A, Approach Delay [s/veh]	35.02			44.42			13.37			12.71		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	14.54											
Intersection LOS	B											
Intersection V/C	0.613											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			0.00			34.72		
I_p,int, Pedestrian LOS Score for Intersection	2.197			2.008			0.000			3.032		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	688			133			688			710		
d_b, Bicycle Delay [s]	19.38			39.24			19.38			18.73		
I_b,int, Bicycle LOS Score for Intersection	1.708			1.718			2.793			2.885		
Bicycle LOS	A			A			C			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 10: Camino Capistrano at Del Obispo Street**

Control Type:	Signalized	Delay (sec / veh):	40.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	495	261	150	37	322	468	497	775	315	99	780	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	495	261	150	37	322	468	497	775	315	99	780	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	65	38	9	81	117	124	194	79	25	195	4
Total Analysis Volume [veh/h]	495	261	150	37	322	468	497	775	315	99	780	14
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	27	29	0	39	41	41	19	41	41	11	33	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	19	40	40	3	23	57	29	52	76	6	29	29
g / C, Green / Cycle	0.16	0.33	0.33	0.03	0.20	0.48	0.24	0.43	0.64	0.05	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.14	0.14	0.09	0.02	0.17	0.29	0.14	0.22	0.20	0.03	0.21	0.21
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1858
c, Capacity [veh/h]	561	617	525	49	365	756	822	1538	1012	169	455	452
d1, Uniform Delay [s]	49.19	31.32	29.76	57.99	46.95	23.41	40.76	24.76	9.89	55.91	43.67	43.67
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.50	0.04	0.50	0.25	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.88	0.46	0.30	8.51	6.98	3.79	0.27	1.18	0.40	1.20	20.34	20.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.42	0.29	0.76	0.88	0.62	0.60	0.50	0.31	0.59	0.88	0.88
d, Delay for Lane Group [s/veh]	51.07	31.78	30.05	66.50	53.93	27.20	41.02	25.94	10.29	57.11	64.02	64.12
Lane Group LOS	D	C	C	E	D	C	D	C	B	E	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.39	5.98	3.27	1.23	10.02	10.47	6.57	8.19	3.73	1.50	13.88	13.81
50th-Percentile Queue Length [ft/ln]	184.63	149.50	81.63	30.81	250.62	261.85	164.13	204.81	93.35	37.45	347.06	345.25
95th-Percentile Queue Length [veh/ln]	11.84	9.99	5.88	2.22	15.22	15.78	10.77	12.89	6.72	2.70	19.99	19.90
95th-Percentile Queue Length [ft/ln]	296.04	249.76	146.94	55.46	380.44	394.54	269.19	322.17	168.03	67.40	499.82	497.61

Movement, Approach, & Intersection Results

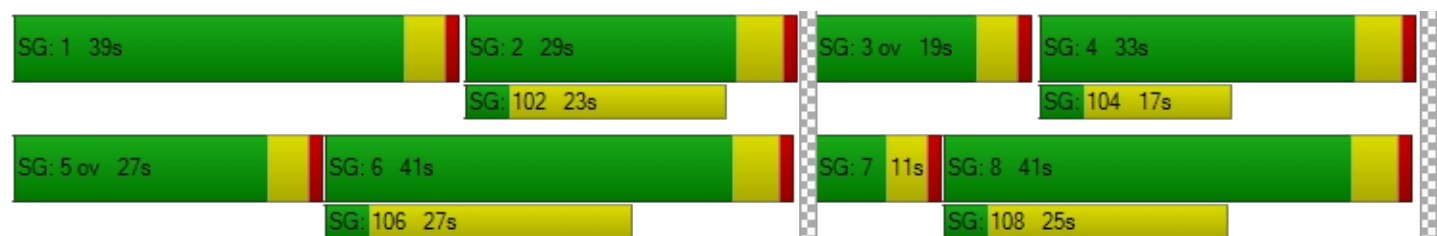
d_M, Delay for Movement [s/veh]	51.07	31.78	30.05	66.50	53.93	27.20	41.02	25.94	10.29	57.11	64.07	64.12
Movement LOS	D	C	C	E	D	C	D	C	B	E	E	E
d_A, Approach Delay [s/veh]	42.03			39.37			27.56			63.30		
Approach LOS	D			D			C			E		
d_I, Intersection Delay [s/veh]	40.56											
Intersection LOS	D											
Intersection V/C	0.830											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	52.29			52.29			52.29			52.29		
I_p,int, Pedestrian LOS Score for Intersection	2.736			2.628			3.074			2.770		
Crosswalk LOS	B			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	398			598			598			465		
d_b, Bicycle Delay [s]	38.50			29.49			29.49			35.36		
I_b,int, Bicycle LOS Score for Intersection	3.055			2.924			2.869			2.296		
Bicycle LOS	C			C			C			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	473	109	124	459	155	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	473	109	124	459	155	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	27	31	115	39	47
Total Analysis Volume [veh/h]	473	109	124	459	155	187
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	18	31	38	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	57	74	8	68	13	13
g / C, Green / Cycle	0.63	0.82	0.09	0.76	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.25	0.07	0.07	0.25	0.09	0.12
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	1173	1308	156	1420	258	230
d1, Uniform Delay [s]	8.37	1.51	40.29	3.45	36.08	37.33
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.03	0.12	3.43	0.60	0.84	2.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.08	0.79	0.32	0.60	0.81
d, Delay for Lane Group [s/veh]	9.40	1.64	43.72	4.06	36.92	39.97
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.40	0.22	2.81	2.14	3.20	4.09
50th-Percentile Queue Length [ft/ln]	109.95	5.59	70.17	53.43	80.08	102.31
95th-Percentile Queue Length [veh/ln]	7.84	0.40	5.05	3.85	5.77	7.37
95th-Percentile Queue Length [ft/ln]	195.93	10.07	126.31	96.18	144.15	184.15

Movement, Approach, & Intersection Results

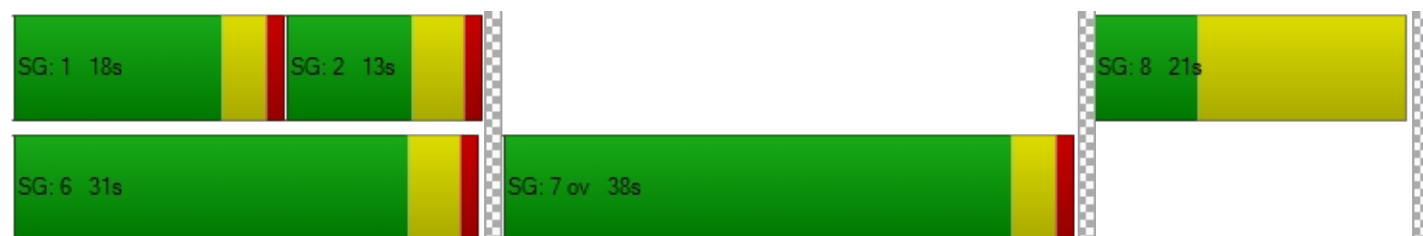
d_M, Delay for Movement [s/veh]	9.40	1.64	43.72	4.06	36.92	39.97
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	7.95		12.49		38.59	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	16.66					
Intersection LOS	B					
Intersection V/C	0.508					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.328	2.344	2.127
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	586	755
d_b, Bicycle Delay [s]	37.01	22.49	17.44
I_b,int, Bicycle LOS Score for Intersection	2.520	2.522	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	29.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.998

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	28	43	33	6	5	1	54	5	34	76	50
Total Analysis Volume [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	56	0	0	56	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	52	52	52	30	30	30	30
g / C, Green / Cycle	0.58	0.58	0.58	0.33	0.33	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.35	0.68	0.01	0.07	0.07	0.23	0.22
s, saturation flow rate [veh/h]	847	229	1589	1843	1655	1338	1538
c, Capacity [veh/h]	530	206	915	659	555	506	516
d1, Uniform Delay [s]	20.57	21.96	8.19	21.30	21.34	26.88	25.33
k, delay calibration	0.18	0.50	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.52	22.61	0.01	0.64	0.83	5.33	6.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.76	0.02	0.19	0.20	0.61	0.64
d, Delay for Lane Group [s/veh]	22.09	44.57	8.20	21.94	22.17	32.21	31.36
Lane Group LOS	C	D	A	C	C	C	C
Critical Lane Group	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.33	4.74	0.14	1.96	1.80	6.38	6.66
50th-Percentile Queue Length [ft/ln]	108.28	118.59	3.56	48.88	45.02	159.44	166.60
95th-Percentile Queue Length [veh/ln]	7.74	8.32	0.26	3.52	3.24	10.52	10.90
95th-Percentile Queue Length [ft/ln]	193.61	207.89	6.40	87.98	81.03	262.99	272.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	22.09	22.09	22.09	44.57	44.57	8.20	21.94	22.04	22.17	32.21	31.84	31.36
Movement LOS	C	C	C	D	D	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	22.09			40.81			22.05			31.77		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	29.08											
Intersection LOS	C											
Intersection V/C	0.998											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.136			2.103			2.295			2.600		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1156			1156			667			667		
d_b, Bicycle Delay [s]	8.02			8.02			20.00			20.00		
I_b,int, Bicycle LOS Score for Intersection	2.051			1.847			1.756			2.086		
Bicycle LOS	B			A			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	241	3	4	295	132	114	1	18	2	1	5
Total Analysis Volume [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	34	0	16	29	29	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	6	54	54	2	49	76	16	16	16	2	2
g / C, Green / Cycle	0.07	0.60	0.60	0.02	0.55	0.84	0.18	0.18	0.18	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.05	0.18	0.18	0.01	0.33	0.33	0.13	0.13	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1860	1781	3560	1589	1781	1782	1589	1781	1610
c, Capacity [veh/h]	120	2116	1105	32	1938	1337	314	314	280	45	41
d1, Uniform Delay [s]	41.33	9.05	9.05	43.85	14.00	1.70	35.11	35.11	32.02	43.03	43.46
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.45	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.75	0.37	0.70	9.35	1.43	0.78	3.27	3.27	0.47	0.69	4.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.30	0.30	0.44	0.61	0.40	0.73	0.73	0.25	0.18	0.56
d, Delay for Lane Group [s/veh]	45.08	9.42	9.75	53.20	15.43	2.48	38.38	38.38	32.49	43.72	47.92
Lane Group LOS	D	A	A	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.11	2.93	3.16	0.39	7.87	1.14	4.96	4.96	1.35	0.18	0.55
50th-Percentile Queue Length [ft/ln]	52.77	73.14	79.03	9.72	196.79	28.48	123.88	123.97	33.87	4.54	13.82
95th-Percentile Queue Length [veh/ln]	3.80	5.27	5.69	0.70	12.47	2.05	8.61	8.61	2.44	0.33	1.00
95th-Percentile Queue Length [ft/ln]	94.98	131.64	142.26	17.49	311.82	51.27	215.14	215.27	60.96	8.17	24.88

Movement, Approach, & Intersection Results

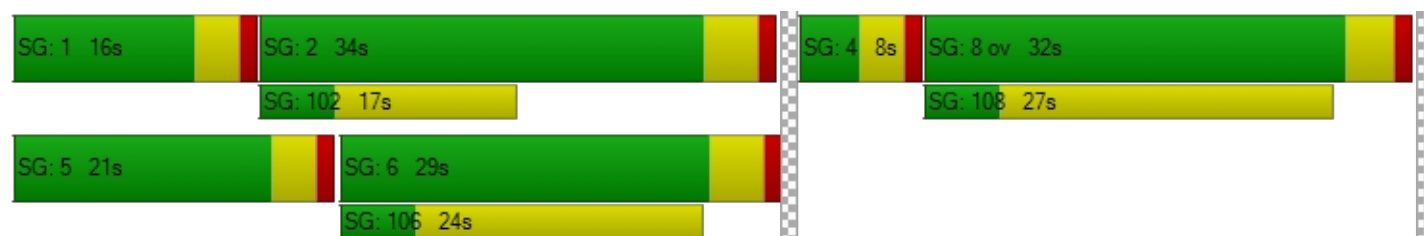
d_M, Delay for Movement [s/veh]	45.08	9.53	9.75	53.20	15.43	2.48	38.38	38.38	32.49	43.72	47.92	47.92
Movement LOS	D	A	A	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	12.60			11.76			37.59			46.84		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	16.44											
Intersection LOS	B											
Intersection V/C	0.607											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.832			0.000			2.414			1.961		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	653			542			617			89		
d_b, Bicycle Delay [s]	20.44			23.95			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.145			2.981			2.434			1.611		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: I-5 SB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	34.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.786

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐			⇐⇐⇐⇐			⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	0	0	0	1212	0	871	0	1084	192	487	941	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1212	0	871	0	1084	192	487	941	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	303	0	218	0	271	48	122	235	0
Total Analysis Volume [veh/h]	0	0	0	1212	0	871	0	1084	192	487	941	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	1	0	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	10	0	0	0	10	0	10	10	0
Maximum Green [s]	0	0	0	30	0	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
All red [s]	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Split [s]	0	0	0	55	0	0	0	35	0	25	60	0
Vehicle Extension [s]	0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	3.5	4.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk				No				No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	2.5	0.0	0.0	0.0	3.6	0.0	3.6	3.6	0.0
Minimum Recall				No				No		No	No	
Maximum Recall				No				No		No	No	
Pedestrian Recall				No				No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		L	R	C	R	L	C
C, Cycle Length [s]		115	115	115	115	115	115
L, Total Lost Time per Cycle [s]		4.50	4.50	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.50	2.50	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]		49	49	30	30	20	56
g / C, Green / Cycle		0.43	0.43	0.26	0.26	0.17	0.48
(v / s)_i Volume / Saturation Flow Rate		0.35	0.31	0.21	0.12	0.14	0.26
s, saturation flow rate [veh/h]		3459	2813	5094	1589	3459	3560
c, Capacity [veh/h]		1485	1208	1343	419	590	1719
d1, Uniform Delay [s]		28.83	27.12	39.60	35.46	46.02	20.89
k, delay calibration		0.39	0.39	0.50	0.50	0.13	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		4.04	2.96	5.30	3.58	3.60	1.26
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.82	0.72	0.81	0.46	0.83	0.55
d, Delay for Lane Group [s/veh]		32.87	30.09	44.90	39.04	49.62	22.15
Lane Group LOS		C	C	D	D	D	C
Critical Lane Group		Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		15.14	10.17	10.13	4.92	6.98	9.02
50th-Percentile Queue Length [ft/ln]		378.59	254.32	253.34	123.12	174.62	225.55
95th-Percentile Queue Length [veh/ln]		21.53	15.40	15.35	8.56	11.32	13.95
95th-Percentile Queue Length [ft/ln]		538.14	385.08	383.86	214.11	282.97	348.70

Movement, Approach, & Intersection Results

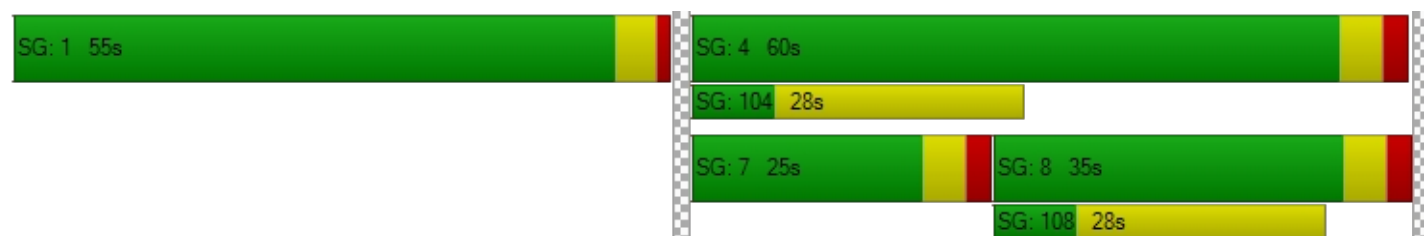
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	32.87	0.00	30.09	0.00	44.90	39.04	49.62	22.15	0.00
Movement LOS				C		C		D	D	D	C	
d_A, Approach Delay [s/veh]	0.00			31.71			44.01			31.52		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	34.93											
Intersection LOS	C											
Intersection V/C	0.786											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.02	47.02	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.058	2.651	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	878	511	946
d_b, Bicycle Delay [s]	57.49	18.08	31.85	15.96
I_b,int, Bicycle LOS Score for Intersection	4.132	1.560	2.261	2.738
Bicycle LOS	D	A	B	B

Sequence

Ring 1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: I-5 NB Ramps at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	33.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.789

Intersection Setup

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	I-5 NB Ramps			Driveway			Ortega Hwy			Ortega Hwy		
Base Volume Input [veh/h]	248	43	421	45	0	152	45	1669	560	0	1888	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	43	421	45	0	152	45	1669	560	0	1888	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	11	105	11	0	38	11	417	140	0	472	18
Total Analysis Volume [veh/h]	248	43	421	45	0	152	45	1669	560	0	1888	70
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Split	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	1	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	8	0	8	0	0	5	12	0	0	12	0
Maximum Green [s]	0	30	0	30	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.5	0.0	3.5	0.0	0.0	3.6	3.7	0.0	0.0	3.7	0.0
All red [s]	0.0	2.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	47	0	13	0	0	10	50	0	0	40	0
Vehicle Extension [s]	0.0	3.0	0.0	2.5	0.0	0.0	2.2	4.0	0.0	0.0	4.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	0	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No				No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	2.5	0.0	0.0	2.6	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No			No	No			No	
Maximum Recall		No		No			No	No			No	
Pedestrian Recall		No		No			No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	R	L	C	C	R	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.50	5.50	4.50	4.50	4.60	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	2.50	2.50	2.60	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	27	27	13	13	4	55	55	55	47	47
g / C, Green / Cycle	0.24	0.24	0.11	0.11	0.03	0.50	0.50	0.50	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.21	0.22	0.03	0.10	0.03	0.31	0.32	0.33	0.37	0.36
s, saturation flow rate [veh/h]	1746	1589	1781	1589	1781	3560	1850	1589	3560	1835
c, Capacity [veh/h]	425	387	203	182	61	1780	925	795	1509	778
d1, Uniform Delay [s]	39.98	40.18	44.29	47.74	52.64	20.08	20.11	20.54	28.86	28.36
k, delay calibration	0.12	0.13	0.08	0.08	0.06	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.24	8.10	0.40	7.41	8.78	1.70	3.27	4.28	6.88	10.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.89	0.22	0.84	0.73	0.63	0.63	0.66	0.87	0.84
d, Delay for Lane Group [s/veh]	46.22	48.27	44.70	55.15	61.41	21.78	23.38	24.83	35.74	38.92
Lane Group LOS	D	D	D	E	E	C	C	C	D	D
Critical Lane Group	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	10.23	9.71	1.14	4.44	1.38	10.55	11.42	10.65	16.60	17.18
50th-Percentile Queue Length [ft/ln]	255.65	242.82	28.49	111.00	34.48	263.6	285.4	266.2	415.11	429.58
95th-Percentile Queue Length [veh/ln]	15.47	14.82	2.05	7.90	2.48	15.87	16.96	16.00	23.29	23.98
95th-Percentile Queue Length [ft/ln]	386.76	370.60	51.28	197.39	62.06	396.8	423.9	400.0	582.18	599.54

Movement, Approach, & Intersection Results

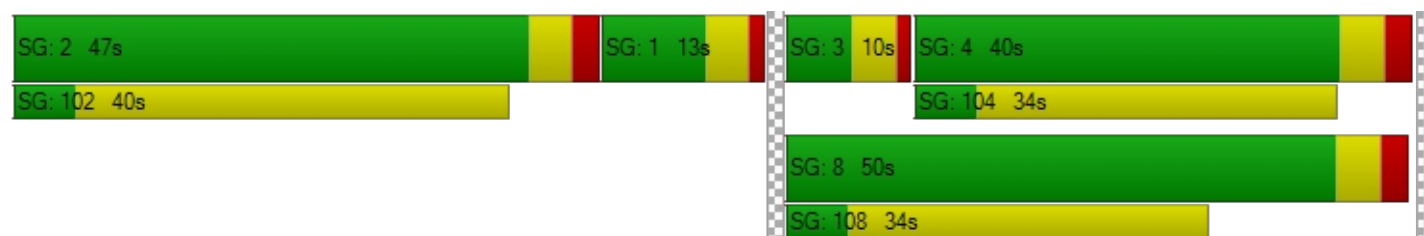
d_M, Delay for Movement [s/veh]	46.22	46.22	47.93	44.70	0.00	55.15	61.41	22.31	24.82	0.00	36.72	38.92
Movement LOS	D	D	D	D		E	E	C	C		D	D
d_A, Approach Delay [s/veh]	47.21			52.76			23.68			36.80		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	33.05											
Intersection LOS	C											
Intersection V/C	0.789											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			0.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	46.38			46.38			0.00			46.38		
I_p,int, Pedestrian LOS Score for Intersection	2.452			2.067			0.000			3.129		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	754			155			805			623		
d_b, Bicycle Delay [s]	21.34			46.84			19.63			26.06		
I_b,int, Bicycle LOS Score for Intersection	2.734			1.560			2.810			2.637		
Bicycle LOS	B			A			C			B		

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	38.5
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	547	226	22	545	80	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	547	226	22	545	80	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	137	57	6	136	20	3
Total Analysis Volume [veh/h]	547	226	22	545	80	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.03	0.01	0.43	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	9.39	0.00	38.46	26.88
Movement LOS	A	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	2.15	2.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.01	0.00	53.84	53.84
d_A, Approach Delay [s/veh]	0.00		0.36		37.06	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.50					
Intersection LOS	E					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	180.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.514

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	33	941	51	129	1059	40	15	0	24	10	0	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	941	51	129	1059	40	15	0	24	10	0	92
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	235	13	32	265	10	4	0	6	3	0	23
Total Analysis Volume [veh/h]	33	941	51	129	1059	40	15	0	24	10	0	92
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.00	0.19	0.01	0.00	0.51	0.00	0.05	0.27	0.00	0.17
d_M, Delay for Movement [s/veh]	11.02	0.00	0.00	11.38	0.00	0.00	180.87	194.22	64.89	113.62	151.06	23.32
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	C
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.68	0.00	0.00	2.37	2.37	2.37	2.09	2.09	2.09
95th-Percentile Queue Length [ft/ln]	4.13	0.00	0.00	17.00	0.00	0.00	59.28	59.28	59.28	52.18	52.18	52.18
d_A, Approach Delay [s/veh]	0.35			1.20			109.50			32.18		
Approach LOS	A			A			F			D		
d_I, Intersection Delay [s/veh]	3.92											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Alipaz Street at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	29.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Alipaz Street			Alipaz Street			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	106	9	495	217	149	63	5	679	115	549	877	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	9	495	217	149	63	5	679	115	549	877	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	2	124	54	37	16	1	170	29	137	219	15
Total Analysis Volume [veh/h]	106	9	495	217	149	63	5	679	115	549	877	61
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	10	10	0	31	0	9	35	0	29	55	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	18	0	0	24	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	34	15	15	1	44	44	20	64	64
g / C, Green / Cycle	0.09	0.09	0.32	0.15	0.15	0.01	0.42	0.42	0.19	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.06	0.00	0.18	0.12	0.12	0.00	0.22	0.22	0.16	0.25	0.25
s, saturation flow rate [veh/h]	1781	1870	2813	1781	1777	1781	1870	1777	3459	1870	1828
c, Capacity [veh/h]	159	167	900	261	260	14	785	745	665	1130	1104
d1, Uniform Delay [s]	46.33	43.78	29.51	43.60	43.48	51.91	22.63	22.64	40.77	11.02	11.05
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.69	0.13	0.53	6.77	6.12	15.98	2.44	2.58	2.68	1.14	1.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.05	0.55	0.83	0.81	0.37	0.52	0.52	0.83	0.42	0.42
d, Delay for Lane Group [s/veh]	51.01	43.91	30.04	50.37	49.60	67.89	25.08	25.22	43.45	12.16	12.23
Lane Group LOS	D	D	C	D	D	E	C	C	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.88	0.22	5.17	5.94	5.75	0.19	7.83	7.48	7.00	5.83	5.75
50th-Percentile Queue Length [ft/ln]	71.95	5.51	129.14	148.39	143.66	4.77	195.72	187.02	175.04	145.64	143.78
95th-Percentile Queue Length [veh/ln]	5.18	0.40	8.89	9.93	9.68	0.34	12.42	11.97	11.34	9.78	9.68
95th-Percentile Queue Length [ft/ln]	129.50	9.92	222.33	248.28	241.95	8.59	310.44	299.16	283.53	244.60	242.11

Movement, Approach, & Intersection Results

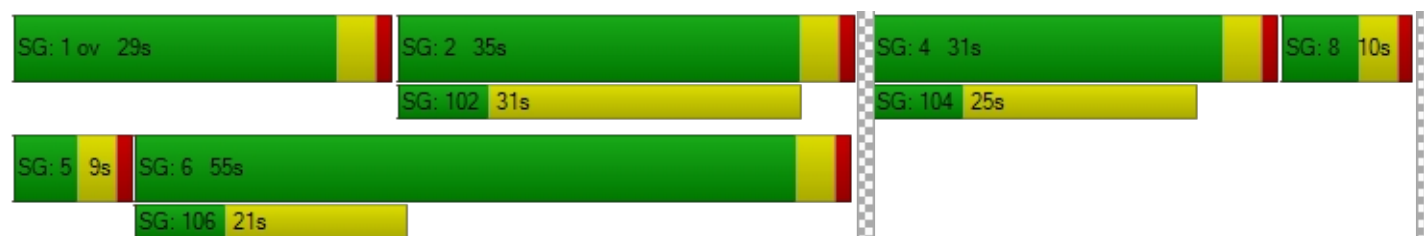
d_M, Delay for Movement [s/veh]	51.01	43.91	30.04	50.37	49.60	49.60	67.89	25.13	25.22	43.45	12.19	12.23
Movement LOS	D	D	C	D	D	D	E	C	C	D	B	B
d_A, Approach Delay [s/veh]	33.89			49.99			25.41			23.73		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	29.39											
Intersection LOS	C											
Intersection V/C	0.739											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	42.11			42.11			42.11			0.00		
I_p,int, Pedestrian LOS Score for Intersection	2.691			2.111			2.667			0.000		
Crosswalk LOS	B			B			B			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	114			514			590			971		
d_b, Bicycle Delay [s]	46.70			29.00			26.10			13.91		
I_b,int, Bicycle LOS Score for Intersection	2.566			2.267			2.219			2.786		
Bicycle LOS	B			B			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Paseo Adelanto at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Paseo Adelanto			Paseo Adelanto			Del Obispo Street			Del Obispo Street		
Base Volume Input [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	35	23	0	10	14	288	7	33	341	13
Total Analysis Volume [veh/h]	58	1	140	91	1	41	57	1150	28	130	1363	53
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	6	6	0	6	0	5	6	0	5	6	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	35	0	11	0	22	35	0	9	22	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	7	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	24	0	0	0	0	18	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	15	6	6	4	57	57	5	58	58
g / C, Green / Cycle	0.07	0.17	0.07	0.07	0.04	0.63	0.63	0.06	0.64	0.64
(v / s)_i Volume / Saturation Flow Rate	0.03	0.09	0.05	0.03	0.03	0.32	0.32	0.04	0.38	0.03
s, saturation flow rate [veh/h]	1782	1589	1781	1595	1781	1870	1854	3459	3560	1589
c, Capacity [veh/h]	120	267	127	113	78	1174	1164	196	2281	1019
d1, Uniform Delay [s]	40.58	34.22	41.00	39.96	42.61	9.14	9.14	41.70	9.43	6.02
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.12	1.59	7.40	2.00	12.61	1.55	1.56	3.85	1.16	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.52	0.72	0.37	0.74	0.50	0.50	0.66	0.60	0.05
d, Delay for Lane Group [s/veh]	43.70	35.82	48.40	41.96	55.22	10.68	10.70	45.55	10.59	6.12
Lane Group LOS	D	D	D	D	E	B	B	D	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.35	2.88	2.21	0.94	1.51	6.03	5.99	1.51	7.07	0.36
50th-Percentile Queue Length [ft/ln]	33.82	71.88	55.36	23.55	37.80	150.86	149.84	37.63	176.68	9.00
95th-Percentile Queue Length [veh/ln]	2.44	5.18	3.99	1.70	2.72	10.06	10.01	2.71	11.43	0.65
95th-Percentile Queue Length [ft/ln]	60.88	129.38	99.65	42.39	68.04	251.58	250.22	67.73	285.67	16.20

Movement, Approach, & Intersection Results

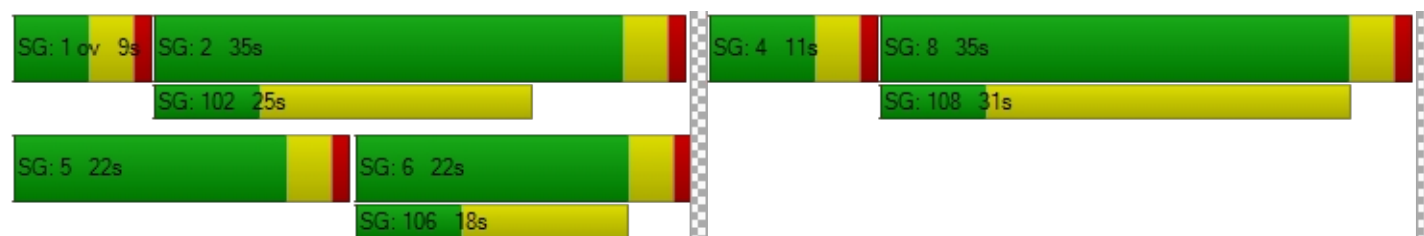
d_M, Delay for Movement [s/veh]	43.70	43.70	35.82	48.40	41.96	41.96	55.22	10.69	10.70	45.55	10.59	6.12
Movement LOS	D	D	D	D	D	D	E	B	B	D	B	A
d_A, Approach Delay [s/veh]	38.15			46.37			12.75			13.38		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	16.12											
Intersection LOS	B											
Intersection V/C	0.665											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			0.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.72			34.72			0.00			34.72		
I_p,int, Pedestrian LOS Score for Intersection	2.218			2.019			0.000			3.001		
Crosswalk LOS	B			B			F			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	688			155			688			400		
d_b, Bicycle Delay [s]	19.38			38.32			19.38			28.84		
I_b,int, Bicycle LOS Score for Intersection	1.888			1.779			2.578			2.835		
Bicycle LOS	A			A			B			C		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Camino Capistrano at Del Obispo Street

Control Type:	Signalized	Delay (sec / veh):	37.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.757

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Camino Capistrano			Camino Capistrano			Del Obispo St			Del Obispo St		
Base Volume Input [veh/h]	465	316	207	64	271	343	285	712	348	173	841	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	465	316	207	64	271	343	285	712	348	173	841	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	79	52	16	68	86	71	178	87	43	210	27
Total Analysis Volume [veh/h]	465	316	207	64	271	343	285	712	348	173	841	108
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	6	3	8	8	7	4	0
Auxiliary Signal Groups						3,6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	3	8	0	3	8	8	3	12	12	6	12	0
Maximum Green [s]	30	30	0	30	30	30	30	30	30	30	30	0
Amber [s]	3.6	4.1	0.0	3.6	4.1	4.1	3.6	4.1	4.1	3.6	4.1	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	27	58	0	10	41	41	8	31	31	11	34	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	0.0
Walk [s]	0	4	0	0	4	4	0	4	4	0	4	0
Pedestrian Clearance [s]	0	19	0	0	23	23	0	21	21	0	13	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	3.1	0.0	2.6	3.1	3.1	2.6	3.1	3.1	2.6	3.1	0.0
Minimum Recall	No	No		No	No	No	No	No	No	No	No	
Maximum Recall	No	No		No	No	No	No	No	No	No	No	
Pedestrian Recall	No	No		No	No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.60	5.10	5.10	4.60	5.10	4.60	4.60	5.10	4.60	4.60	5.10	5.10
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	3.10	3.10	2.60	3.10	0.00	2.60	3.10	0.00	2.60	3.10	3.10
g_i, Effective Green Time [s]	17	31	31	5	19	44	21	47	70	8	34	34
g / C, Green / Cycle	0.16	0.28	0.28	0.05	0.17	0.40	0.19	0.43	0.63	0.07	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.13	0.17	0.13	0.04	0.14	0.22	0.08	0.20	0.22	0.05	0.26	0.26
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	3459	3560	1589	3459	1870	1796
c, Capacity [veh/h]	544	522	444	84	316	640	648	1524	1004	240	580	557
d1, Uniform Delay [s]	45.18	34.42	32.89	51.86	44.45	25.04	39.62	22.52	9.57	50.18	35.35	35.36
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.25	0.04	0.50	0.26	0.04	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.53	1.13	0.76	5.28	6.68	1.61	0.17	1.03	0.49	1.52	13.27	13.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.61	0.47	0.76	0.86	0.54	0.44	0.47	0.35	0.72	0.83	0.84
d, Delay for Lane Group [s/veh]	46.71	35.55	33.65	57.14	51.13	26.65	39.80	23.55	10.07	51.70	48.62	49.16
Lane Group LOS	D	D	C	E	D	C	D	C	B	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.26	7.45	4.65	1.87	7.73	7.01	3.42	6.70	3.86	2.38	14.01	13.56
50th-Percentile Queue Length [ft/ln]	156.61	186.22	116.33	46.66	193.15	175.29	85.62	167.60	96.60	59.49	350.35	338.96
95th-Percentile Queue Length [veh/ln]	10.37	11.92	8.19	3.36	12.28	11.35	6.16	10.95	6.95	4.28	20.15	19.60
95th-Percentile Queue Length [ft/ln]	259.23	298.12	204.77	83.99	307.11	283.85	154.11	273.76	173.87	107.08	503.83	489.93

Movement, Approach, & Intersection Results

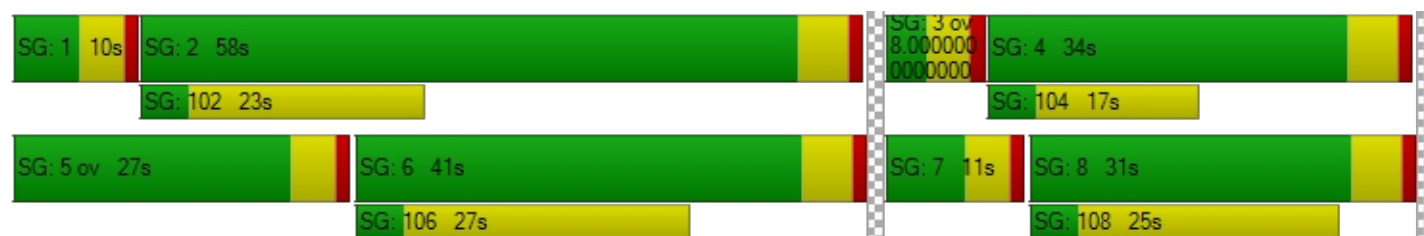
d_M, Delay for Movement [s/veh]	46.71	35.55	33.65	57.14	51.13	26.65	39.80	23.55	10.07	51.70	48.85	49.16
Movement LOS	D	D	C	E	D	C	D	C	B	D	D	D
d_A, Approach Delay [s/veh]	40.41			39.31			23.50			49.32		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	37.15											
Intersection LOS	D											
Intersection V/C	0.757											

Other Modes

g_Walk,mi, Effective Walk Time [s]	8.0			8.0			8.0			8.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	47.32			47.32			47.32			47.32		
I_p,int, Pedestrian LOS Score for Intersection	2.754			2.582			3.023			2.807		
Crosswalk LOS	C			B			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	961			652			471			525		
d_b, Bicycle Delay [s]	14.84			24.98			32.18			29.92		
I_b,int, Bicycle LOS Score for Intersection	3.190			2.678			2.669			2.485		
Bicycle LOS	C			B			B			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX I-IV

**GENERAL PLAN BUILDOUT (WITH FORSTER)
TRAFFIC CONDITIONS WITH IMPROVEMENTS – HCM
METHOD OF ANALYSIS**

Intersection Level Of Service Report**Intersection 1: Camino Capistrano at Ortega Highway**

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	510	35	248	589	113	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	510	35	248	589	113	395
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	128	9	62	147	28	99
Total Analysis Volume [veh/h]	510	35	248	589	113	395
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	18	31	38	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	39	68	14	57	24	24
g / C, Green / Cycle	0.43	0.76	0.16	0.63	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.27	0.02	0.14	0.31	0.06	0.25
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	809	1200	278	1184	483	431
d1, Uniform Delay [s]	19.93	2.77	37.26	8.85	25.55	31.85
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.15
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.71	0.05	3.95	1.49	0.09	10.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.03	0.89	0.50	0.23	0.92
d, Delay for Lane Group [s/veh]	23.64	2.81	41.22	10.34	25.65	42.71
Lane Group LOS	C	A	D	B	C	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.75	0.13	5.56	5.89	1.86	9.37
50th-Percentile Queue Length [ft/ln]	218.77	3.27	138.94	147.30	46.62	234.27
95th-Percentile Queue Length [veh/ln]	13.60	0.24	9.42	9.87	3.36	14.39
95th-Percentile Queue Length [ft/ln]	340.05	5.89	235.59	246.82	83.92	359.78

Movement, Approach, & Intersection Results

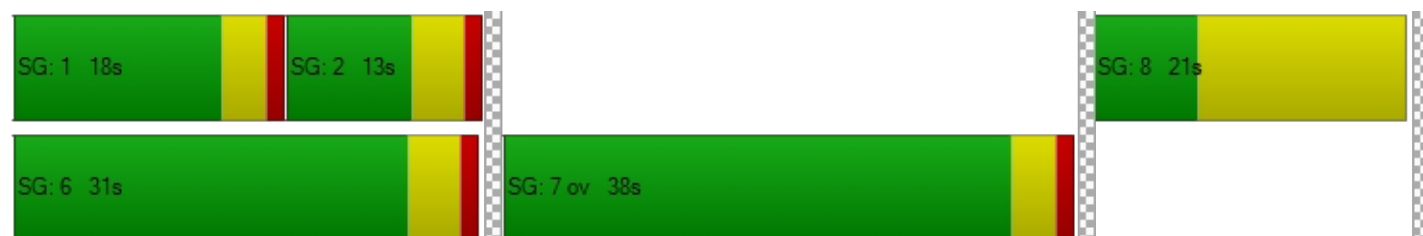
d_M, Delay for Movement [s/veh]	23.64	2.81	41.22	10.34	25.65	42.71
Movement LOS	C	A	D	B	C	D
d_A, Approach Delay [s/veh]	22.31		19.49		38.91	
Approach LOS	C		B		D	
d_I, Intersection Delay [s/veh]	25.52					
Intersection LOS	C					
Intersection V/C	0.762					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.345	2.506	2.197
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	586	755
d_b, Bicycle Delay [s]	37.01	22.49	17.44
I_b,int, Bicycle LOS Score for Intersection	2.459	2.941	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	26	19	61	9	15	1	67	4	21	110	61
Total Analysis Volume [veh/h]	11	105	75	242	36	59	3	266	17	84	438	244
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	25	0	0	43	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	16	16	50	50	50	50
g / C, Green / Cycle	0.13	0.18	0.18	0.55	0.55	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.11	0.16	0.04	0.08	0.08	0.24	0.24
s, saturation flow rate [veh/h]	1744	1792	1589	1858	1665	1657	1522
c, Capacity [veh/h]	233	326	289	1065	917	961	839
d1, Uniform Delay [s]	37.96	35.67	31.30	9.88	9.89	11.67	11.94
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.93	6.29	0.34	0.28	0.34	1.34	1.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.85	0.20	0.14	0.15	0.42	0.43
d, Delay for Lane Group [s/veh]	44.89	41.96	31.65	10.15	10.23	13.00	13.58
Lane Group LOS	D	D	C	B	B	B	B
Critical Lane Group	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.48	6.36	1.11	1.44	1.32	4.67	4.37
50th-Percentile Queue Length [ft/ln]	112.02	158.90	27.63	36.08	32.90	116.63	109.36
95th-Percentile Queue Length [veh/ln]	7.95	10.49	1.99	2.60	2.37	8.21	7.80
95th-Percentile Queue Length [ft/ln]	198.81	262.26	49.73	64.95	59.22	205.19	195.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.89	44.89	44.89	41.96	41.96	31.65	10.15	10.19	10.23	13.00	13.16	13.58
Movement LOS	D	D	D	D	D	C	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	44.89			40.15			10.19			13.28		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	22.27											
Intersection LOS	C											
Intersection V/C	0.556											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.70			34.70			34.70			34.70		
I_p,int, Pedestrian LOS Score for Intersection	1.994			2.168			2.324			2.459		
Crosswalk LOS	A			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	466			866			400			400		
d_b, Bicycle Delay [s]	26.47			14.47			28.82			28.82		
I_b,int, Bicycle LOS Score for Intersection	1.875			2.116			1.796			2.192		
Bicycle LOS	A			B			A			B		

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	261	2	4	289	174	130	0	17	2	0	3
Total Analysis Volume [veh/h]	41	1042	6	14	1155	694	519	0	66	6	0	10
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	8	28	0	22	42	42	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	3	52	52	2	51	79	18	18	18	1	1
g / C, Green / Cycle	0.03	0.58	0.58	0.02	0.57	0.88	0.20	0.20	0.20	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.02	0.19	0.19	0.01	0.32	0.44	0.15	0.15	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1864	1781	3560	1589	1781	1781	1589	1781	1589
c, Capacity [veh/h]	54	2065	1081	32	2020	1397	356	356	318	29	25
d1, Uniform Delay [s]	43.39	9.86	9.86	43.85	12.49	1.18	33.79	33.79	30.12	43.80	43.93
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.77	0.43	0.83	9.35	1.18	1.27	2.87	2.87	0.32	1.34	3.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.33	0.33	0.44	0.57	0.50	0.73	0.73	0.21	0.21	0.39
d, Delay for Lane Group [s/veh]	51.16	10.29	10.69	53.20	13.67	2.44	36.66	36.66	30.44	45.15	47.55
Lane Group LOS	D	B	B	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.01	3.36	3.64	0.39	7.09	0.66	5.49	5.49	1.21	0.14	0.24
50th-Percentile Queue Length [ft/ln]	25.37	84.04	91.00	9.72	177.30	16.48	137.27	137.27	30.22	3.54	6.11
95th-Percentile Queue Length [veh/ln]	1.83	6.05	6.55	0.70	11.46	1.19	9.33	9.33	2.18	0.25	0.44
95th-Percentile Queue Length [ft/ln]	45.67	151.27	163.80	17.49	286.49	29.66	233.35	233.35	54.39	6.37	11.00

Movement, Approach, & Intersection Results

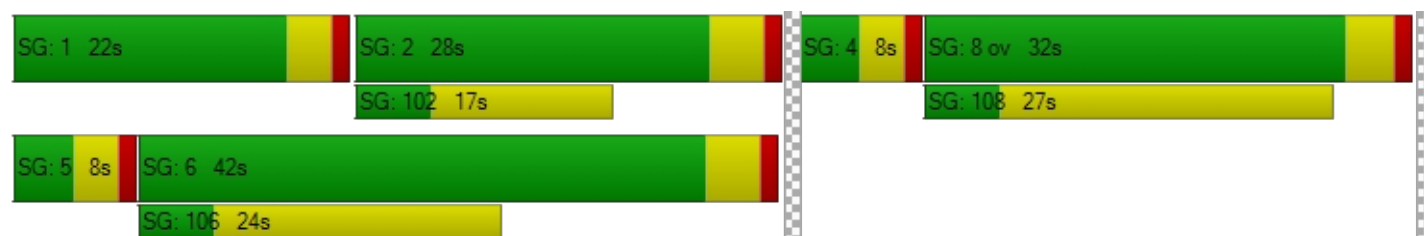
d_M, Delay for Movement [s/veh]	51.16	10.43	10.69	53.20	13.67	2.44	36.66	36.66	30.44	45.15	47.55	47.55
Movement LOS	D	B	B	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	11.96			9.79			35.96			46.65		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	14.93											
Intersection LOS	B											
Intersection V/C	0.594											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.831			0.000			2.454			1.953		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	519			830			617			89		
d_b, Bicycle Delay [s]	24.68			15.41			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.159			3.097			2.525			1.586		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	514	167	7	696	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	514	167	7	696	0	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	42	2	174	0	1
Total Analysis Volume [veh/h]	514	167	7	696	0	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	8.98	0.00	0.00	12.22
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.58	0.00	0.00	0.60
d_A, Approach Delay [s/veh]	0.00		0.09		12.22	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	83.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.084

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	10	975	31	105	1022	18	0	0	10	4	0	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	975	31	105	1022	18	0	0	10	4	0	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	244	8	26	256	5	0	0	3	1	0	8
Total Analysis Volume [veh/h]	10	975	31	105	1022	18	0	0	10	4	0	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.15	0.01	0.00	0.00	0.00	0.02	0.08	0.00	0.06
d_M, Delay for Movement [s/veh]	10.50	0.00	0.00	11.21	0.00	0.00	0.00	111.46	12.23	83.39	111.76	14.30
Movement LOS	B	A	A	B	A	A		F	B	F	F	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.54	0.00	0.00	0.00	0.06	0.06	0.51	0.51	0.51
95th-Percentile Queue Length [ft/ln]	1.15	0.00	0.00	13.49	0.00	0.00	0.00	1.51	1.51	12.70	12.70	12.70
d_A, Approach Delay [s/veh]	0.10			1.03			12.23			21.77		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.00											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 1: Camino Capistrano at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Ortega Hwy	
Base Volume Input [veh/h]	473	109	124	459	155	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	473	109	124	459	155	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	118	27	31	115	39	47
Total Analysis Volume [veh/h]	473	109	124	459	155	187
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Overlap	Protected	Permissive	Split	Split
Signal Group	2	2	1	6	7	0
Auxiliary Signal Groups		2,7				
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	8	8	3	8	3	0
Maximum Green [s]	30	30	30	30	30	0
Amber [s]	3.6	3.6	3.0	3.6	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	13	18	31	38	0
Vehicle Extension [s]	3.5	3.5	1.5	3.5	2.0	0.0
Walk [s]	7	7	0	7	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.6	2.6	2.0	2.6	2.0	0.0
Minimum Recall	No	No	No	No	No	
Maximum Recall	No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	14

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.60	4.00	4.00	4.60	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.60	0.00	2.00	2.60	2.00	2.00
g_i, Effective Green Time [s]	57	74	8	68	13	13
g / C, Green / Cycle	0.63	0.82	0.09	0.76	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.25	0.07	0.07	0.25	0.09	0.12
s, saturation flow rate [veh/h]	1870	1589	1781	1870	1781	1589
c, Capacity [veh/h]	1173	1308	156	1420	258	230
d1, Uniform Delay [s]	8.37	1.51	40.29	3.45	36.08	37.33
k, delay calibration	0.50	0.50	0.04	0.50	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.03	0.12	3.43	0.60	0.84	2.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.08	0.79	0.32	0.60	0.81
d, Delay for Lane Group [s/veh]	9.40	1.64	43.72	4.06	36.92	39.97
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.40	0.22	2.81	2.14	3.20	4.09
50th-Percentile Queue Length [ft/ln]	109.95	5.59	70.17	53.43	80.08	102.31
95th-Percentile Queue Length [veh/ln]	7.84	0.40	5.05	3.85	5.77	7.37
95th-Percentile Queue Length [ft/ln]	195.93	10.07	126.31	96.18	144.15	184.15

Movement, Approach, & Intersection Results

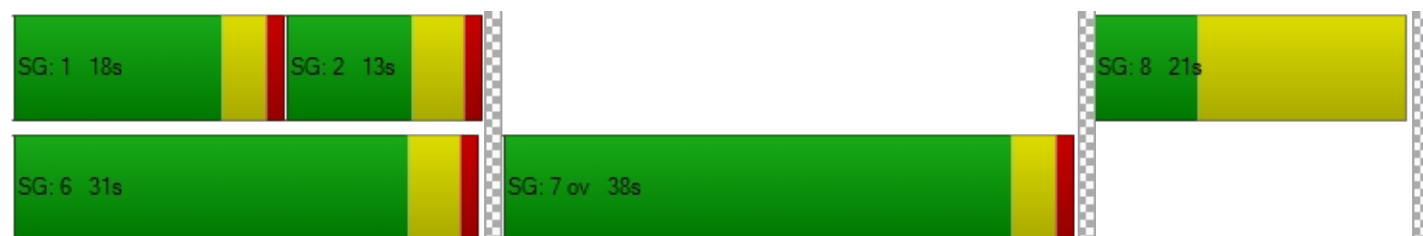
d_M, Delay for Movement [s/veh]	9.40	1.64	43.72	4.06	36.92	39.97
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	7.95		12.49		38.59	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	16.66					
Intersection LOS	B					
Intersection V/C	0.508					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69
I_p,int, Pedestrian LOS Score for Intersection	2.328	2.344	2.127
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	586	755
d_b, Bicycle Delay [s]	37.01	22.49	17.44
I_b,int, Bicycle LOS Score for Intersection	2.520	2.522	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: El Camino Real at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	22.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Camino Real			El Camino Real			Ortega Highway			Ortega Highway		
Base Volume Input [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	28	43	33	6	5	1	54	5	34	76	50
Total Analysis Volume [veh/h]	17	111	170	132	24	18	3	217	18	134	304	200
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	0	6	0	0	6	0	0	6	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	43	0	0	25	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	10	10	50	50	50	50
g / C, Green / Cycle	0.20	0.11	0.11	0.56	0.56	0.56	0.56
(v / s)_i Volume / Saturation Flow Rate	0.18	0.09	0.01	0.07	0.07	0.22	0.21
s, saturation flow rate [veh/h]	1695	1794	1589	1858	1655	1403	1536
c, Capacity [veh/h]	342	197	175	1072	919	836	852
d1, Uniform Delay [s]	34.83	39.08	36.09	9.56	9.57	12.17	11.33
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.89	6.92	0.26	0.22	0.27	1.27	1.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.79	0.10	0.12	0.12	0.37	0.38
d, Delay for Lane Group [s/veh]	41.72	46.00	36.34	9.78	9.85	13.45	12.63
Lane Group LOS	D	D	D	A	A	B	B
Critical Lane Group	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.83	3.69	0.37	1.17	1.07	3.79	3.72
50th-Percentile Queue Length [ft/ln]	170.86	92.33	9.14	29.24	26.63	94.82	92.99
95th-Percentile Queue Length [veh/ln]	11.12	6.65	0.66	2.11	1.92	6.83	6.70
95th-Percentile Queue Length [ft/ln]	278.04	166.19	16.45	52.63	47.93	170.67	167.39

Movement, Approach, & Intersection Results

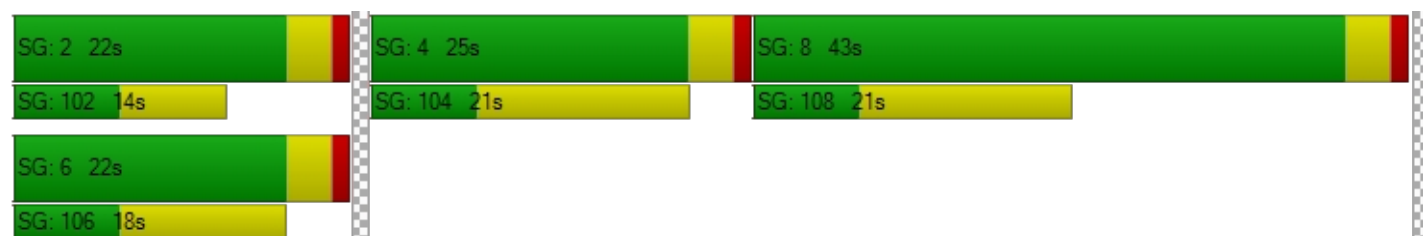
d_M, Delay for Movement [s/veh]	41.72	41.72	41.72	46.00	46.00	36.34	9.78	9.81	9.85	13.45	13.11	12.63
Movement LOS	D	D	D	D	D	D	A	A	A	B	B	B
d_A, Approach Delay [s/veh]	41.72			45.00			9.81			13.03		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	22.93											
Intersection LOS	C											
Intersection V/C	0.532											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.70			34.70			34.70			34.70		
I_p,int, Pedestrian LOS Score for Intersection	2.136			2.103			2.271			2.413		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	866			466			400			400		
d_b, Bicycle Delay [s]	14.47			26.47			28.82			28.82		
I_b,int, Bicycle LOS Score for Intersection	2.051			1.847			1.756			2.086		
Bicycle LOS	B			A			A			B		

Sequence

Ring 1	-	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Del Obispo Street at Ortega Highway

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Del Obispo St			Ortega Hwy			Ortega Hwy			Del Taco Dwy		
Base Volume Input [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	241	3	4	295	132	114	1	18	2	1	5
Total Analysis Volume [veh/h]	92	963	10	14	1180	529	455	4	71	8	2	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Split	Split	Split	Split	Split	Split
Signal Group	5	2	0	1	6	6	0	8	0	0	4	0
Auxiliary Signal Groups						6,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	3	15	0	5	15	15	0	4	0	0	4	0
Maximum Green [s]	30	30	0	30	30	30	0	30	0	0	30	0
Amber [s]	3.0	3.6	0.0	3.0	3.6	3.6	0.0	3.2	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	34	0	16	29	29	0	32	0	0	8	0
Vehicle Extension [s]	2.0	4.0	0.0	3.0	4.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
Walk [s]	0	5	0	0	5	5	0	5	0	0	0	0
Pedestrian Clearance [s]	0	12	0	0	19	19	0	22	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.6	0.0	2.0	2.6	2.6	0.0	2.2	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No	No		No			No	
Maximum Recall	No	No		No	No	No		No			No	
Pedestrian Recall	No	No		No	No	No		No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.60	4.60	4.00	4.60	4.20	4.20	4.20	4.20	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.60	2.60	2.00	2.60	0.00	2.20	2.20	2.20	2.00	2.00
g_i, Effective Green Time [s]	6	54	54	2	49	76	16	16	16	2	2
g / C, Green / Cycle	0.07	0.60	0.60	0.02	0.55	0.84	0.18	0.18	0.18	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.05	0.18	0.18	0.01	0.33	0.33	0.13	0.13	0.04	0.00	0.01
s, saturation flow rate [veh/h]	1781	3560	1860	1781	3560	1589	1781	1782	1589	1781	1610
c, Capacity [veh/h]	120	2116	1105	32	1938	1337	314	314	280	45	41
d1, Uniform Delay [s]	41.33	9.05	9.05	43.85	14.00	1.70	35.11	35.11	32.02	43.03	43.46
k, delay calibration	0.04	0.50	0.50	0.11	0.50	0.45	0.11	0.11	0.11	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.75	0.37	0.70	9.35	1.43	0.78	3.27	3.27	0.47	0.69	4.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.30	0.30	0.44	0.61	0.40	0.73	0.73	0.25	0.18	0.56
d, Delay for Lane Group [s/veh]	45.08	9.42	9.75	53.20	15.43	2.48	38.38	38.38	32.49	43.72	47.92
Lane Group LOS	D	A	A	D	B	A	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.11	2.93	3.16	0.39	7.87	1.14	4.96	4.96	1.35	0.18	0.55
50th-Percentile Queue Length [ft/ln]	52.77	73.14	79.03	9.72	196.79	28.48	123.88	123.97	33.87	4.54	13.82
95th-Percentile Queue Length [veh/ln]	3.80	5.27	5.69	0.70	12.47	2.05	8.61	8.61	2.44	0.33	1.00
95th-Percentile Queue Length [ft/ln]	94.98	131.64	142.26	17.49	311.82	51.27	215.14	215.27	60.96	8.17	24.88

Movement, Approach, & Intersection Results

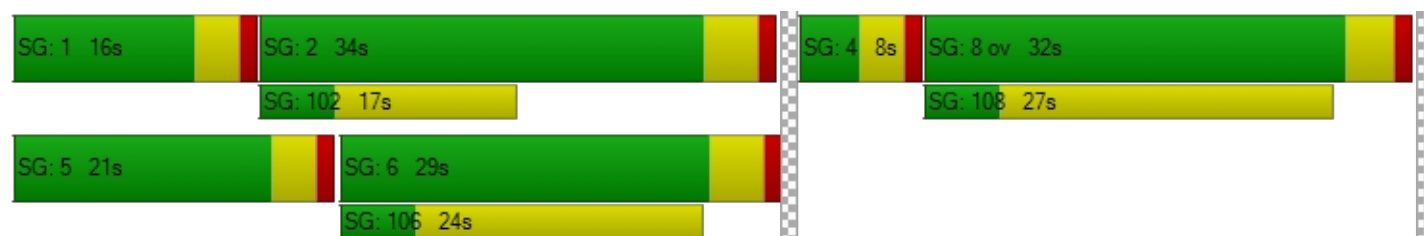
d_M, Delay for Movement [s/veh]	45.08	9.53	9.75	53.20	15.43	2.48	38.38	38.38	32.49	43.72	47.92	47.92
Movement LOS	D	A	A	D	B	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	12.60			11.76			37.59			46.84		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	16.44											
Intersection LOS	B											
Intersection V/C	0.607											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			0.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	36.50			0.00			36.50			36.50		
I_p,int, Pedestrian LOS Score for Intersection	2.832			0.000			2.414			1.961		
Crosswalk LOS	C			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	653			542			617			89		
d_b, Bicycle Delay [s]	20.44			23.95			21.53			41.13		
I_b,int, Bicycle LOS Score for Intersection	2.145			2.981			2.434			1.611		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 6: Camino Capistrano at Forster Street

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Forster Street	
Base Volume Input [veh/h]	547	226	22	545	80	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	547	226	22	545	80	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	137	57	6	136	20	3
Total Analysis Volume [veh/h]	547	226	22	545	80	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.03	0.01	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	9.39	0.00	0.00	12.96
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	0.00	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.01	0.00	0.00	1.82
d_A, Approach Delay [s/veh]	0.00		0.36		12.96	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 7: Del Obispo Street at Forster Lane

Control Type:	Two-way stop	Delay (sec / veh):	113.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.269

Intersection Setup

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Del Obispo Street			Del Obispo Street			Forster Lane			Target Driveway		
Base Volume Input [veh/h]	33	941	51	129	1059	40	15	0	24	10	0	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	941	51	129	1059	40	15	0	24	10	0	92
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	235	13	32	265	10	4	0	6	3	0	23
Total Analysis Volume [veh/h]	33	941	51	129	1059	40	15	0	24	10	0	92
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.00	0.19	0.01	0.00	0.00	0.00	0.05	0.27	0.00	0.17
d_M, Delay for Movement [s/veh]	11.02	0.00	0.00	11.38	0.00	0.00	0.00	141.99	12.66	113.62	151.06	23.32
Movement LOS	B	A	A	B	A	A		F	B	F	F	C
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.68	0.00	0.00	0.00	0.15	0.15	2.09	2.09	2.09
95th-Percentile Queue Length [ft/ln]	4.13	0.00	0.00	17.00	0.00	0.00	0.00	3.82	3.82	52.18	52.18	52.18
d_A, Approach Delay [s/veh]	0.35			1.20			12.66			32.18		
Approach LOS	A			A			B			D		
d_I, Intersection Delay [s/veh]	2.28											
Intersection LOS	F											

APPENDIX J

SYNCHRO ANALYSIS WORKSHEETS (LONG-TERM)

APPENDIX J-1

**GENERAL PLAN BUILDOUT (WITHOUT FORSTER)
TRAFFIC CONDITIONS – SYNCHRO OPERATIONS
METHOD OF ANALYSIS**

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM Buildout (without Forster)

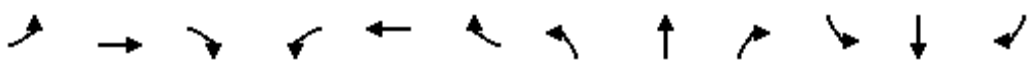
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	527	0	66	6	0	10	41	1033	6	14	1149	700
Future Volume (vph)	527	0	66	6	0	10	41	1033	6	14	1149	700
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.850			0.999				0.850
Flt Protected	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Flt Permitted	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		133			1				700
Link Speed (mph)		25			25			35				35
Link Distance (ft)		407			222			927				426
Travel Time (s)		11.1			6.1			18.1				8.3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	527	0	66	6	0	10	41	1033	6	14	1149	700
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	263	264	66	6	10	0	41	1039	0	14	1149	700
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM Buildout (without Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	56.0		10.0	56.0	33.0
Total Split (%)	30.0%	30.0%	30.0%	10.0%	10.0%		9.1%	50.9%		9.1%	50.9%	30.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		6.0	51.0		6.0	51.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	25.4	25.4	25.4	6.0	6.0		6.0	66.2		6.0	64.2	94.6
Actuated g/C Ratio	0.23	0.23	0.23	0.05	0.05		0.05	0.60		0.05	0.58	0.86
v/c Ratio	0.68	0.68	0.15	0.06	0.05		0.43	0.34		0.15	0.56	0.48
Control Delay	47.7	47.8	2.3	50.8	0.4		57.8	4.4		53.1	18.1	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	47.7	47.8	2.3	50.8	0.4		57.8	4.4		53.1	18.1	1.3
LOS	D	D	A	D	A		E	A		D	B	A
Approach Delay		42.7			19.3			6.4			12.0	
Approach LOS		D			B			A			B	
Queue Length 50th (ft)	173	173	0	4	0		30	24		10	261	0
Queue Length 95th (ft)	267	268	10	18	0		m59	56		31	408	12
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	427	427	484	96	212		96	3059		96	2066	1455
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.62	0.62	0.14	0.06	0.05		0.43	0.34		0.15	0.56	0.48

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 35 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 15.5

Intersection LOS: B

Intersection Capacity Utilization 65.0%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 3: Del Obispo Street & Ortega Highway

AM Buildout (without Forster)
 AM Peak Hour

Splits and Phases: 3: Del Obispo Street & Ortega Highway

 Ø2 (R)	 Ø1	 Ø4	 Ø8
56 s	10 s	33 s	11 s
 Ø6 (R)	 Ø5		
56 s	10 s		

HCM 6th Signalized Intersection Summary

3: Del Bispo Street & Ortega Highway

AM Buildout (without Forster)

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	527	0	66	6	0	10	41	1033	6	14	1149	700
Future Volume (veh/h)	527	0	66	6	0	10	41	1033	6	14	1149	700
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	527	0	66	6	0	10	41	1033	6	14	1149	700
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	630	0	280	38	0	33	295	2429	14	295	1648	1015
Arrive On Green	0.18	0.00	0.18	0.02	0.00	0.02	0.05	0.15	0.15	0.17	0.46	0.46
Sat Flow, veh/h	3563	0	1585	1781	0	1585	1781	5239	30	1781	3554	1585
Grp Volume(v), veh/h	527	0	66	6	0	10	41	671	368	14	1149	700
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1865	1781	1777	1585
Q Serve(g_s), s	15.7	0.0	3.9	0.4	0.0	0.7	2.4	19.6	19.7	0.7	28.2	31.3
Cycle Q Clear(g_c), s	15.7	0.0	3.9	0.4	0.0	0.7	2.4	19.6	19.7	0.7	28.2	31.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	630	0	280	38	0	33	295	1578	865	295	1648	1015
V/C Ratio(X)	0.84	0.00	0.24	0.16	0.00	0.30	0.14	0.43	0.43	0.05	0.70	0.69
Avail Cap(c_a), veh/h	907	0	403	97	0	86	295	1578	865	295	1648	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	38.9	52.9	0.0	53.0	44.5	33.3	33.3	38.6	23.4	12.7
Incr Delay (d2), s/veh	4.7	0.0	0.4	2.0	0.0	4.9	0.2	0.8	1.5	0.1	2.5	3.8
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	7.4	0.0	1.6	0.2	0.0	0.3	1.1	9.1	10.1	0.3	11.8	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	0.0	39.3	54.8	0.0	57.9	44.7	34.1	34.8	38.6	25.9	16.6
LnGrp LOS	D	A	D	D	A	E	D	C	C	D	C	B
Approach Vol, veh/h	593			16			1080			1863		
Approach Delay, s/veh	47.5			56.8			34.8			22.5		
Approach LOS	D			E			C			C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	22.2	56.0	24.4		22.2	56.0	7.3					
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0					
Max Green Setting (Gmax), s	6.0	51.0	28.0		6.0	51.0	6.0					
Max Q Clear Time (g_c+I1), s	2.7	21.7	17.7		4.4	33.3	2.7					
Green Ext Time (p_c), s	0.0	7.7	1.7		0.0	10.6	0.0					
Intersection Summary												
HCM 6th Ctrl Delay	30.5											
HCM 6th LOS	C											

Lanes, Volumes, Timings

AM Buildout (without Forster)

7: Del Obispo Street & Forster Lane/Target Dwy

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	6	4	0	33	4	975	31	105	1022	12
Future Volume (vph)	6	0	6	4	0	33	4	975	31	105	1022	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.932			0.880				0.850			0.850
Flt Protected		0.976			0.995		0.950			0.950		
Satd. Flow (prot)	0	1694	0	0	1631	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.976			0.995		0.950			0.950		
Satd. Flow (perm)	0	1694	0	0	1631	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	6	0	6	4	0	33	4	975	31	105	1022	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	37	0	4	975	31	105	1022	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop			Stop			Free			Free		
Intersection Summary												
Area Type:		Other										
Control Type: Unsignalized												
Intersection Capacity Utilization 46.1%												
ICU Level of Service A												
Analysis Period (min) 15												

HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

AM Buildout (without Forster)

AM Peak Hour

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	6	0	6	4	0	33	4	975	31	105	1022	12
Future Vol, veh/h	6	0	6	4	0	33	4	975	31	105	1022	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	6	4	0	33	4	975	31	105	1022	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1728	2215	511	1704	2215	488	1022	0	-	975	0	0
Stage 1	1232	1232	-	983	983	-	-	-	-	-	-	-
Stage 2	496	983	-	721	1232	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	57	43	508	59	43	526	675	-	0	703	-	0
Stage 1	188	248	-	267	325	-	-	-	0	-	-	0
Stage 2	524	325	-	385	248	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	47	36	508	51	36	526	675	-	-	703	-	-
Mov Cap-2 Maneuver	47	36	-	51	36	-	-	-	-	-	-	-
Stage 1	187	211	-	265	323	-	-	-	-	-	-	-
Stage 2	488	323	-	324	211	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	53.5		21		0		1	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	675	-	86	262	703	-
HCM Lane V/C Ratio	0.006	-	0.14	0.141	0.149	-
HCM Control Delay (s)	10.4	-	53.5	21	11	-
HCM Lane LOS	B	-	F	C	B	-
HCM 95th %tile Q(veh)	0	-	0.5	0.5	0.5	-

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM Buildout (without Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	500	772	315	98	777	14	495	264	147	37	323	471
Future Volume (vph)	500	772	315	98	777	14	495	264	147	37	323	471
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			184		2				149			139
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	500	772	315	98	777	14	495	264	147	37	323	471
Shared Lane Traffic (%)												
Lane Group Flow (vph)	500	772	315	98	791	0	495	264	147	37	323	471
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM Buildout (without Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	23.0	44.0	23.0	11.0	32.0		23.0	45.0	45.0	10.0	32.0	23.0
Total Split (%)	20.9%	40.0%	20.9%	10.0%	29.1%		20.9%	40.9%	40.9%	9.1%	29.1%	20.9%
Maximum Green (s)	19.0	39.0	19.0	7.0	27.0		19.0	40.0	40.0	6.0	27.0	19.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	19.0	43.8	67.0	6.8	31.6		18.2	39.4	39.4	5.6	23.2	43.2
Actuated g/C Ratio	0.17	0.40	0.61	0.06	0.29		0.17	0.36	0.36	0.05	0.21	0.39
v/c Ratio	0.84	0.55	0.30	0.46	0.78		0.87	0.40	0.22	0.41	0.82	0.67
Control Delay	58.4	28.4	5.4	41.9	27.5		61.8	28.5	4.6	64.2	58.7	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	28.4	5.4	41.9	27.5		61.8	28.5	4.6	64.2	58.7	14.6
LOS	E	C	A	D	C		E	C	A	E	E	B
Approach Delay		33.3			29.1			42.9			34.0	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	178	225	38	34	275		176	143	0	26	217	100
Queue Length 95th (ft)	#260	300	88	55	#401		#256	209	40	61	311	150
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	592	1409	1046	221	1016		592	689	679	96	457	705
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.55	0.30	0.44	0.78		0.84	0.38	0.22	0.39	0.71	0.67

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 34.6

Intersection LOS: C

Intersection Capacity Utilization 82.3%

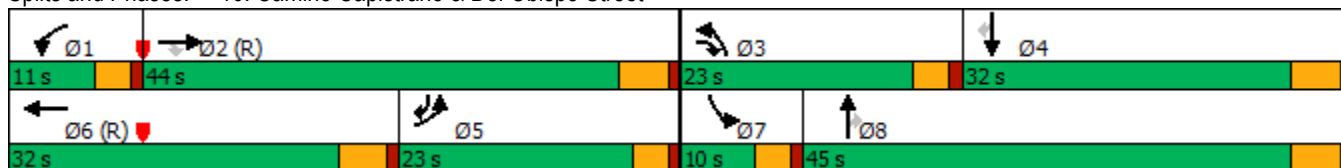
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary

10: Camino Capistrano & Del Obispo Street

AM Buildout (without Forster)

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	500	772	315	98	777	14	495	264	147	37	323	471
Future Volume (veh/h)	500	772	315	98	777	14	495	264	147	37	323	471
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	500	772	315	98	777	14	495	264	147	37	323	471
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	750	1492	920	179	877	16	555	633	537	47	382	668
Arrive On Green	0.22	0.42	0.42	0.05	0.25	0.25	0.16	0.34	0.34	0.03	0.20	0.20
Sat Flow, veh/h	3456	3554	1585	3456	3571	64	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	500	772	315	98	387	404	495	264	147	37	323	471
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1859	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	14.6	17.7	11.5	3.0	23.1	23.1	15.4	12.0	7.4	2.3	18.3	9.2
Cycle Q Clear(g_c), s	14.6	17.7	11.5	3.0	23.1	23.1	15.4	12.0	7.4	2.3	18.3	9.2
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	750	1492	920	179	436	456	555	633	537	47	382	668
V/C Ratio(X)	0.67	0.52	0.34	0.55	0.89	0.89	0.89	0.42	0.27	0.79	0.85	0.71
Avail Cap(c_a), veh/h	750	1492	920	220	436	456	597	680	576	97	459	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	23.7	12.1	50.9	40.0	40.0	45.2	28.0	26.5	53.2	42.1	9.7
Incr Delay (d2), s/veh	1.8	1.3	1.0	1.0	22.4	21.6	14.3	0.4	0.3	10.4	11.8	2.8
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	6.3	7.6	4.2	1.3	12.7	13.2	7.7	5.4	2.8	1.2	9.6	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	24.9	13.1	51.9	62.4	61.7	59.5	28.5	26.8	63.6	53.9	12.4
LnGrp LOS	D	C	B	D	E	E	E	C	C	E	D	B
Approach Vol, veh/h	1587			889			906			831		
Approach Delay, s/veh	27.7			60.9			45.1			30.8		
Approach LOS	C			E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	51.2	21.7	27.5	28.9	32.0	6.9	42.2				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	7.0	39.0	19.0	27.0	19.0	* 27	6.0	40.0				
Max Q Clear Time (g_c+I1), s	5.0	19.7	17.4	20.3	16.6	25.1	4.3	14.0				
Green Ext Time (p_c), s	0.0	6.5	0.2	2.2	0.3	0.9	0.0	2.1				

Intersection Summary

HCM 6th Ctrl Delay 39.1

HCM 6th LOS D

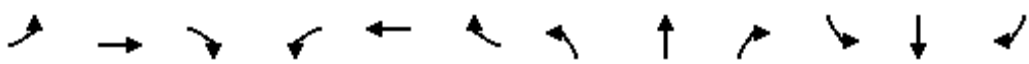
Notes

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

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM Buildout (without Forster)

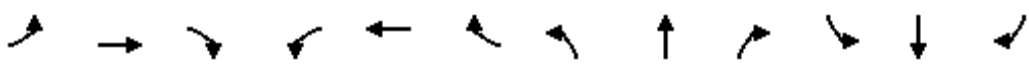
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	463	4	71	8	2	21	92	954	10	14	1158	549
Future Volume (vph)	463	4	71	8	2	21	92	954	10	14	1158	549
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.863			0.998				0.850
Flt Protected	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1686	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Flt Permitted	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1686	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			133		21			2				549
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		407			222			927			426	
Travel Time (s)		11.1			6.1			18.1			8.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	463	4	71	8	2	21	92	954	10	14	1158	549
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	231	236	71	8	23	0	92	964	0	14	1158	549
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM Buildout (without Forster)

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	36.0		10.0	36.0	33.0
Total Split (%)	36.7%	36.7%	36.7%	12.2%	12.2%		11.1%	40.0%		11.1%	40.0%	36.7%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		6.0	31.0		6.0	31.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	22.1	22.1	22.1	6.0	6.0		6.0	49.3		6.0	41.3	65.4
Actuated g/C Ratio	0.25	0.25	0.25	0.07	0.07		0.07	0.55		0.07	0.46	0.73
v/c Ratio	0.56	0.57	0.15	0.07	0.18		0.78	0.35		0.12	0.71	0.42
Control Delay	33.9	34.2	1.0	40.8	21.8		72.6	5.8		41.9	26.2	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	33.9	34.2	1.0	40.8	21.8		72.6	5.8		41.9	26.2	1.3
LOS	C	C	A	D	C		E	A		D	C	A
Approach Delay		29.7			26.7			11.6			18.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	117	121	0	4	1		53	32		8	306	0
Queue Length 95th (ft)	181	184	4	18	25		m#134	76		27	#472	13
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	522	524	584	118	126		118	2778		118	1622	1309
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.44	0.45	0.12	0.07	0.18		0.78	0.35		0.12	0.71	0.42

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 31 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 18.1

Intersection LOS: B

Intersection Capacity Utilization 68.4%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Lanes, Volumes, Timings 3: Del Obispo Street & Ortega Highway

PM Buildout (without Forster)
PM Peak Hour

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Del Obispo Street & Ortega Highway

HCM 6th Signalized Intersection Summary 3: Del Bispo Street & Ortega Highway

PM Buildout (without Forster)

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	463	4	71	8	2	21	92	954	10	14	1158	549
Future Volume (veh/h)	463	4	71	8	2	21	92	954	10	14	1158	549
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	466	0	71	8	2	21	92	954	10	14	1158	549
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	596	0	265	64	5	53	430	1795	19	430	1224	811
Arrive On Green	0.17	0.00	0.17	0.04	0.04	0.04	0.08	0.11	0.11	0.24	0.34	0.34
Sat Flow, veh/h	3563	0	1585	1781	140	1467	1781	5210	55	1781	3554	1585
Grp Volume(v), veh/h	466	0	71	8	0	23	92	623	341	14	1158	549
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1606	1781	1702	1861	1781	1777	1585
Q Serve(g_s), s	11.3	0.0	3.5	0.4	0.0	1.3	4.4	15.5	15.6	0.5	28.5	23.3
Cycle Q Clear(g_c), s	11.3	0.0	3.5	0.4	0.0	1.3	4.4	15.5	15.6	0.5	28.5	23.3
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	596	0	265	64	0	58	430	1173	641	430	1224	811
V/C Ratio(X)	0.78	0.00	0.27	0.12	0.00	0.40	0.21	0.53	0.53	0.03	0.95	0.68
Avail Cap(c_a), veh/h	1108	0	493	119	0	107	430	1173	641	430	1224	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	0.0	32.7	42.0	0.0	42.4	33.4	33.0	33.0	26.1	28.7	16.4
Incr Delay (d2), s/veh	2.3	0.0	0.5	0.9	0.0	4.4	0.2	1.7	3.1	0.0	15.7	4.5
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	5.1	0.0	1.4	0.2	0.0	0.6	1.9	7.3	8.2	0.2	14.1	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	0.0	33.2	42.9	0.0	46.8	33.7	34.8	36.2	26.1	44.4	20.9
LnGrp LOS	D	A	C	D	A	D	C	C	D	C	D	C
Approach Vol, veh/h		537			31			1056			1721	
Approach Delay, s/veh		37.5			45.8			35.1			36.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.7	36.0		20.1	25.7	36.0		8.2				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	31.0		28.0	6.0	31.0		6.0				
Max Q Clear Time (g_c+I1), s	2.5	17.6		13.3	6.4	30.5		3.3				
Green Ext Time (p_c), s	0.0	5.1		1.8	0.0	0.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay 36.4

HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings

PM Buildout (without Forster)

7: Del Obispo Street & Forster Lane/Target Dwy

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	16	10	0	92	10	941	51	129	1059	18
Future Volume (vph)	6	0	16	10	0	92	10	941	51	129	1059	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.902			0.878				0.850			0.850
Flt Protected		0.987			0.995		0.950			0.950		
Satd. Flow (prot)	0	1658	0	0	1627	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.987			0.995		0.950			0.950		
Satd. Flow (perm)	0	1658	0	0	1627	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	6	0	16	10	0	92	10	941	51	129	1059	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	102	0	10	941	51	129	1059	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	49.9%						ICU Level of Service A					
Analysis Period (min)	15											

HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

PM Buildout (without Forster)

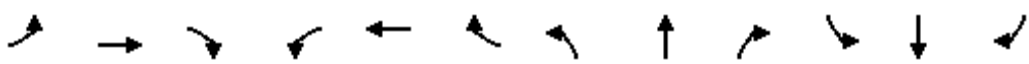
PM Peak Hour

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	6	0	16	10	0	92	10	941	51	129	1059	18
Future Vol, veh/h	6	0	16	10	0	92	10	941	51	129	1059	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	16	10	0	92	10	941	51	129	1059	18
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1808	2278	530	1749	2278	471	1059	0	-	941	0	0
Stage 1	1317	1317	-	961	961	-	-	-	-	-	-	-
Stage 2	491	961	-	788	1317	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	49	39	493	55	39	539	653	-	0	724	-	0
Stage 1	166	225	-	275	333	-	-	-	0	-	-	0
Stage 2	528	333	-	350	225	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	35	32	493	45	32	539	653	-	-	724	-	-
Mov Cap-2 Maneuver	35	32	-	45	32	-	-	-	-	-	-	-
Stage 1	164	185	-	271	328	-	-	-	-	-	-	-
Stage 2	431	328	-	278	185	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	46.7		27.5		0.1		1.2					
HCM LOS	E		D									
Minor Lane/Major Mvmt	NBL		NBT EBLn1WBLn1		SBL		SBT					
Capacity (veh/h)	653		- 108 260		724		-					
HCM Lane V/C Ratio	0.015		- 0.204 0.392		0.178		-					
HCM Control Delay (s)	10.6		- 46.7 27.5		11		-					
HCM Lane LOS	B		- E D		B		-					
HCM 95th %tile Q(veh)	0		- 0.7 1.8		0.6		-					

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM Buildout (without Forster)

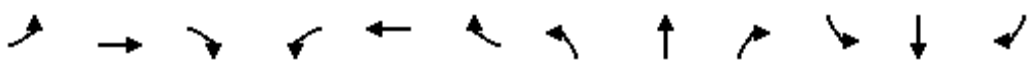
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	296	701	348	170	837	108	465	328	195	64	274	347
Future Volume (vph)	296	701	348	170	837	108	465	328	195	64	274	347
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.983				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3479	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3479	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			277		15				195			170
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	296	701	348	170	837	108	465	328	195	64	274	347
Shared Lane Traffic (%)												
Lane Group Flow (vph)	296	701	348	170	945	0	465	328	195	64	274	347
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM Buildout (without Forster)

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	12.0	30.0	17.0	11.0	29.0		17.0	37.0	37.0	12.0	32.0	12.0
Total Split (%)	13.3%	33.3%	18.9%	12.2%	32.2%		18.9%	41.1%	41.1%	13.3%	35.6%	13.3%
Maximum Green (s)	8.0	25.0	13.0	7.0	24.0		13.0	32.0	32.0	8.0	27.0	8.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	8.0	32.1	50.1	8.0	32.1		13.0	26.7	26.7	6.9	18.9	27.9
Actuated g/C Ratio	0.09	0.36	0.56	0.09	0.36		0.14	0.30	0.30	0.08	0.21	0.31
v/c Ratio	0.97	0.56	0.35	0.56	0.76		0.94	0.59	0.32	0.47	0.70	0.57
Control Delay	87.5	26.6	4.2	45.8	13.2		67.5	31.9	4.9	51.2	42.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.5	26.6	4.2	45.8	13.2		67.5	31.9	4.9	51.2	42.0	10.7
LOS	F	C	A	D	B		E	C	A	D	D	B
Approach Delay		34.2			18.2			43.3			27.0	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	88	167	18	34	17		136	166	0	35	146	49
Queue Length 95th (ft)	#169	252	70	m59	#403		#229	223	43	75	202	76
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	305	1262	1003	310	1249		495	662	688	157	558	608
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.56	0.35	0.55	0.76		0.94	0.50	0.28	0.41	0.49	0.57

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 30.9

Intersection LOS: C

Intersection Capacity Utilization 77.7%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

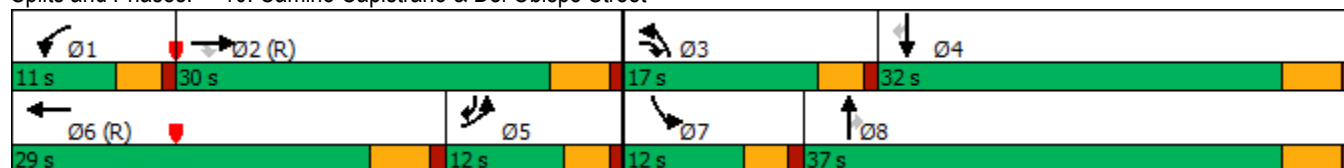
Lanes, Volumes, Timings
 10: Camino Capistrano & Del Obispo Street

PM Buildout (without Forster)
 PM Peak Hour

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary

10: Camino Capistrano & Del Obispo Street

PM Buildout (without Forster)

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	701	348	170	837	108	465	328	195	64	274	347
Future Volume (veh/h)	296	701	348	170	837	108	465	328	195	64	274	347
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	296	701	348	170	837	108	465	328	195	64	274	347
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	656	1412	859	243	844	109	499	535	454	82	352	599
Arrive On Green	0.19	0.40	0.40	0.02	0.09	0.09	0.14	0.29	0.29	0.05	0.19	0.19
Sat Flow, veh/h	3456	3554	1585	3456	3165	408	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	296	701	348	170	470	475	465	328	195	64	274	347
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1797	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.8	13.3	11.6	4.4	23.8	23.8	12.0	13.7	9.0	3.2	12.5	4.8
Cycle Q Clear(g_c), s	6.8	13.3	11.6	4.4	23.8	23.8	12.0	13.7	9.0	3.2	12.5	4.8
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	656	1412	859	243	474	479	499	535	454	82	352	599
V/C Ratio(X)	0.45	0.50	0.41	0.70	0.99	0.99	0.93	0.61	0.43	0.78	0.78	0.58
Avail Cap(c_a), veh/h	656	1412	859	269	474	479	499	665	564	158	561	776
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	20.4	12.1	43.0	40.9	40.9	38.1	27.8	26.1	42.5	34.8	8.0
Incr Delay (d2), s/veh	0.2	1.3	1.4	5.4	39.3	39.1	24.1	1.1	0.6	5.8	3.8	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	2.8	5.6	4.2	2.1	16.4	16.6	6.6	6.1	3.4	1.5	6.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	21.6	13.5	48.4	80.3	80.0	62.1	28.9	26.8	48.3	38.5	8.9
LnGrp LOS	C	C	B	D	F	F	E	C	C	D	D	A
Approach Vol, veh/h	1345			1115			988			685		
Approach Delay, s/veh	21.9			75.3			44.1			24.4		
Approach LOS	C			E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	40.7	17.0	21.9	22.1	29.0	8.2	30.8				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	7.0	25.0	13.0	27.0	8.0	* 24	8.0	32.0				
Max Q Clear Time (g_c+I1), s	6.4	15.3	14.0	14.5	8.8	25.8	5.2	15.7				
Green Ext Time (p_c), s	0.0	4.2	0.0	2.4	0.0	0.0	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay 42.1

HCM 6th LOS D

Notes

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

APPENDIX J-II

**GENERAL PLAN BUILDOUT (WITH FORSTER)
TRAFFIC CONDITIONS – SYNCHRO OPERATIONS
METHOD OF ANALYSIS**

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM Buildout (with Forster)

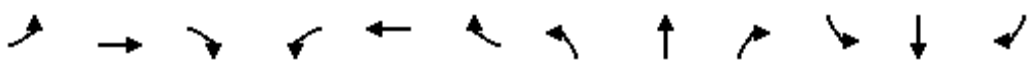
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	519	0	66	6	0	10	41	1042	6	14	1155	694
Future Volume (vph)	519	0	66	6	0	10	41	1042	6	14	1155	694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.850			0.999				0.850
Flt Protected	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Flt Permitted	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		133			1				694
Link Speed (mph)		25			25			35				35
Link Distance (ft)		407			222			927				426
Travel Time (s)		11.1			6.1			18.1				8.3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	519	0	66	6	0	10	41	1042	6	14	1155	694
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	259	260	66	6	10	0	41	1048	0	14	1155	694
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM Buildout (with Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	56.0		10.0	56.0	33.0
Total Split (%)	30.0%	30.0%	30.0%	10.0%	10.0%		9.1%	50.9%		9.1%	50.9%	30.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		6.0	51.0		6.0	51.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	25.1	25.1	25.1	6.0	6.0		6.0	66.5		6.0	64.5	94.6
Actuated g/C Ratio	0.23	0.23	0.23	0.05	0.05		0.05	0.60		0.05	0.59	0.86
v/c Ratio	0.68	0.68	0.15	0.06	0.05		0.43	0.34		0.15	0.56	0.48
Control Delay	47.6	47.7	2.3	50.8	0.4		57.9	4.5		53.1	18.0	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	47.6	47.7	2.3	50.8	0.4		57.9	4.5		53.1	18.0	1.3
LOS	D	D	A	D	A		E	A		D	B	A
Approach Delay		42.6			19.3			6.5			12.1	
Approach LOS		D			B			A			B	
Queue Length 50th (ft)	170	170	0	4	0		30	25		10	263	0
Queue Length 95th (ft)	262	264	10	18	0		m59	58		31	412	12
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	427	427	484	96	212		96	3070		96	2074	1456
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.61	0.61	0.14	0.06	0.05		0.43	0.34		0.15	0.56	0.48

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 35 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 15.4

Intersection LOS: B

Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 3: Del Obispo Street & Ortega Highway

AM Buildout (with Forster)

AM Peak Hour

Splits and Phases: 3: Del Obispo Street & Ortega Highway

 Ø2 (R)	 Ø1	 Ø4	 Ø8
56 s	10 s	33 s	11 s
 Ø6 (R)	 Ø5		
56 s	10 s		

HCM 6th Signalized Intersection Summary

3: Del Bispo Street & Ortega Highway

AM Buildout (with Forster)

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			 	
Traffic Volume (veh/h)	519	0	66	6	0	10	41	1042	6	14	1155	694
Future Volume (veh/h)	519	0	66	6	0	10	41	1042	6	14	1155	694
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	519	0	66	6	0	10	41	1042	6	14	1155	694
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	622	0	277	38	0	33	299	2429	14	299	1648	1011
Arrive On Green	0.17	0.00	0.17	0.02	0.00	0.02	0.06	0.15	0.15	0.17	0.46	0.46
Sat Flow, veh/h	3563	0	1585	1781	0	1585	1781	5239	30	1781	3554	1585
Grp Volume(v), veh/h	519	0	66	6	0	10	41	677	371	14	1155	694
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1865	1781	1777	1585
Q Serve(g_s), s	15.5	0.0	3.9	0.4	0.0	0.7	2.4	19.8	19.8	0.7	28.4	31.0
Cycle Q Clear(g_c), s	15.5	0.0	3.9	0.4	0.0	0.7	2.4	19.8	19.8	0.7	28.4	31.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	622	0	277	38	0	33	299	1578	865	299	1648	1011
V/C Ratio(X)	0.83	0.00	0.24	0.16	0.00	0.30	0.14	0.43	0.43	0.05	0.70	0.69
Avail Cap(c_a), veh/h	907	0	403	97	0	86	299	1578	865	299	1648	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	0.0	39.1	52.9	0.0	53.0	44.4	33.4	33.4	38.4	23.4	12.8
Incr Delay (d2), s/veh	4.5	0.0	0.4	2.0	0.0	4.9	0.2	0.9	1.6	0.1	2.5	3.8
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	7.2	0.0	1.6	0.2	0.0	0.3	1.1	9.2	10.2	0.3	11.9	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	0.0	39.5	54.8	0.0	57.9	44.6	34.2	34.9	38.4	26.0	16.6
LnGrp LOS	D	A	D	D	A	E	D	C	C	D	C	B
Approach Vol, veh/h	585			16			1089			1863		
Approach Delay, s/veh	47.4			56.8			34.9			22.6		
Approach LOS	D			E			C			C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	22.5	56.0	24.2		22.5	56.0	7.3					
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0					
Max Green Setting (Gmax), s	6.0	51.0	28.0		6.0	51.0	6.0					
Max Q Clear Time (g_c+I1), s	2.7	21.8	17.5		4.4	33.0	2.7					
Green Ext Time (p_c), s	0.0	7.8	1.7		0.0	10.7	0.0					
Intersection Summary												
HCM 6th Ctrl Delay	30.6											
HCM 6th LOS	C											

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

AM Buildout (with Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	10	4	0	33	10	975	31	105	1022	18
Future Volume (vph)	15	0	10	4	0	33	10	975	31	105	1022	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.946			0.880				0.850			0.850
Flt Protected		0.971			0.995		0.950			0.950		
Satd. Flow (prot)	0	1711	0	0	1631	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.971			0.995		0.950			0.950		
Satd. Flow (perm)	0	1711	0	0	1631	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	15	0	10	4	0	33	10	975	31	105	1022	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	0	37	0	10	975	31	105	1022	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	48.0%						ICU Level of Service A					
Analysis Period (min)	15											

HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

AM Buildout (with Forster)
AM Peak Hour

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	15	0	10	4	0	33	10	975	31	105	1022	18
Future Vol, veh/h	15	0	10	4	0	33	10	975	31	105	1022	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	10	4	0	33	10	975	31	105	1022	18
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1740	2227	511	1716	2227	488	1022	0	-	975	0	0
Stage 1	1232	1232	-	995	995	-	-	-	-	-	-	-
Stage 2	508	995	-	721	1232	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	56	43	508	58	43	526	675	-	0	703	-	0
Stage 1	188	248	-	262	321	-	-	-	0	-	-	0
Stage 2	516	321	-	385	248	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	46	36	508	50	36	526	675	-	-	703	-	-
Mov Cap-2 Maneuver	46	36	-	50	36	-	-	-	-	-	-	-
Stage 1	185	211	-	258	316	-	-	-	-	-	-	-
Stage 2	476	316	-	321	211	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	79.5		21.2		0.1		1					
HCM LOS	F		C									
Minor Lane/Major Mvmt	NBL		NBT		EBLn1WBLn1		SBL		SBT			
Capacity (veh/h)	675		-		72 259		703		-			
HCM Lane V/C Ratio	0.015		-		0.347 0.143		0.149		-			
HCM Control Delay (s)	10.4		-		79.5 21.2		11		-			
HCM Lane LOS	B		-		F C		B		-			
HCM 95th %tile Q(veh)	0		-		1.3 0.5		0.5		-			

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM Buildout (with Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	497	775	315	99	780	14	495	261	150	37	322	468
Future Volume (vph)	497	775	315	99	780	14	495	261	150	37	322	468
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3529	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			184		2				150			139
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	497	775	315	99	780	14	495	261	150	37	322	468
Shared Lane Traffic (%)												
Lane Group Flow (vph)	497	775	315	99	794	0	495	261	150	37	322	468
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

AM Buildout (with Forster)

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	23.0	44.0	23.0	11.0	32.0		23.0	45.0	45.0	10.0	32.0	23.0
Total Split (%)	20.9%	40.0%	20.9%	10.0%	29.1%		20.9%	40.9%	40.9%	9.1%	29.1%	20.9%
Maximum Green (s)	19.0	39.0	19.0	7.0	27.0		19.0	40.0	40.0	6.0	27.0	19.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	19.0	43.8	67.0	6.8	31.7		18.2	39.3	39.3	5.6	23.1	43.1
Actuated g/C Ratio	0.17	0.40	0.61	0.06	0.29		0.17	0.36	0.36	0.05	0.21	0.39
v/c Ratio	0.84	0.55	0.30	0.46	0.78		0.87	0.39	0.23	0.41	0.82	0.66
Control Delay	58.0	28.4	5.4	42.3	27.7		61.8	28.4	4.8	64.2	58.7	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.0	28.4	5.4	42.3	27.7		61.8	28.4	4.8	64.2	58.7	14.5
LOS	E	C	A	D	C		E	C	A	E	E	B
Approach Delay		33.1			29.3			42.8			33.9	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	176	227	38	35	277		176	141	0	26	216	98
Queue Length 95th (ft)	#257	301	88	55	#404		#256	207	42	61	310	148
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	592	1410	1047	222	1017		592	689	680	96	457	704
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.55	0.30	0.45	0.78		0.84	0.38	0.22	0.39	0.70	0.66

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 34.5

Intersection LOS: C

Intersection Capacity Utilization 82.3%

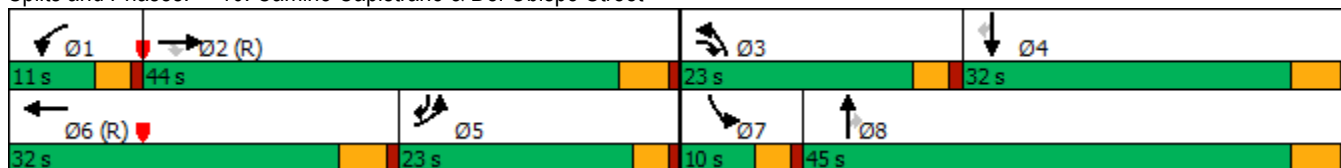
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary

10: Camino Capistrano & Del Obispo Street

AM Buildout (with Forster)

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	497	775	315	99	780	14	495	261	150	37	322	468
Future Volume (veh/h)	497	775	315	99	780	14	495	261	150	37	322	468
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	497	775	315	99	780	14	495	261	150	37	322	468
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	752	1493	920	179	877	16	555	632	536	47	381	668
Arrive On Green	0.22	0.42	0.42	0.02	0.08	0.08	0.16	0.34	0.34	0.03	0.20	0.20
Sat Flow, veh/h	3456	3554	1585	3456	3572	64	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	497	775	315	99	388	406	495	261	150	37	322	468
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1859	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	14.5	17.8	11.4	3.1	23.8	23.8	15.4	11.8	7.6	2.3	18.2	9.1
Cycle Q Clear(g_c), s	14.5	17.8	11.4	3.1	23.8	23.8	15.4	11.8	7.6	2.3	18.2	9.1
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	752	1493	920	179	436	456	555	632	536	47	381	668
V/C Ratio(X)	0.66	0.52	0.34	0.55	0.89	0.89	0.89	0.41	0.28	0.79	0.84	0.70
Avail Cap(c_a), veh/h	752	1493	920	220	436	456	597	680	576	97	459	734
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	23.6	12.1	52.8	49.1	49.1	45.2	28.0	26.6	53.2	42.1	9.6
Incr Delay (d2), s/veh	1.7	1.3	1.0	1.0	22.8	22.1	14.3	0.4	0.3	10.4	11.7	2.7
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	6.3	7.6	4.2	1.4	14.1	14.7	7.7	5.3	2.9	1.2	9.6	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	24.9	13.1	53.8	71.9	71.1	59.5	28.4	26.9	63.6	53.8	12.3
LnGrp LOS	D	C	B	D	E	E	E	C	C	E	D	B
Approach Vol, veh/h		1587			893			906			827	
Approach Delay, s/veh		27.6			69.5			45.2			30.8	
Approach LOS		C			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	51.2	21.7	27.4	28.9	32.0	6.9	42.2				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	7.0	39.0	19.0	27.0	19.0	* 27	6.0	40.0				
Max Q Clear Time (g_c+I1), s	5.1	19.8	17.4	20.2	16.5	25.8	4.3	13.8				
Green Ext Time (p_c), s	0.0	6.5	0.2	2.2	0.3	0.6	0.0	2.1				

Intersection Summary

HCM 6th Ctrl Delay 40.9

HCM 6th LOS D

Notes

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

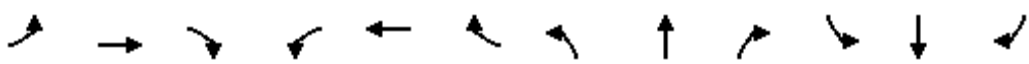
Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM Buildout (with Forster)
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	455	4	71	8	2	21	92	963	10	14	1180	529
Future Volume (vph)	455	4	71	8	2	21	92	963	10	14	1180	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.863			0.998				0.850
Flt Protected	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1686	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Flt Permitted	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1686	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			133		21			2				529
Link Speed (mph)		25			25			35				35
Link Distance (ft)		407			222			927				426
Travel Time (s)		11.1			6.1			18.1				8.3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	455	4	71	8	2	21	92	963	10	14	1180	529
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	227	232	71	8	23	0	92	973	0	14	1180	529
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM Buildout (with Forster)
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	36.0		10.0	36.0	33.0
Total Split (%)	36.7%	36.7%	36.7%	12.2%	12.2%		11.1%	40.0%		11.1%	40.0%	36.7%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		6.0	31.0		6.0	31.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	21.8	21.8	21.8	6.1	6.1		6.0	49.5		6.0	41.5	65.3
Actuated g/C Ratio	0.24	0.24	0.24	0.07	0.07		0.07	0.55		0.07	0.46	0.73
v/c Ratio	0.56	0.57	0.15	0.07	0.18		0.78	0.35		0.12	0.72	0.41
Control Delay	34.2	34.5	1.0	40.6	21.7		72.7	5.9		41.9	26.3	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.2	34.5	1.0	40.6	21.7		72.7	5.9		41.9	26.3	1.3
LOS	C	C	A	D	C		E	A		D	C	A
Approach Delay		29.8			26.5			11.6			18.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	117	121	0	4	1		54	32		8	308	0
Queue Length 95th (ft)	178	181	4	18	25		m#133	78		27	#486	13
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	522	524	584	119	127		118	2794		118	1633	1307
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.43	0.44	0.12	0.07	0.18		0.78	0.35		0.12	0.72	0.40

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 31 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 18.3

Intersection LOS: B

Intersection Capacity Utilization 68.8%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Lanes, Volumes, Timings 3: Del Obispo Street & Ortega Highway

PM Buildout (with Forster)

PM Peak Hour

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Del Obispo Street & Ortega Highway

 Ø2 (R) 36 s	 Ø1 10 s	 Ø4 33 s	 Ø8 11 s
 Ø6 (R) 36 s	 Ø5 10 s		

HCM 6th Signalized Intersection Summary 3: Del Bispo Street & Ortega Highway

PM Buildout (with Forster)
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			 	
Traffic Volume (veh/h)	455	4	71	8	2	21	92	963	10	14	1180	529
Future Volume (veh/h)	455	4	71	8	2	21	92	963	10	14	1180	529
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	458	0	71	8	2	21	92	963	10	14	1180	529
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	587	0	261	64	5	53	434	1795	19	434	1224	807
Arrive On Green	0.16	0.00	0.16	0.04	0.04	0.04	0.08	0.11	0.11	0.24	0.34	0.34
Sat Flow, veh/h	3563	0	1585	1781	140	1467	1781	5211	54	1781	3554	1585
Grp Volume(v), veh/h	458	0	71	8	0	23	92	629	344	14	1180	529
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1606	1781	1702	1861	1781	1777	1585
Q Serve(g_s), s	11.1	0.0	3.5	0.4	0.0	1.3	4.3	15.7	15.7	0.5	29.3	22.1
Cycle Q Clear(g_c), s	11.1	0.0	3.5	0.4	0.0	1.3	4.3	15.7	15.7	0.5	29.3	22.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	587	0	261	64	0	58	434	1173	641	434	1224	807
V/C Ratio(X)	0.78	0.00	0.27	0.12	0.00	0.40	0.21	0.54	0.54	0.03	0.96	0.66
Avail Cap(c_a), veh/h	1108	0	493	119	0	107	434	1173	641	434	1224	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	32.9	42.0	0.0	42.4	33.3	33.1	33.1	25.9	29.0	16.3
Incr Delay (d2), s/veh	2.3	0.0	0.6	0.9	0.0	4.4	0.2	1.8	3.2	0.0	18.4	4.1
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	5.0	0.0	1.4	0.2	0.0	0.6	1.9	7.4	8.3	0.2	14.9	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	0.0	33.4	42.9	0.0	46.8	33.5	34.9	36.3	26.0	47.4	20.4
LnGrp LOS	D	A	C	D	A	D	C	C	D	C	D	C
Approach Vol, veh/h	529		31			1065			1723			
Approach Delay, s/veh	37.7		45.8			35.2			38.9			
Approach LOS	D		D			D			D			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	25.9	36.0	19.8		25.9	36.0	8.2					
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0					
Max Green Setting (Gmax), s	6.0	31.0	28.0		6.0	31.0	6.0					
Max Q Clear Time (g_c+I1), s	2.5	17.7	13.1		6.3	31.3	3.3					
Green Ext Time (p_c), s	0.0	5.1	1.7		0.0	0.0	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			37.6									
HCM 6th LOS			D									
Notes												

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

PM Buildout (with Forster)

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	24	10	0	92	33	941	51	129	1059	40
Future Volume (vph)	15	0	24	10	0	92	33	941	51	129	1059	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.917			0.878				0.850			0.850
Flt Protected		0.981			0.995		0.950			0.950		
Satd. Flow (prot)	0	1676	0	0	1627	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.981			0.995		0.950			0.950		
Satd. Flow (perm)	0	1676	0	0	1627	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	15	0	24	10	0	92	33	941	51	129	1059	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	102	0	33	941	51	129	1059	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop			Stop			Free			Free		
Intersection Summary												
Area Type:		Other										
Control Type: Unsignalized												
Intersection Capacity Utilization 49.6%					ICU Level of Service A							
Analysis Period (min) 15												

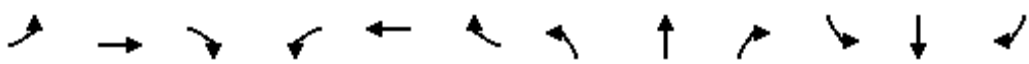
HCM 6th TWSC
7: Del Obispo Street & Forster Lane/Target Dwy

PM Buildout (with Forster)
PM Peak Hour

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	15	0	24	10	0	92	33	941	51	129	1059	40
Future Vol, veh/h	15	0	24	10	0	92	33	941	51	129	1059	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	24	10	0	92	33	941	51	129	1059	40
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1854	2324	530	1795	2324	471	1059	0	-	941	0	0
Stage 1	1317	1317	-	1007	1007	-	-	-	-	-	-	-
Stage 2	537	1007	-	788	1317	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	46	37	493	51	37	539	653	-	0	724	-	0
Stage 1	166	225	-	258	317	-	-	-	0	-	-	0
Stage 2	496	317	-	350	225	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	32	29	493	40	29	539	653	-	-	724	-	-
Mov Cap-2 Maneuver	32	29	-	40	29	-	-	-	-	-	-	-
Stage 1	158	185	-	245	301	-	-	-	-	-	-	-
Stage 2	391	301	-	274	185	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	96.3		30.3		0.4		1.2					
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL		NBT EBLn1WBLn1		SBL		SBT					
Capacity (veh/h)	653		- 75 242		724		-					
HCM Lane V/C Ratio	0.051		- 0.52 0.421		0.178		-					
HCM Control Delay (s)	10.8		- 96.3 30.3		11		-					
HCM Lane LOS	B		- F D		B		-					
HCM 95th %tile Q(veh)	0.2		- 2.2 2		0.6		-					

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM Buildout (with Forster)
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	712	348	173	841	108	465	316	207	64	271	343
Future Volume (vph)	285	712	348	173	841	108	465	316	207	64	271	343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		160	90		0	215		0	110		0
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.983				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3479	0	3433	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3479	0	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			280		15				207			170
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		436			833			633			501	
Travel Time (s)		9.9			18.9			14.4			11.4	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	285	712	348	173	841	108	465	316	207	64	271	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	285	712	348	173	949	0	465	316	207	64	271	343
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4

Lanes, Volumes, Timings
10: Camino Capistrano & Del Obispo Street

PM Buildout (with Forster)
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	12.0	3.0	6.0	12.0		3.0	8.0	8.0	3.0	8.0	3.0
Minimum Split (s)	7.0	30.0	7.0	10.0	22.0		7.0	28.0	28.0	7.0	32.0	7.0
Total Split (s)	12.0	30.0	17.0	11.0	29.0		17.0	37.0	37.0	12.0	32.0	12.0
Total Split (%)	13.3%	33.3%	18.9%	12.2%	32.2%		18.9%	41.1%	41.1%	13.3%	35.6%	13.3%
Maximum Green (s)	8.0	25.0	13.0	7.0	24.0		13.0	32.0	32.0	8.0	27.0	8.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		21.0			13.0			19.0	19.0		23.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	
Act Effect Green (s)	8.0	32.2	50.2	8.0	32.2		13.0	26.6	26.6	6.9	18.8	27.8
Actuated g/C Ratio	0.09	0.36	0.56	0.09	0.36		0.14	0.30	0.30	0.08	0.21	0.31
v/c Ratio	0.93	0.56	0.35	0.57	0.76		0.94	0.57	0.34	0.47	0.70	0.57
Control Delay	79.8	26.8	4.1	45.6	13.4		67.5	31.4	4.9	51.2	41.9	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.8	26.8	4.1	45.6	13.4		67.5	31.4	4.9	51.2	41.9	10.5
LOS	E	C	A	D	B		E	C	A	D	D	B
Approach Delay		32.1			18.3			42.8			26.9	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	84	171	17	35	25		136	159	0	35	144	48
Queue Length 95th (ft)	#161	256	69	m59	#406		#229	215	44	75	201	74
Internal Link Dist (ft)		356			753			553			421	
Turn Bay Length (ft)	220		160	90			215			110		
Base Capacity (vph)	305	1264	1006	312	1253		495	662	696	157	558	606
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.56	0.35	0.55	0.76		0.94	0.48	0.30	0.41	0.49	0.57

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 30.1

Intersection LOS: C

Intersection Capacity Utilization 77.3%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

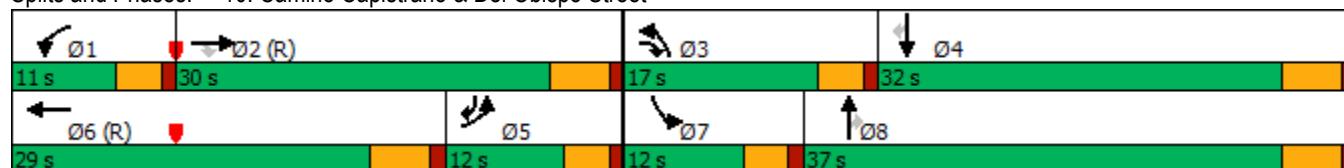
Lanes, Volumes, Timings 10: Camino Capistrano & Del Obispo Street

PM Buildout (with Forster)
PM Peak Hour

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Camino Capistrano & Del Obispo Street



HCM 6th Signalized Intersection Summary

10: Camino Capistrano & Del Obispo Street

PM Buildout (with Forster)
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	712	348	173	841	108	465	316	207	64	271	343
Future Volume (veh/h)	285	712	348	173	841	108	465	316	207	64	271	343
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	285	712	348	173	841	108	465	316	207	64	271	343
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	661	1414	860	246	845	108	499	532	451	82	349	599
Arrive On Green	0.19	0.40	0.40	0.02	0.09	0.09	0.14	0.28	0.28	0.05	0.19	0.19
Sat Flow, veh/h	3456	3554	1585	3456	3167	407	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	285	712	348	173	472	477	465	316	207	64	271	343
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1797	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.5	13.6	11.6	4.5	23.9	23.9	12.0	13.1	9.7	3.2	12.4	4.7
Cycle Q Clear(g_c), s	6.5	13.6	11.6	4.5	23.9	23.9	12.0	13.1	9.7	3.2	12.4	4.7
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	661	1414	860	246	474	479	499	532	451	82	349	599
V/C Ratio(X)	0.43	0.50	0.40	0.70	1.00	1.00	0.93	0.59	0.46	0.78	0.78	0.57
Avail Cap(c_a), veh/h	661	1414	860	269	474	479	499	665	564	158	561	779
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	20.4	12.1	43.0	41.0	41.0	38.1	27.7	26.5	42.5	34.8	8.0
Incr Delay (d2), s/veh	0.2	1.3	1.4	5.7	40.3	40.1	24.1	1.1	0.7	5.8	3.8	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	2.7	5.7	4.1	2.1	16.6	16.8	6.6	5.9	3.7	1.5	5.9	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	21.7	13.5	48.7	81.3	81.1	62.1	28.8	27.2	48.3	38.6	8.9
LnGrp LOS	C	C	B	D	F	F	E	C	C	D	D	A
Approach Vol, veh/h	1345			1122			988			678		
Approach Delay, s/veh	21.8			76.2			44.2			24.5		
Approach LOS	C			E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	40.8	17.0	21.8	22.2	29.0	8.2	30.6				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	5.0	* 5	4.0	5.0				
Max Green Setting (Gmax), s	7.0	25.0	13.0	27.0	8.0	* 24	8.0	32.0				
Max Q Clear Time (g_c+I1), s	6.5	15.6	14.0	14.4	8.5	25.9	5.2	15.1				
Green Ext Time (p_c), s	0.0	4.2	0.0	2.4	0.0	0.0	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

Notes

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

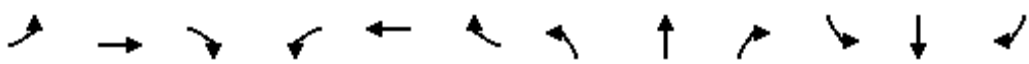
APPENDIX J-III

**GENERAL PLAN BUILDOUT (WITH FORSTER)
TRAFFIC CONDITIONS WITH IMPROVEMENTS –
SYNCHRO OPERATIONS METHOD OF ANALYSIS**

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM Buildout (with Forster) MIT

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	534	0	66	6	0	10	41	1018	6	14	1155	694
Future Volume (vph)	534	0	66	6	0	10	41	1018	6	14	1155	694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.850			0.999				0.850
Flt Protected	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Flt Permitted	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1681	1583	1770	1583	0	1770	5080	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		133			1				694
Link Speed (mph)		25			25			35				35
Link Distance (ft)		407			222			927				426
Travel Time (s)		11.1			6.1			18.1				8.3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	534	0	66	6	0	10	41	1018	6	14	1155	694
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	267	267	66	6	10	0	41	1024	0	14	1155	694
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

AM Buildout (with Forster) MIT
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	56.0		10.0	56.0	33.0
Total Split (%)	30.0%	30.0%	30.0%	10.0%	10.0%		9.1%	50.9%		9.1%	50.9%	30.0%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		6.0	51.0		6.0	51.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	25.4	25.4	25.4	6.0	6.0		6.0	66.2		6.0	64.2	94.6
Actuated g/C Ratio	0.23	0.23	0.23	0.05	0.05		0.05	0.60		0.05	0.58	0.86
v/c Ratio	0.69	0.69	0.15	0.06	0.05		0.43	0.34		0.15	0.56	0.48
Control Delay	48.1	48.1	2.3	50.8	0.4		57.4	4.3		53.1	18.1	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	48.1	48.1	2.3	50.8	0.4		57.4	4.3		53.1	18.1	1.3
LOS	D	D	A	D	A		E	A		D	B	A
Approach Delay		43.0			19.3			6.3			12.1	
Approach LOS		D			B			A			B	
Queue Length 50th (ft)	176	176	0	4	0		31	23		10	263	0
Queue Length 95th (ft)	271	271	10	18	0		m59	54		31	412	12
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	427	427	484	96	212		96	3056		96	2064	1454
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.63	0.63	0.14	0.06	0.05		0.43	0.34		0.15	0.56	0.48

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 35 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 15.6

Intersection LOS: B

Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 3: Del Obispo Street & Ortega Highway

AM Buildout (with Forster) MIT
 AM Peak Hour

Splits and Phases: 3: Del Obispo Street & Ortega Highway

 Ø2 (R) 56 s	 Ø1 10 s	 Ø4 33 s	 Ø8 11 s
 Ø6 (R) 56 s	 Ø5 10 s		

HCM 6th Signalized Intersection Summary

3: Del Bispo Street & Ortega Highway

AM Buildout (with Forster) MIT

AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	534	0	66	6	0	10	41	1018	6	14	1155	694	
Future Volume (veh/h)	534	0	66	6	0	10	41	1018	6	14	1155	694	
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	534	0	66	6	0	10	41	1018	6	14	1155	694	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	637	0	283	38	0	33	292	2429	14	292	1648	1018	
Arrive On Green	0.18	0.00	0.18	0.02	0.00	0.02	0.05	0.15	0.15	0.16	0.46	0.46	
Sat Flow, veh/h	3563	0	1585	1781	0	1585	1781	5238	31	1781	3554	1585	
Grp Volume(v), veh/h	534	0	66	6	0	10	41	662	362	14	1155	694	
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1865	1781	1777	1585	
Q Serve(g_s), s	15.9	0.0	3.9	0.4	0.0	0.7	2.4	19.3	19.4	0.7	28.4	30.6	
Cycle Q Clear(g_c), s	15.9	0.0	3.9	0.4	0.0	0.7	2.4	19.3	19.4	0.7	28.4	30.6	
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00	
Lane Grp Cap(c), veh/h	637	0	283	38	0	33	292	1578	865	292	1648	1018	
V/C Ratio(X)	0.84	0.00	0.23	0.16	0.00	0.30	0.14	0.42	0.42	0.05	0.70	0.68	
Avail Cap(c_a), veh/h	907	0	403	97	0	86	292	1578	865	292	1648	1018	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00	1.00	
Uniform Delay (d), s/veh	43.6	0.0	38.7	52.9	0.0	53.0	44.6	33.2	33.2	38.8	23.4	12.5	
Incr Delay (d2), s/veh	4.9	0.0	0.4	2.0	0.0	4.9	0.2	0.8	1.5	0.1	2.5	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	7.5	0.0	1.6	0.2	0.0	0.3	1.1	9.0	10.0	0.3	11.9	17.4	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	48.5	0.0	39.1	54.8	0.0	57.9	44.9	34.0	34.7	38.8	26.0	16.2	
LnGrp LOS	D	A	D	D	A	E	D	C	C	D	C	B	
Approach Vol, veh/h	600			16				1065				1863	
Approach Delay, s/veh	47.5			56.8				34.6				22.4	
Approach LOS	D			E				C				C	
Timer - Assigned Phs	1	2	4		5	6	8						
Phs Duration (G+Y+Rc), s	22.0	56.0	24.7		22.0	56.0	7.3						
Change Period (Y+Rc), s	4.0	5.0	5.0		4.0	5.0	5.0						
Max Green Setting (Gmax), s	6.0	51.0	28.0		6.0	51.0	6.0						
Max Q Clear Time (g_c+I1), s	2.7	21.4	17.9		4.4	32.6	2.7						
Green Ext Time (p_c), s	0.0	7.6	1.7		0.0	10.8	0.0						

Intersection Summary

HCM 6th Ctrl Delay 30.5

HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

AM Buildout (with Forster) MIT

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	10	4	0	33	10	975	31	105	1022	18
Future Volume (vph)	0	0	10	4	0	33	10	975	31	105	1022	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865		0.880				0.850			0.850
Flt Protected					0.995		0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	1631	0	1770	3539	1583	1770	3539	1583
Flt Permitted					0.995		0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	1631	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	10	4	0	33	10	975	31	105	1022	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	10	0	37	0	10	975	31	105	1022	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	46.1%				ICU Level of Service A							
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↕		↗	↕	↗	↗	↕	↗
Traffic Vol, veh/h	0	0	10	4	0	33	10	975	31	105	1022	18
Future Vol, veh/h	0	0	10	4	0	33	10	975	31	105	1022	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	10	4	0	33	10	975	31	105	1022	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	511	1716	2227	488	1022	0	-	975	0	0
Stage 1	-	-	-	995	995	-	-	-	-	-	-	-
Stage 2	-	-	-	721	1232	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	508	58	43	526	675	-	0	703	-	0
Stage 1	0	0	-	262	321	-	-	-	0	-	-	0
Stage 2	0	0	-	385	248	-	-	-	0	-	-	0
Platoon blocked, %							-					
Mov Cap-1 Maneuver	-	-	508	50	36	526	675	-	-	703	-	-
Mov Cap-2 Maneuver	-	-	-	50	36	-	-	-	-	-	-	-
Stage 1	-	-	-	258	316	-	-	-	-	-	-	-
Stage 2	-	-	-	321	211	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.2		21.2		0.1		1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	675	-	508	259	703	-
HCM Lane V/C Ratio	0.015	-	0.02	0.143	0.149	-
HCM Control Delay (s)	10.4	-	12.2	21.2	11	-
HCM Lane LOS	B	-	B	C	B	-
HCM 95th %tile Q(veh)	0	-	0.1	0.5	0.5	-

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM Buildout (with Forster) MIT
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	4	71	8	2	21	92	939	10	14	1180	529
Future Volume (vph)	470	4	71	8	2	21	92	939	10	14	1180	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	0		0	190		185	150		130
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.863			0.998				0.850
Flt Protected	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1686	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Flt Permitted	0.950	0.953		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1686	1583	1770	1608	0	1770	5075	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			133		21			2				529
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		407			222			927			426	
Travel Time (s)		11.1			6.1			18.1			8.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	470	4	71	8	2	21	92	939	10	14	1180	529
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	235	239	71	8	23	0	92	949	0	14	1180	529
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4									6

Lanes, Volumes, Timings
3: Del Obispo Street & Ortega Highway

PM Buildout (with Forster) MIT
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	23.0		10.0	26.0	33.0
Total Split (s)	33.0	33.0	33.0	11.0	11.0		10.0	36.0		10.0	36.0	33.0
Total Split (%)	36.7%	36.7%	36.7%	12.2%	12.2%		11.1%	40.0%		11.1%	40.0%	36.7%
Maximum Green (s)	28.0	28.0	28.0	6.0	6.0		6.0	31.0		6.0	31.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	5.0		4.0	5.0	5.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	None
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0					11.0			14.0	21.0
Pedestrian Calls (#/hr)	5	5	5					5			5	5
Act Effect Green (s)	22.1	22.1	22.1	6.0	6.0		6.0	49.3		6.0	41.3	65.4
Actuated g/C Ratio	0.25	0.25	0.25	0.07	0.07		0.07	0.55		0.07	0.46	0.73
v/c Ratio	0.57	0.58	0.15	0.07	0.18		0.78	0.34		0.12	0.73	0.41
Control Delay	34.3	34.5	1.0	40.8	21.8		72.4	5.7		41.9	26.5	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.3	34.5	1.0	40.8	21.8		72.4	5.7		41.9	26.5	1.3
LOS	C	C	A	D	C		E	A		D	C	A
Approach Delay		30.1			26.7			11.6			18.9	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	121	124	0	4	1		54	30		8	311	0
Queue Length 95th (ft)	184	187	4	18	25		m#134	74		27	#486	13
Internal Link Dist (ft)		327			142			847			346	
Turn Bay Length (ft)	145						190			150		130
Base Capacity (vph)	522	524	584	118	126		118	2782		118	1624	1306
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.45	0.46	0.12	0.07	0.18		0.78	0.34		0.12	0.73	0.41

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 31 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 18.5

Intersection LOS: B

Intersection Capacity Utilization 69.2%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Del Obispo Street & Ortega Highway

 Ø2 (R)  36 s	 Ø1  10 s	 Ø4  33 s	 Ø8  11 s
 Ø6 (R)  36 s	 Ø5  10 s		

HCM 6th Signalized Intersection Summary

3: Del Bispo Street & Ortega Highway

PM Buildout (with Forster) MIT

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	470	4	71	8	2	21	92	939	10	14	1180	529
Future Volume (veh/h)	470	4	71	8	2	21	92	939	10	14	1180	529
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	473	0	71	8	2	21	92	939	10	14	1180	529
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	603	0	268	64	5	53	426	1794	19	426	1224	814
Arrive On Green	0.17	0.00	0.17	0.04	0.04	0.04	0.08	0.11	0.11	0.24	0.34	0.34
Sat Flow, veh/h	3563	0	1585	1781	140	1467	1781	5209	55	1781	3554	1585
Grp Volume(v), veh/h	473	0	71	8	0	23	92	613	336	14	1180	529
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1606	1781	1702	1860	1781	1777	1585
Q Serve(g_s), s	11.4	0.0	3.5	0.4	0.0	1.3	4.4	15.3	15.3	0.5	29.3	21.9
Cycle Q Clear(g_c), s	11.4	0.0	3.5	0.4	0.0	1.3	4.4	15.3	15.3	0.5	29.3	21.9
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	603	0	268	64	0	58	426	1173	641	426	1224	814
V/C Ratio(X)	0.78	0.00	0.26	0.12	0.00	0.40	0.22	0.52	0.52	0.03	0.96	0.65
Avail Cap(c_a), veh/h	1108	0	493	119	0	107	426	1173	641	426	1224	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	32.5	42.0	0.0	42.4	33.5	32.9	32.9	26.3	29.0	16.0
Incr Delay (d2), s/veh	2.3	0.0	0.5	0.9	0.0	4.4	0.3	1.7	3.0	0.0	18.4	4.0
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	5.1	0.0	1.4	0.2	0.0	0.6	1.9	7.2	8.1	0.2	14.9	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	33.0	42.9	0.0	46.8	33.8	34.6	36.0	26.3	47.4	20.0
LnGrp LOS	D	A	C	D	A	D	C	C	D	C	D	B
Approach Vol, veh/h		544			31			1041			1723	
Approach Delay, s/veh		37.4			45.8			35.0			38.8	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.5	36.0		20.2	25.5	36.0		8.2				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	31.0		28.0	6.0	31.0		6.0				
Max Q Clear Time (g_c+I1), s	2.5	17.3		13.4	6.4	31.3		3.3				
Green Ext Time (p_c), s	0.0	5.1		1.8	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay 37.4

HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
7: Del Obispo Street & Forster Lane/Target Dwy

PM Buildout (with Forster) MIT

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (vph)	0	0	24	10	0	92	33	941	51	129	1059	40
Future Volume (vph)	0	0	24	10	0	92	33	941	51	129	1059	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		165	95		150
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.865		0.878				0.850			0.850
Flt Protected					0.995		0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	1627	0	1770	3539	1583	1770	3539	1583
Flt Permitted					0.995		0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	1627	0	1770	3539	1583	1770	3539	1583
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		318			275			833			927	
Travel Time (s)		6.2			5.4			16.2			21.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	24	10	0	92	33	941	51	129	1059	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	24	0	102	0	33	941	51	129	1059	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	49.4%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↕		↗	↕	↗	↗	↕	↗
Traffic Vol, veh/h	0	0	24	10	0	92	33	941	51	129	1059	40
Future Vol, veh/h	0	0	24	10	0	92	33	941	51	129	1059	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	180	-	165	95	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	24	10	0	92	33	941	51	129	1059	40

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	530	1795	2324	471	1059	0	-	941	0	0
Stage 1	-	-	-	1007	1007	-	-	-	-	-	-	-
Stage 2	-	-	-	788	1317	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	493	51	37	539	653	-	0	724	-	0
Stage 1	0	0	-	258	317	-	-	-	0	-	-	0
Stage 2	0	0	-	350	225	-	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	493	40	29	539	653	-	-	724	-	-
Mov Cap-2 Maneuver	-	-	-	40	29	-	-	-	-	-	-	-
Stage 1	-	-	-	245	301	-	-	-	-	-	-	-
Stage 2	-	-	-	274	185	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.7		30.3		0.4		1.2	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	653	-	493	242	724	-
HCM Lane V/C Ratio	0.051	-	0.049	0.421	0.178	-
HCM Control Delay (s)	10.8	-	12.7	30.3	11	-
HCM Lane LOS	B	-	B	D	B	-
HCM 95th %tile Q(veh)	0.2	-	0.2	2	0.6	-

APPENDIX K

SAN JUAN CAPISTRANO MUNICIPAL CODE ORDINANCE NO. 980

ORDINANCE NO. 980

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN JUAN CAPISTRANO, CALIFORNIA, APPROVING CODE AMENDMENT (CA) 10-02 ESTABLISHING SHARED PARKING STANDARDS FOR BUSINESSES AND LAND USES IN THE HISTORIC TOWN CENTER MASTER PLAN AREA PURSUANT TO EXHIBIT "A" ADDING NEW SECTION 9-3.535(h) TO THE TITLE 9 LAND USE ZONING CODE

THE CITY COUNCIL OF THE CITY OF SAN JUAN CAPISTRANO, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

Whereas, the City Council has contracted with Studio One Eleven consulting firm to amend the Historic Town Center Master Plan that includes regulations for shared parking for non-residential uses within a five (5) minute walking distance, approximately 1,500 linear feet of the intersection of Camino Capistrano and Forster Street, from City owned public parking lots as identified in Exhibit "A"; and

Whereas, San Juan Capistrano's Municipal Code, Title 9 Land Use, Section 9-3.535, sets forth use-specific parking standards that requires individual businesses to provide parking on their owns lots; and

Whereas, Title 9 Land Use Code Section 9-3.535 discourages business establishment and/or expansion by often requiring the processing of costly and time consuming parking variances; and

Whereas, the City of San Juan Capistrano wants to reduce parking requirements for restaurant, retail, office and services uses to provide a business-friendly environment, encourage residents and guests to walk to destinations and enhance the economic vitality of the historic town center area; and

Whereas, Studio One Eleven has evaluated the utilization of the shared parking or "Park Once" concept, where motorists park their vehicles once and walk to several destinations, to provide strategically dispersed public parking for non-residential uses, which includes commercial, retail, restaurant, service, office and civic uses; and

Whereas, the shared parking/ Park Once approach will reduce vehicle trips, thereby reducing potential hazards to vehicles, pedestrians and property, and therefore protect the public health, safety and general welfare; and

Whereas, the adoption of Code Amendment (CA) 10-02 will provide regulations that enhance safety and benefit residents, businesses, and guests in the City of San Juan Capistrano; and

Whereas, the City of San Juan Capistrano will work closely with Studio One Eleven to complete zoning entitlements, complete the Historic Town Center Master Plan, and set forth permanent parking regulations; and

Whereas, the Transportation Commission of the City of San Juan Capistrano reviewed the draft ordinance on December 8, 2010 and forwarded comments to the City Council; and

Whereas, the Planning Commission of the City of San Juan Capistrano has conducted a work session on November 9, 2010, and a duly noticed public hearing on November 23, 2010, regarding Code Amendment (CA) 10-02, accepted public testimony, considered the comments therein, and forwarded recommendations to the City Council.

NOW THEREFORE, the City Council of the City of San Juan Capistrano does hereby adopt this ordinance approving Code Amendment (CA) 10-02 by adding new subsection 9-3.535(h) to the San Juan Capistrano Municipal Code to establish the following parking standards for the Historic Town Center Master Plan parking area as identified in this ordinance as set forth in "Exhibit A" for non-residential land uses:

SECTION 1. Findings

Pursuant to San Juan Capistrano Municipal Code Section 9-2.309(e) amendment of the Land Use Code, the City Council makes the following mandated findings:

- (1) The proposed Land Use Code amendment conforms with the goals and policies of the General Plan as the downtown parking area provisions are consistent with the Circulation Element and the Draft Historic Town Center Master Plan.
- (2) The proposed Land Use Code amendment is necessary to implement the General Plan and to provide for public safety, convenience, and/or general welfare as the downtown parking area provisions will implement the shared parking / park once concept, reduce the number of parking stalls required and reduce the number of vehicle trips.
- (3) The proposed Land Use Code amendment conforms with the intent of the Development Code and is consistent with other applicable related provisions thereof as the downtown area parking provisions are consistent with and add to existing provisions in Municipal Code section 9-3.535 parking.
- (4) The proposed Land Use Code amendment is reasonable and beneficial at this time as the downtown parking area provisions provide interim development standards consistent with the shared parking / park once concept set forth in the Historic Town Center Master Plan, assist existing businesses, attract new

businesses, avoid costly and time consuming parking variances, and provide an overall business friendly environment.

SECTION 2. Subsection (h) of Section 9-3.535 of Chapter 3 of Title 9 of the San Juan Capistrano Municipal Code is hereby added to read as follows:

(h) Establishment of Shared Parking / Park Once Standards and Land Use Parking Ratios in the Historic Town Center Master Plan Area for Non-Residential Properties, Five (5) Minute Walking Distance Radius (i.e. approximately 1,500 linear feet of the intersection of Camino Capistrano and Forster Street) from City owned public parking lots as set forth in Exhibit "A".

(1) Standards. The establishment, operation, use, expansion or occupancy of any non-residential business or land use in the Historic Town Center Master Plan Area, as identified in the boundaries of this ordinance set forth in Exhibit "A", shall comply with the following parking development standards:

A) City Owned Public Parking Lots: Parking requirements for Non-Residential uses may utilize shared parking / Park Once in their parking calculations if the property for the business or use and the public parking lot is located within the limits of the City Parking Regulating Plan identified in this ordinance as set forth by Exhibit "A". Shared parking / Park Once may be approved for businesses by the Development Services Director or his/her designee. Properties or businesses shall utilize all parking available on their sites in the parking calculations prior to park once.

B) Shared/Reciprocal Parking: Parking requirements for Non-Residential businesses and uses may be satisfied by entering into a shared parking agreement if such business or use and the public off-street parking facilities are located within the limits of the City Parking Regulating Plan identified in the ordinance as set forth by Exhibit "A". Such agreements may be approved by the Development Services Director or his/her designee. Such agreements will be based on Municipal Code parking standards and monitored by the Development Services Department.

C) Restaurants (sit down and take out), cafes, nightclubs, taverns, and cocktail lounges: Shall provide a minimum of one parking stall per 100 square feet of dining or drinking area (kitchens, prep areas and storage are excluded from this area).

i) Outdoor dining or drinking areas parking requirements are included as part of the indoor parking calculations. No separate standards for outdoor dining or drinking areas are required as they are considered accessory to the principal use.

- ii) Outdoor dining or drinking areas shall not block or impede pedestrian access or obstruct ADA path of travel requirements.
- D) General Retail: Shall provide a minimum of one parking stall per 400 square feet of building or tenant lease area.
- E) General Office: Shall provide a minimum of one parking stall per 400 square feet of building area or tenant lease area.
- F) Service Uses: (i.e. banks, barbers, salons, spas, markets, grocery stores, supermarkets and similar uses) Shall provide a minimum of one parking stall per 300 square feet of building area or tenant lease area.
- G) Other uses permitted in zoning district in the Historic Town Center Master Plan area identified in "Exhibit A" shall provide parking consistent with Section 9-3.535 of the Title 9 Land Use Code.

(2) Definitions. For purposes of this subdivision (Code Amendment (CA) 10-02), the following are definitions in the Historic Town Center Master Plan Parking Area identified in this subdivision and Exhibit "A":

Building Area: The total area in square feet of all rooms including corridors, elevators, stairwells, shaft spaces, bathrooms, closets, and storage areas (excluding garages and parking areas).

City Parking Regulating Plan: The area defined in "Exhibit A" as the Historic Town Center Master Plan Shared Parking / Park Once area that is a five minute walking distance radius approximately 1,500 linear feet from the intersection of Camino Capistrano and Forster Street.

Dining / Drinking Area: The area that includes tables and chairs used by patrons for dining and/or drinking purposes.

Public Parking Lot: An open public parking facility which is not accessory to a structure or used on the same or another lot and which is located within the Historic Town Center Master Plan shared parking area set forth in Exhibit "A".

Shared Parking / Park Once: The development and use of City owned public parking areas for joint use by more than one business. Such parking areas as identified in Exhibit "A" distribute shared public parking lots and public garages within a defined geographic area for the convenience of customers and to relieve individual properties of providing parking on their own lots.

Shared/Reciprocal Parking Agreement: A written binding document executed between property owners to provide a designated number of off-street parking stalls within a designated area to specified businesses or land uses.

SECTION 3. Environmental Review. The City Council of the City of San Juan Capistrano finds that Code Amendment (CA) 10-02 is not subject to the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) (Title 14, of the California Code of Regulations) because it has no potential for resulting in physical change to the environment, directly or indirectly.

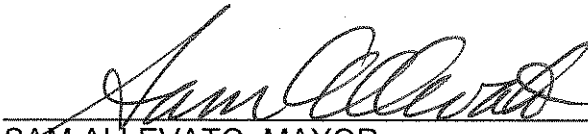
SECTION 4. Zoning Study. The Development Services Department, with the support of the City Manager's Office, Public Works Department, Fehr & Peers Parking Study, and Studio One Eleven consultants, has performed studies consistent with the Historic Town Center Master Plan's regulating code relating to existing and proposed parking facilities, shared parking regulations, and parking ratios for municipal downtown areas, or similar uses; more specifically, which zoning districts, businesses and land uses are appropriate for shared parking, use of public off-street parking facilities, creation of parking districts, and whether other appropriate regulations are necessary to encourage commerce and protect the public health, safety and general welfare.

SECTION 5. Additional Findings. The City Council of the City of San Juan Capistrano hereby additionally finds that: a) The City does not have specific land use regulations in place to address shared parking / "Park Once"; b) lack of regulations for shared parking / "Park Once" facilities may have negative impacts upon residents, businesses, and guests in the City of San Juan Capistrano as lack of such regulations discourages new businesses, discourages business expansion, reduces revenues to provide services, and may lead to vacant buildings, unmaintained buildings, and blighted conditions; and c) the approval of this proposed Code Amendment would not result in any potential negative impacts to the public health, safety, and welfare of the community. Accordingly, it is necessary to authorize shared parking / Park Once provisions until the Historic Town Center Master Plan is completed to determine how the City is to permanently regulate shared parking / "Park Once" facilities and applicable parking ratios through a form based code.

SECTION 7. Effective Date. Upon approval by the City Council of Code Amendment (CA) 10-02 pursuant to this ordinance, the ordinance will take effect thirty days after second reading of such ordinance.

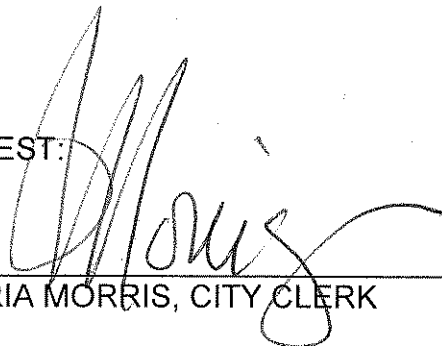
SECTION 8. Severability. If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance adopted by the City Council or any part thereof is for any reason held to be unconstitutional or invalid, or ineffective by any court of competent jurisdiction such decision shall not affect the validity of effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, subdivision, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, or phrases be declared unconstitutional.

PASSED, APPROVED, AND ADOPTED this 18th day of January, 2011.



SAM ALLEVATO, MAYOR

ATTEST:

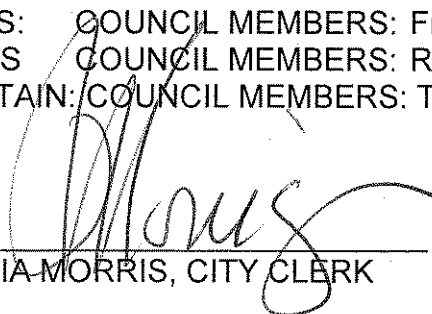


MARIA MORRIS, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE)SS
CITY OF SAN JUAN CAPISTRANO)

I, MARIA MORRIS, appointed City Clerk of the City of San Juan Capistrano, do hereby certify that the foregoing is a true and correct copy of **Ordinance No. 980** which was regularly introduced and placed upon its first reading at the Regular Meeting of the City Council on the 4th day of January 2011 and that thereafter, said Ordinance was duly adopted and passed at the Regular Meeting of the City Council on the 18th day of January 2011 by the following vote, to wit:

AYES: COUNCIL MEMBERS: Freese, Kramer and Mayor Allevato
NOES COUNCIL MEMBERS: Reeve
ABSTAIN: COUNCIL MEMBERS: Taylor



MARIA MORRIS, CITY CLERK

STATE OF CALIFORNIA
COUNTY OF ORANGE
CITY OF SAN JUAN CAPISTRANO)

)
) ss

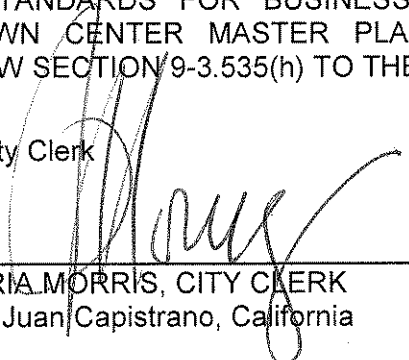
AFFIDAVIT OF POSTING

I, **MARIA MORRIS**, declare as follows:

That I am the duly appointed and qualified City Clerk of the City of San Juan Capistrano; That in compliance with State laws, Government Code section 36933(1) of the State of California, on the 5th day of January 2010, at least 5 days prior to the adoption of the ordinance, I caused to be posted a certified copy of the proposed ordinance entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN JUAN CAPISTRANO, CALIFORNIA, APPROVING CODE AMENDMENT (CA) 10-02 ESTABLISHING SHARED PARKING STANDARDS FOR BUSINESSES AND LAND USES IN THE HISTORIC TOWN CENTER MASTER PLAN AREA PURSUANT TO EXHIBIT "A" ADDING NEW SECTION 9-3.535(h) TO THE TITLE 9 LAND USE ZONING CODE

This document was posted in the Office of the City Clerk



MARIA MORRIS, CITY CLERK
San Juan Capistrano, California

STATE OF CALIFORNIA
COUNTY OF ORANGE
CITY OF SAN JUAN CAPISTRANO)

)
) ss

AFFIDAVIT OF POSTING

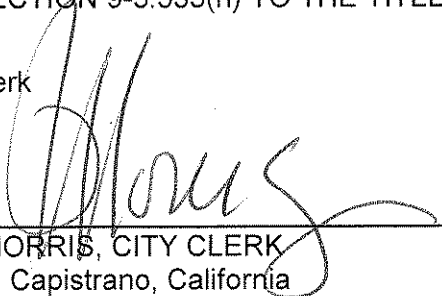
I, **MARIA MORRIS**, declare as follows:

That I am the duly appointed and qualified City Clerk of the City of San Juan Capistrano; that in compliance with State laws, Government Code section 36933(1) of the State of California.

On the 20th day of January 2011 I caused to be posted a certified copy of **Ordinance No. 980**, adopted by the City Council on January 18, 2011, entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN JUAN CAPISTRANO, CALIFORNIA, APPROVING CODE AMENDMENT (CA) 10-02 ESTABLISHING SHARED PARKING STANDARDS FOR BUSINESSES AND LAND USES IN THE HISTORIC TOWN CENTER MASTER PLAN AREA PURSUANT TO EXHIBIT "A" ADDING NEW SECTION 9-3.535(h) TO THE TITLE 9 LAND USE ZONING CODE

This document was posted in the Office of the City Clerk

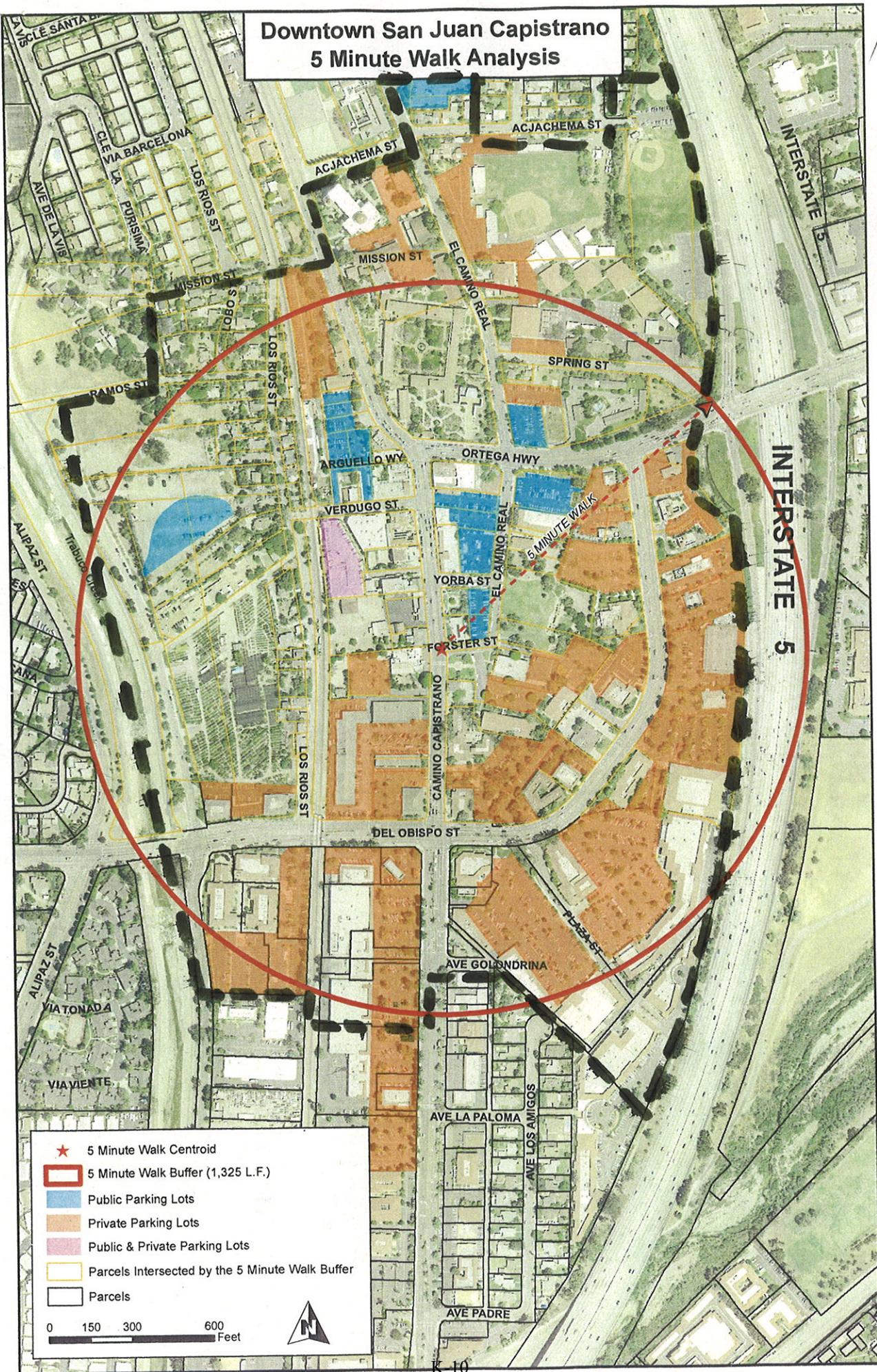


MARIA MORRIS, CITY CLERK
San Juan Capistrano, California

Zoning Map



Downtown San Juan Capistrano 5 Minute Walk Analysis



- ★ 5 Minute Walk Centroid
- 5 Minute Walk Buffer (1,325 L.F.)
- Public Parking Lots
- Private Parking Lots
- Public & Private Parking Lots
- Parcels Intersected by the 5 Minute Walk Buffer
- Parcels

0 150 300 600 Feet

N

APPENDIX L

SHARED PARKING CALCULATION WORKSHEET

Appendix L

SHOPPING CENTER (TYPICAL DAYS)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Shopping Center (Typical Days)																																														
Size Pkg Rate[2]	7.212 KSF 2.5 /KSF																																														
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand														
	1.00																1.00																														
	1.00																1.00																														
Gross Spaces	15 Guest Spc.																3 Emp. Spc.																18 Total Spaces														
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces			
6:00 AM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	14%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8:00 AM	14%	2	1	1	1	1	1	1	1	1	1	1	2	2	2	23%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3
9:00 AM	32%	5	3	3	4	3	4	4	4	4	3	3	4	5	4	41%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	4	4	5	4	5	5	5	5	5	4	4	5	6	5	5	
10:00 AM	54%	8	5	5	6	5	6	6	6	6	5	6	6	8	7	68%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	10	6	6	8	7	8	8	8	8	7	8	8	10	9	9		
11:00 AM	68%	10	6	6	7	7	7	7	7	7	7	7	8	10	9	86%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	13	8	8	9	9	9	9	9	9	9	9	11	13	12	12		
12:00 PM	90%	14	8	9	10	9	10	10	10	10	9	10	11	14	12	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	17	10	11	12	11	12	12	12	12	12	11	12	14	17	15	15	
1:00 PM	90%	14	8	9	10	9	10	10	10	10	9	10	11	14	12	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	17	10	11	12	11	12	12	12	12	11	12	14	17	15	15		
2:00 PM	86%	13	8	8	9	9	9	9	9	9	9	9	10	13	11	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	16	10	10	11	11	11	11	11	11	11	11	13	16	14	14		
3:00 PM	77%	12	7	7	8	8	9	9	8	9	8	8	9	12	10	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	15	9	9	10	10	11	11	10	11	10	10	12	15	13	13		
4:00 PM	77%	12	7	7	8	8	9	9	8	9	8	8	9	12	10	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	15	9	9	10	10	11	11	10	11	10	10	12	15	13	13		
5:00 PM	77%	12	7	7	8	8	9	9	8	9	8	8	9	12	10	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	15	9	9	10	10	11	11	10	11	10	10	12	15	13	13		
6:00 PM	81%	12	7	7	8	8	9	9	8	9	8	8	9	12	10	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	15	9	9	10	10	11	11	10	11	10	10	12	15	13	13		
7:00 PM	72%	11	6	7	8	7	8	8	8	8	7	8	8	11	9	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	14	8	9	10	9	10	10	10	9	10	11	14	12	12			
8:00 PM	59%	9	5	5	6	6	6	6	6	7	6	6	7	9	8	81%	2	1	1	2	2	2	2	2	2	2	2	2	2	11	6	6	8	8	8	8	8	9	8	8	9	11	10	10			
9:00 PM	41%	6	4	4	4	4	4	4	4	4	4	4	5	6	5	54%	2	1	1	2	2	2	2	2	2	2	2	2	2	8	5	5	6	6	6	6	6	6	6	7	8	7	7				
10:00 PM	14%	2	1	1	1	1	1	1	1	1	1	1	2	2	2	36%	1	1	1	1	1	1	1	1	1	1	1	1	3	2	2	2	2	2	2	2	2	2	2	3	3	3	3				
11:00 PM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18%	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.
- [2] Parking rates for all land uses based on City code.
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

SHOPPING CENTER (TYPICAL DAYS)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Shopping Center (Typical Days)																																														
Size Pkg Rate[2]	7.212 KSF 2.5 /KSF																																														
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand														
	1.00																1.00																														
	1.00																1.00																														
Gross Spaces	14 Guest Spc.																4 Emp. Spc.																18 Total Spaces														
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces			
6:00 AM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
8:00 AM	30%	4	2	2	3	3	3	3	3	3	3	3	3	4	3	40%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	6	3	3	5	5	5	5	5	5	5	5	5	5	5	6	5	5
9:00 AM	50%	7	4	4	5	5	5	5	5	5	5	5	5	7	6	75%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	10	6	6	7	7	7	7	7	7	7	7	8	10	9	9		
10:00 AM	70%	10	6	6	7	7	7	7	7	7	7	7	8	10	9	85%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	13	8	8	9	9	9	9	9	9	9	9	11	13	12	12		
11:00 AM	90%	13	8	8	9	9	9	9	9	9	9	9	10	13	11	95%	4	3	3	3	3	3	3	3	3	3	3	4	4	17	11	11	12	12	12	12	12	12	12	12	13	17	15	15			
12:00 PM	95%	13	8	8	9	9	9	9	9	9	9	9	10	13	11	100%	4	3	3	3	3	3	3	3	3	3	3	4	4	17	11	11	12	12	12	12	12	12	12	12	13	17	15	15			
1:00 PM	100%	14	8	9	10	9	10	10	10	10	9	10	11	14	12	100%	4	3	3	3	3	3	3	3	3	3	3	4	4	18	11	12	13	12	13	13	13	13	13	12	13	14	18	16	16		
2:00 PM	100%	14	8	9	10	9	10	10	10	10	9	10	11	14	12	100%	4	3	3	3	3	3	3	3	3	3	3	4	4	18	11	12	13	12	13	13	13	13	13	13	12	13	14	18	16	16	
3:00 PM	95%	13	8	8	9	9	9	9	9	9	9	9	10	13	11	100%	4	3	3	3	3	3	3	3	3	3	4	4	17	11	11	12	12	12	12	12	12	12	12	12	13	17	15	15			
4:00 PM	90%	13	8	8	9	9	9	9	9	9	9	9	10	13	11	100%	4	3	3	3	3	3	3	3	3	3	4	4	17	11	11	12	12	12	12	12	12	12	12	12	13	17	15	15			
5:00 PM	80%	11	6	7	8	7	8	8	8	8	7	8	8	11	9	95%	4	3	3	3	3	3	3	3	3	3	4	4	15	9	10	11	10	11	11	11	11	10	11	11	15	13	13				
6:00 PM	75%	11	6	7	8	7	8	8	8	8	7	8	8	11	9	85%	3	2	2	2	2	2	2	2	2	2	3	3	3	14	8	9	10	9	10	10	10	10	9	10	11	14	12	12			
7:00 PM	70%	10	6	6	7	7	7	7	7	7	7	7	8	10	9	80%	3	2	2	2	2	2	2	2	2	2	3	3	3	13	8	8	9	9	9	9	9	9	9	9	11	13	12	12			
8:00 PM	65%	9	5	5	6	6	6	6	6	7	6	6	7	9	8	75%	3	2	2	2	2	2	2	2	2	2	3	3	3	12	7	7	8	8	8	8	8	8	9	8	8	10	12	11	11		
9:00 PM	50%	7	4	4	5	5	5	5	5	5	5	5	5	7	6	65%	3	2	2	2	2	2	2	2	2	2	3	3	3	10	6	6	7	7	7	7	7	7	7	8	10	9	9				
10:00 PM	30%	4	2	2	3	3	3	3	3	3	3	3	3	4	3	45%	2	1	1	2	2	2	2	2	2	2	2	2	6	3	3	5	5	5	5	5	5	5	5	5	6	5	5				
11:00 PM	10%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15%	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.
- [2] Parking rates for all land uses based on City code.
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

FAMILY RESTAURANT
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Family Restaurant																																											
Size Pkg Rate[2]	4.016 KSF 10 /KSF																																											
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand											
	1.00																1.00																											
	1.00																1.00																											
Gross Spaces	35 Guest Spc.																5 Emp. Spc.																40 Total Spaces											
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	25%	9	8	8	9	8	9	8	9	9	8	8	8	9	9	50%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	12	11	11	12	11	12	11	12	12	11	11	11	12	12
7:00 AM	50%	18	16	16	18	17	18	17	17	17	16	17	16	18	17	75%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	22	20	20	22	21	22	21	21	21	20	21	20	22	21
8:00 AM	60%	21	18	18	21	20	21	20	20	20	19	20	19	21	20	90%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	26	23	23	26	25	26	25	25	25	24	25	24	26	25
9:00 AM	75%	26	23	23	25	24	26	24	25	25	23	24	23	26	25	90%	5	5	5	5	5	5	5	5	5	5	5	5	5	31	28	28	30	29	31	29	30	30	28	29	28	31	30	
10:00 AM	85%	30	26	26	29	28	30	28	29	29	27	28	27	30	29	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	35	31	31	34	33	35	33	34	34	32	33	32	35	34	
11:00 AM	90%	32	28	28	31	30	32	30	31	31	28	30	28	32	30	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	37	33	33	36	35	37	35	36	36	33	35	33	37	35	
12:00 PM	100%	35	31	30	34	33	35	33	34	34	31	33	31	35	33	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	40	36	35	39	38	40	38	39	39	36	38	36	40	38	
1:00 PM	90%	32	28	28	31	30	32	30	31	31	28	30	28	32	30	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	37	33	33	36	35	37	35	36	36	33	35	33	37	35	
2:00 PM	50%	18	16	16	18	17	18	17	17	17	16	17	16	18	17	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	23	21	21	23	22	23	22	22	22	21	22	21	23	22	
3:00 PM	45%	16	14	14	16	15	16	15	15	15	14	15	14	16	15	75%	4	4	4	4	4	4	4	4	4	4	4	4	4	20	18	18	20	19	20	19	19	19	18	19	18	20	19	
4:00 PM	45%	16	14	14	16	15	16	15	15	15	14	15	14	16	15	75%	4	4	4	4	4	4	4	4	4	4	4	4	4	20	18	18	20	19	20	19	19	19	18	19	18	20	19	
5:00 PM	75%	26	23	23	25	24	26	24	25	25	23	24	23	26	25	95%	5	5	5	5	5	5	5	5	5	5	5	5	5	31	28	28	30	29	31	29	30	30	28	29	28	31	30	
6:00 PM	80%	28	25	24	27	26	28	26	27	27	25	26	25	28	27	95%	5	5	5	5	5	5	5	5	5	5	5	5	5	33	30	29	32	31	33	31	32	32	30	31	30	33	32	
7:00 PM	80%	28	25	24	27	26	28	26	27	27	25	26	25	28	27	95%	5	5	5	5	5	5	5	5	5	5	5	5	5	33	30	29	32	31	33	31	32	32	30	31	30	33	32	
8:00 PM	80%	28	25	24	27	26	28	26	27	27	25	26	25	28	27	95%	5	5	5	5	5	5	5	5	5	5	5	5	5	33	30	29	32	31	33	31	32	32	30	31	30	33	32	
9:00 PM	60%	21	18	18	21	20	21	20	20	20	19	20	19	21	20	80%	4	4	4	4	4	4	4	4	4	4	4	4	4	25	22	22	25	24	25	24	24	24	23	24	23	25	24	
10:00 PM	55%	19	17	17	19	18	19	18	18	18	17	18	17	19	18	65%	3	3	3	3	3	3	3	3	3	3	3	3	3	22	20	20	22	21	22	21	21	21	20	21	20	22	21	
11:00 PM	75%	26	23	23	25	24	26	24	25	25	23	24	23	26	25	65%	3	3	3	3	3	3	3	3	3	3	3	3	3	29	26	26	28	27	29	27	28	28	26	27	26	29	28	
12:00 AM	25%	9	8	8	9	8	9	8	9	9	8	8	8	9	9	35%	2	2	2	2	2	2	2	2	2	2	2	2	2	11	10	10	11	10	11	10	11	10	10	10	11	11		

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

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WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Family Restaurant																																													
Size Pkg Rate[2]	4.016 KSF 10 /KSF																																													
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand														Shared Parking Demand															
	1.00																1.00																													
	1.00																1.00																													
Gross Spaces	35 Guest Spc.																5 Emp. Spc.														40 Total Spaces															
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces		
6:00 AM	10%	4	4	3	4	4	4	4	4	4	4	4	4	4	4	49%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	6	6	5	6	6	6	6	6	6	6	6	6	6	6	6	
7:00 AM	25%	9	8	8	9	8	9	8	9	9	8	8	8	9	9	74%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	13	12	12	13	12	13	12	13	12	12	12	13	13	13	13	13
8:00 AM	44%	15	13	13	15	14	15	14	14	14	13	14	13	15	14	88%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	19	17	17	19	18	19	18	18	17	18	17	19	19	18	18	
9:00 AM	69%	24	21	21	24	23	24	23	23	23	21	22	21	24	23	88%	4	4	4	4	4	4	4	4	4	4	4	4	4	28	25	25	28	27	28	27	27	27	27	25	26	25	28	27	27	
10:00 AM	88%	31	27	27	30	29	31	29	30	30	28	29	28	31	29	98%	5	5	5	5	5	5	5	5	5	5	5	5	5	36	32	32	35	34	36	34	35	35	33	34	33	36	34	34	34	
11:00 AM	88%	31	27	27	30	29	31	29	30	30	28	29	28	31	29	98%	5	5	5	5	5	5	5	5	5	5	5	5	5	36	32	32	35	34	36	34	35	35	33	34	33	36	34	34	34	
12:00 PM	98%	34	30	30	33	32	34	32	33	33	30	32	30	34	32	98%	5	5	5	5	5	5	5	5	5	5	5	5	5	39	35	35	38	37	39	37	38	38	35	37	35	39	37	37		
1:00 PM	84%	29	26	25	28	27	29	27	28	28	26	27	26	29	28	98%	5	5	5	5	5	5	5	5	5	5	5	5	5	34	31	30	33	32	34	32	33	33	31	32	31	34	33	33		
2:00 PM	64%	22	19	19	22	21	22	21	21	21	20	20	20	22	21	98%	5	5	5	5	5	5	5	5	5	5	5	5	5	27	24	24	27	26	27	26	26	26	25	25	25	27	26	26		
3:00 PM	39%	14	12	12	14	13	14	13	13	13	12	13	12	14	13	74%	4	4	4	4	4	4	4	4	4	4	4	4	18	16	16	18	17	18	17	17	17	17	16	17	16	18	17	17		
4:00 PM	44%	15	13	13	15	14	15	14	14	14	13	14	13	15	14	74%	4	4	4	4	4	4	4	4	4	4	4	4	19	17	17	19	18	19	18	18	18	17	18	17	19	18	18			
5:00 PM	59%	21	18	18	21	20	21	20	20	20	19	20	19	21	20	93%	5	5	5	5	5	5	5	5	5	5	5	5	5	26	23	23	26	25	26	25	25	25	24	25	24	26	25	25		
6:00 PM	69%	24	21	21	24	23	24	23	23	23	21	22	21	24	23	93%	5	5	5	5	5	5	5	5	5	5	5	5	5	29	26	26	29	28	29	28	28	28	26	27	26	29	28	28		
7:00 PM	69%	24	21	21	24	23	24	23	23	23	21	22	21	24	23	93%	5	5	5	5	5	5	5	5	5	5	5	5	5	29	26	26	29	28	29	28	28	28	26	27	26	29	28	28		
8:00 PM	64%	22	19	19	22	21	22	21	21	21	20	20	20	22	21	93%	5	5	5	5	5	5	5	5	5	5	5	5	5	27	24	24	27	26	27	26	26	26	25	25	25	27	26	26		
9:00 PM	29%	10	9	9	10	9	10	9	10	10	9	9	9	10	10	79%	4	4	4	4	4	4	4	4	4	4	4	4	14	13	13	14	13	14	13	14	14	13	13	13	14	14	14			
10:00 PM	25%	9	8	8	9	8	9	8	9	9	8	8	8	9	9	64%	3	3	3	3	3	3	3	3	3	3	3	3	12	11	11	12	11	12	11	12	12	11	11	11	12	12	12			
11:00 PM	15%	5	4	4	5	5	5	5	5	5	4	5	4	5	5	64%	3	3	3	3	3	3	3	3	3	3	3	3	8	7	7	8	8	8	8	8	7	8	7	8	8	8				
12:00 AM	10%	4	4	3	4	4	4	4	4	4	4	4	4	4	4	34%	2	2	2	2	2	2	2	2	2	2	2	2	6	6	5	6	6	6	6	6	6	6	6	6	6	6	6			

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

MEDICAL/DENTAL OFFICE
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Medical/Dental Office																																															
Size Pkg Rate[2]	5.345 KSF 5.0 /KSF																																															
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand															
	1.00																1.00																															
	1.00																1.00																															
Gross Spaces	18 Guest Spc.																9 Emp. Spc.																27 Total Spaces															
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces				
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
8:00 AM	90%	16	16	16	16	16	16	16	16	15	15	16	16	16	13	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	25	25	25	25	25	25	25	24	24	25	25	25	25	25	25	20		
9:00 AM	90%	16	16	16	16	16	16	16	16	15	15	16	16	16	13	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	25	25	25	25	25	25	25	24	24	25	25	25	25	25	25	20		
10:00 AM	100%	18	18	18	18	18	18	18	17	17	18	18	18	18	14	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	27	27	27	27	27	27	27	27	26	26	27	27	27	27	27	21		
11:00 AM	100%	18	18	18	18	18	18	18	17	17	18	18	18	18	14	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	27	27	27	27	27	27	27	27	26	26	27	27	27	27	27	21		
12:00 PM	30%	5	5	5	5	5	5	5	5	5	5	5	5	5	4	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	14	14	14	14	14	14	14	14	14	14	14	14	14	11				
1:00 PM	90%	16	16	16	16	16	16	16	16	15	15	16	16	16	13	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	25	25	25	25	25	25	25	25	24	24	25	25	25	25	20			
2:00 PM	100%	18	18	18	18	18	18	18	17	17	18	18	18	18	14	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	27	27	27	27	27	27	27	27	26	26	27	27	27	27	21			
3:00 PM	100%	18	18	18	18	18	18	18	17	17	18	18	18	18	14	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	27	27	27	27	27	27	27	27	26	26	27	27	27	27	21			
4:00 PM	90%	16	16	16	16	16	16	16	15	15	16	16	16	16	13	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	25	25	25	25	25	25	25	25	24	24	25	25	25	20				
5:00 PM	80%	14	14	14	14	14	14	14	13	13	14	14	14	14	11	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	23	23	23	23	23	23	23	22	22	23	23	23	18					
6:00 PM	67%	12	12	12	12	12	12	12	11	11	12	12	12	12	10	67%	6	6	6	6	6	6	6	6	6	6	6	6	5	18	18	18	18	18	18	18	18	17	17	18	18	18	15					
7:00 PM	30%	5	5	5	5	5	5	5	5	5	5	5	5	5	4	30%	3	3	3	3	3	3	3	3	3	3	3	3	2	8	8	8	8	8	8	8	8	8	8	8	8	8	6					
8:00 PM	15%	3	3	3	3	3	3	3	3	3	3	3	3	3	2	15%	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4	4	4	4	4	4	4	4	4	4	4	4	3					
9:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

MEDICAL/DENTAL OFFICE
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Medical/Dental Office																																															
Size Pkg Rate[2]	5.345 KSF 5.0 /KSF																																															
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand															
	1.00																1.00																															
	1.00																1.00																															
Gross Spaces	18 Guest Spc.																9 Emp. Spc.																27 Total Spaces															
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces				
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
8:00 AM	90%	16	16	16	16	16	16	16	16	15	15	16	16	16	13	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	9	7	25	25	25	25	25	25	25	24	24	25	25	25	25	25	25	20	
9:00 AM	90%	16	16	16	16	16	16	16	16	15	15	16	16	16	13	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	25	25	25	25	25	25	25	24	24	25	25	25	25	25	25	20		
10:00 AM	100%	18	18	18	18	18	18	18	17	17	18	18	18	18	14	100%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	27	27	27	27	27	27	27	26	26	27	27	27	27	27	21			
11:00 AM	100%	18	18	18	18	18	18	18	17	17	18	18	18	18	14	100%	9	9	9	9	9	9	9	9	9	9	9	9	7	27	27	27	27	27	27	27	26	26	27	27	27	27	27	21				
12:00 PM	30%	5	5	5	5	5	5	5	5	5	5	5	5	5	4	100%	9	9	9	9	9	9	9	9	9	9	9	9	7	14	14	14	14	14	14	14	14	14	14	14	14	14	11					
1:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

OFFICE
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Office																																															
Size Pkg Rate[2]	6.927 KSF 2.5 /KSF																																															
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand															
	1.00																1.00																															
	1.00																1.00																															
Gross Spaces	1 Guest Spc.																16 Emp. Spc.																17 Total Spaces															
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces				
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
8:00 AM	20%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50%	8	8	8	8	8	8	8	8	8	8	8	8	8	6	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	
9:00 AM	60%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	90%	14	14	14	14	14	14	14	14	13	13	14	14	14	14	11	15	15	15	15	15	15	15	14	14	14	15	15	15	15	15	12	
10:00 AM	100%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	100%	16	16	16	16	16	16	16	16	15	15	16	16	16	16	13	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	14
11:00 AM	45%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100%	16	16	16	16	16	16	16	16	15	15	16	16	16	16	13	16	16	16	16	16	16	16	16	16	15	15	16	16	16	16	16	13
12:00 PM	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85%	14	14	14	14	14	14	14	14	13	13	14	14	14	14	11	14	14	14	14	14	14	14	14	14	14	13	13	14	14	14	14	11
1:00 PM	45%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85%	14	14	14	14	14	14	14	14	13	13	14	14	14	14	11	14	14	14	14	14	14	14	14	14	14	13	13	14	14	14	14	11
2:00 PM	95%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	95%	15	15	15	15	15	15	15	15	14	14	15	15	15	15	12	16	16	16	16	16	16	16	16	16	16	15	15	16	16	16	16	13
3:00 PM	45%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95%	15	15	15	15	15	15	15	15	14	14	15	15	15	15	12	15	15	15	15	15	15	15	15	15	15	14	14	15	15	15	15	12
4:00 PM	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85%	14	14	14	14	14	14	14	14	13	13	14	14	14	14	11	14	14	14	14	14	14	14	14	14	14	13	13	14	14	14	11	
5:00 PM	10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60%	10	10	10	10	10	10	10	10	10	10	10	10	10	8	10	10	10	10	10	10	10	10	10	10	10	10	10	10	8			
6:00 PM	5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25%	4	4	4	4	4	4	4	4	4	4	4	4	4	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3			
7:00 PM	2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
8:00 PM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
9:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix

OFFICE
WEEKEND SHARED PARKING DEMAND ANALYSIS [

Land Use	Office																																																	
Size Pkg Rate[2]	6.927 KSF 2.5 /KSF																																																	
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand																	
	1.00																1.00																																	
	1.00																1.00																																	
Gross Spaces	1 Guest Spc.																16 Emp. Spc.																17 Total Spaces																	
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces						
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 AM	2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
9:00 AM	8%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
10:00 AM	9%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
11:00 AM	10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
12:00 PM	9%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
1:00 PM	8%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
2:00 PM	6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3:00 PM	4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4:00 PM	2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

PERFORMANCE ARTS THEATER - NO MATINEE
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Performance Arts Theater - No Matinee																																															
Size Pkg Rate[2]	452.000 Seats 0.33 /Seat																																															
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand															
	1.00																1.00																															
	1.00																1.00																															
Gross Spaces	121 Guest Spc.																28 Emp. Spc.																149 Total Spaces															
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces				
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9%	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3	3	3
8:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9%	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3	3	3	3
9:00 AM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	19%	5	4	4	5	5	5	5	4	4	4	4	5	4	5	6	5	5	6	6	6	6	6	6	5	5	5	5	6	5	6	5	6
10:00 AM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	19%	5	4	4	5	5	5	5	4	4	4	4	5	4	5	6	5	5	6	6	6	6	6	6	5	5	5	5	6	5	6	5	6
11:00 AM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	19%	5	4	4	5	5	5	5	4	4	4	4	5	4	5	6	5	5	6	6	6	6	6	6	5	5	5	5	6	5	6	5	6
12:00 PM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	28%	8	6	6	7	8	8	7	7	6	6	7	7	7	8	9	7	7	8	9	9	8	8	7	7	8	8	8	8	9	8	9	
1:00 PM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	28%	8	6	6	7	8	8	7	7	6	6	7	7	7	8	9	7	7	8	9	9	8	8	7	7	8	8	8	8	9	8	9	
2:00 PM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	28%	8	6	6	7	8	8	7	7	6	6	7	7	7	8	9	7	7	8	9	9	8	8	7	7	8	8	8	8	9	8	9	
3:00 PM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	28%	8	6	6	7	8	8	7	7	6	6	7	7	7	8	9	7	7	8	9	9	8	8	7	7	8	8	8	8	9	8	9	
4:00 PM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	28%	8	6	6	7	8	8	7	7	6	6	7	7	7	8	9	7	7	8	9	9	8	8	7	7	8	8	8	8	9	8	9	
5:00 PM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	28%	8	6	6	7	8	8	7	7	6	6	7	7	7	8	9	7	7	8	9	9	8	8	7	7	8	8	8	8	9	8	9	
6:00 PM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	93%	26	20	18	23	26	25	23	22	21	20	22	23	22	26	27	21	19	24	27	26	24	23	22	21	23	24	23	27	24	27		
7:00 PM	23%	28	25	25	25	25	25	25	25	25	25	25	25	28	28	93%	26	20	18	23	26	25	23	22	21	20	22	23	22	26	54	45	43	48	51	50	48	47	46	45	47	48	50	54	48	54		
8:00 PM	93%	113	102	102	102	102	102	102	102	102	102	102	102	113	113	93%	26	20	18	23	26	25	23	22	21	20	22	23	22	26	139	122	120	125	128	127	125	124	123	122	124	125	135	139	125	139		
9:00 PM	93%	113	102	102	102	102	102	102	102	102	102	102	102	113	113	93%	26	20	18	23	26	25	23	22	21	20	22	23	22	26	139	122	120	125	128	127	125	124	123	122	124	125	135	139	125	139		
10:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28%	8	6	6	7	8	8	7	7	6	6	7	7	7	8	8	6	6	7	8	8	7	7	6	6	7	7	8	8	9	8	9	
11:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9%	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3	3	3	
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

PERFORMANCE ARTS THEATER - NO MATINEE
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Performance Arts Theater - No Matinee																																													
Size Pkg Rate[2]	452.000 Seats 0.33 /Seat																																													
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand												Shared Parking Demand																	
	1.00																1.00																													
	1.00																1.00																													
Gross Spaces	123 Guest Spc.																26 Emp. Spc.												149 Total Spaces																	
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces		
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10%	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3
8:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10%	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3
9:00 AM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	20%	5	4	4	5	5	5	5	4	4	4	4	5	4	5	6	5	5	6	6	6	6	6	6	5	5	5	5	6	5	6
10:00 AM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	20%	5	4	4	5	5	5	5	4	4	4	4	5	4	5	6	5	5	6	6	6	6	6	6	5	5	5	5	6	5	6
11:00 AM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	20%	5	4	4	5	5	5	5	4	4	4	4	5	4	5	6	5	5	6	6	6	6	6	6	5	5	5	5	6	5	6
12:00 PM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	30%	8	6	6	7	8	8	7	7	6	6	7	7	7	8	9	7	7	8	9	9	9	8	8	7	7	8	8	8	9	
1:00 PM	17%	21	19	19	19	19	19	19	19	19	19	19	19	21	21	100%	26	20	18	23	26	25	23	22	21	20	22	23	22	26	47	39	37	42	45	44	42	41	40	39	41	42	43	47		
2:00 PM	67%	82	74	74	74	74	74	74	74	74	74	74	74	82	82	100%	26	20	18	23	26	25	23	22	21	20	22	23	22	26	108	94	92	97	100	99	97	96	95	94	96	97	104	108		
3:00 PM	67%	82	74	74	74	74	74	74	74	74	74	74	74	82	82	100%	26	20	18	23	26	25	23	22	21	20	22	23	22	26	108	94	92	97	100	99	97	96	95	94	96	97	104	108		
4:00 PM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	30%	8	6	6	7	8	8	7	7	6	6	7	7	7	8	9	7	7	8	9	9	8	8	7	7	8	8	8	9		
5:00 PM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	30%	8	6	6	7	8	8	7	7	6	6	7	7	7	8	9	7	7	8	9	9	8	8	7	7	8	8	8	9		
6:00 PM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	100%	26	20	18	23	26	25	23	22	21	20	22	23	22	26	27	21	19	24	27	26	24	23	22	21	23	24	23	27		
7:00 PM	25%	31	28	28	28	28	28	28	28	28	28	28	28	31	31	100%	26	20	18	23	26	25	23	22	21	20	22	23	22	26	57	48	46	51	54	53	51	50	49	48	50	51	53	57		
8:00 PM	100%	123	111	111	111	111	111	111	111	111	111	111	111	123	123	100%	26	20	18	23	26	25	23	22	21	20	22	23	22	26	149	131	129	134	137	136	134	133	132	131	133	134	145	149		
9:00 PM	100%	123	111	111	111	111	111	111	111	111	111	111	111	123	123	100%	26	20	18	23	26	25	23	22	21	20	22	23	22	26	149	131	129	134	137	136	134	133	132	131	133	134	145	149		
10:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30%	8	6	6	7	8	8	7	7	6	6	7	7	7	8	8	6	6	7	8	8	7	7	6	6	7	7	8	8		
11:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10%	3	2	2	3	3	3	3	3	2	2	3	3	3	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3		
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

FINE/CASUAL DINING
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Fine/Casual Dining																																																	
Size Pkg Rate[2]	2.362 KSF 10 /KSF																																																	
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand																	
	1.00																1.00																																	
	1.00																1.00																																	
Gross Spaces	21 Guest Spc.																3 Emp. Spc.																24 Total Spaces																	
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces						
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
8:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
9:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
10:00 AM	13%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	79%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5		
11:00 AM	35%	7	6	6	7	7	7	7	7	7	6	7	6	7	7	79%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	9	8	8	9	9	9	9	9	9	9	8	9	8	9	9	9			
12:00 PM	65%	14	12	12	14	13	14	13	13	13	12	13	12	14	13	79%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	16	14	14	16	15	16	15	15	15	15	14	15	14	16	15	15			
1:00 PM	65%	14	12	12	14	13	14	13	13	13	12	13	12	14	13	79%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	16	14	14	16	15	16	15	15	15	15	14	15	14	16	15	15				
2:00 PM	57%	12	11	10	12	11	12	11	12	12	11	11	11	12	11	79%	2	2	2	2	2	2	2	2	2	2	2	2	2	14	13	12	14	13	14	13	14	14	13	14	14	13	13	13	14	13	13			
3:00 PM	35%	7	6	6	7	7	7	7	7	7	6	7	6	7	7	65%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	9	8	8	9	9	9	9	9	9	9	8	9	8	9	9	9				
4:00 PM	44%	9	8	8	9	8	9	8	9	9	8	8	8	9	9	65%	2	2	2	2	2	2	2	2	2	2	2	2	2	11	10	10	11	10	11	10	11	11	10	10	10	11	11	11	11					
5:00 PM	65%	14	12	12	14	13	14	13	13	13	12	13	12	14	13	87%	3	3	3	3	3	3	3	3	3	3	3	3	3	17	15	15	17	16	17	16	16	16	15	16	15	17	16	16						
6:00 PM	83%	17	15	15	17	16	17	16	16	16	15	16	15	17	16	87%	3	3	3	3	3	3	3	3	3	3	3	3	3	20	18	18	20	19	20	19	19	19	19	18	19	18	20	19	19					
7:00 PM	87%	18	16	16	18	17	18	17	17	17	16	17	16	18	17	87%	3	3	3	3	3	3	3	3	3	3	3	3	3	21	19	19	21	20	21	20	20	20	19	20	19	21	20	20						
8:00 PM	87%	18	16	16	18	17	18	17	17	17	16	17	16	18	17	87%	3	3	3	3	3	3	3	3	3	3	3	3	3	21	19	19	21	20	21	20	20	20	19	20	19	21	20	20						
9:00 PM	87%	18	16	16	18	17	18	17	17	17	16	17	16	18	17	87%	3	3	3	3	3	3	3	3	3	3	3	3	3	21	19	19	21	20	21	20	20	20	19	20	19	21	20	20						
10:00 PM	83%	17	15	15	17	16	17	16	16	16	15	16	15	17	16	87%	3	3	3	3	3	3	3	3	3	3	3	3	3	20	18	18	20	19	20	19	19	19	18	19	18	20	19	19						
11:00 PM	65%	14	12	12	14	13	14	13	13	13	12	13	12	14	13	74%	2	2	2	2	2	2	2	2	2	2	2	2	2	16	14	14	16	15	16	15	15	15	14	15	14	16	15	15						
12:00 AM	22%	5	4	4	5	5	5	5	5	5	4	5	4	5	5	31%	1	1	1	1	1	1	1	1	1	1	1	1	6	5	5	6	6	6	6	6	6	5	6	5	6	6	6							

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

FINE/CASUAL DINING
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Fine/Casual Dining																																															
Size Pkg Rate[2]	2.362 KSF 10 /KSF																																															
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand															
	1.00																1.00																															
	1.00																1.00																															
Gross Spaces	21 Guest Spc.																3 Emp. Spc.																24 Total Spaces															
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces				
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
10:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
11:00 AM	15%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	75%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
12:00 PM	50%	11	10	10	11	10	11	10	11	11	10	10	10	11	10	75%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	13	12	12	13	12	13	12	13	12	13	13	12	12	13	12	13	12
1:00 PM	55%	12	11	10	12	11	12	11	12	12	11	11	11	12	11	75%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	14	13	12	14	13	14	13	14	13	14	13	14	13	13	13	14	13
2:00 PM	45%	9	8	8	9	8	9	8	9	9	8	8	8	9	9	75%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	11	10	10	11	10	11	10	11	10	11	10	11	10	10	10	11	11	
3:00 PM	45%	9	8	8	9	8	9	8	9	9	8	8	8	9	9	75%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	11	10	10	11	10	11	10	11	10	11	10	10	10	11	11	11		
4:00 PM	45%	9	8	8	9	8	9	8	9	9	8	8	8	9	9	75%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	11	10	10	11	10	11	10	11	10	11	10	10	10	11	11	11		
5:00 PM	60%	13	11	11	13	12	13	12	12	12	12	12	12	13	12	100%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	16	14	14	16	15	16	15	15	15	15	15	15	15	16	15	15		
6:00 PM	90%	19	17	17	19	18	19	18	18	18	17	18	17	19	18	100%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	22	20	20	22	21	22	21	22	21	22	21	21	20	21	20	22	21	21
7:00 PM	95%	20	18	17	20	19	20	19	19	19	18	19	18	20	19	100%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	23	21	20	23	22	23	22	23	22	22	22	21	22	21	23	22	22	
8:00 PM	100%	21	18	18	21	20	21	20	20	20	19	20	19	21	20	100%	3	3	3	3	3	3	3	3	3	3	3	3	3	24	21	21	24	23	24	23	24	23	23	23	22	23	22	24	23	23		
9:00 PM	90%	19	17	17	19	18	19	18	18	18	17	18	17	19	18	100%	3	3	3	3	3	3	3	3	3	3	3	3	3	22	20	20	22	21	22	21	22	21	22	21	21	21	20	21	20	22	21	21
10:00 PM	90%	19	17	17	19	18	19	18	18	18	17	18	17	19	18	100%	3	3	3	3	3	3	3	3	3	3	3	3	3	22	20	20	22	21	22	21	22	21	22	21	21	21	20	21	20	22	21	21
11:00 PM	90%	19	17	17	19	18	19	18	18	18	17	18	17	19	18	85%	3	3	3	3	3	3	3	3	3	3	3	3	3	22	20	20	22	21	22	21	22	21	22	21	21	21	20	21	20	22	21	21
12:00 AM	50%	11	10	10	11	10	11	10	11	11	10	10	10	11	10	50%	2	2	2	2	2	2	2	2	2	2	2	2	2	13	12	12	13	12	13	12	13	12	13	12	12	12	13	12	12	13	12	

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[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

HEALTH CLUB
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Health Club																																													
Size Pkg Rate[2]	3.100 KSF 3.33 /KSF																																													
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand													
	1.00																1.00																													
	0.50																1.00																													
Gross Spaces	9 Guest Spc.																1 Emp. Spc.																10 Total Spaces													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces		
6:00 AM	70%	3	3	3	3	2	2	2	2	2	2	3	3	3	3	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	4	4	4	4	3	3	3	3	3	3	3	4	4	4	4	3
7:00 AM	40%	2	2	2	2	1	1	1	1	1	2	2	2	2	2	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	3	3	3	3	2	2	2	2	2	2	3	3	3	3	3	2
8:00 AM	40%	2	2	2	2	1	1	1	1	1	2	2	2	2	2	75%	1	1	1	1	1	1	1	1	1	1	1	1	0	3	3	3	3	2	2	2	2	2	2	3	3	3	3	3	3	2
9:00 AM	70%	3	3	3	3	2	2	2	2	2	2	3	3	3	3	75%	1	1	1	1	1	1	1	1	1	1	1	1	0	4	4	4	4	3	3	3	3	3	3	3	3	4	4	4	4	3
10:00 AM	70%	3	3	3	3	2	2	2	2	2	2	3	3	3	3	75%	1	1	1	1	1	1	1	1	1	1	1	1	0	4	4	4	4	3	3	3	3	3	3	3	3	4	4	4	4	3
11:00 AM	80%	4	4	3	3	2	2	2	2	2	3	3	3	4	3	75%	1	1	1	1	1	1	1	1	1	1	1	1	0	5	5	4	4	3	3	3	3	3	3	3	4	4	4	5	3	
12:00 PM	60%	3	3	2	2	2	2	2	2	2	2	3	3	3	2	75%	1	1	1	1	1	1	1	1	1	1	1	1	0	4	4	3	3	3	3	3	3	3	3	3	3	4	4	2		
1:00 PM	70%	3	3	3	3	2	2	2	2	2	2	3	3	3	3	75%	1	1	1	1	1	1	1	1	1	1	1	1	0	4	4	4	4	3	3	3	3	3	3	3	3	4	4	4	3	
2:00 PM	70%	3	3	3	3	2	2	2	2	2	2	3	3	3	3	75%	1	1	1	1	1	1	1	1	1	1	1	1	0	4	4	4	4	3	3	3	3	3	3	3	3	4	4	4	3	
3:00 PM	70%	3	3	3	3	2	2	2	2	2	2	3	3	3	3	75%	1	1	1	1	1	1	1	1	1	1	1	1	0	4	4	4	4	3	3	3	3	3	3	3	3	4	4	4	3	
4:00 PM	80%	4	4	3	3	2	2	2	2	2	3	3	3	4	3	75%	1	1	1	1	1	1	1	1	1	1	1	1	0	5	5	4	4	3	3	3	3	3	3	4	4	4	5	3		
5:00 PM	90%	4	4	4	3	3	3	3	3	3	3	3	3	4	4	100%	1	1	1	1	1	1	1	1	1	1	1	1	0	5	5	5	4	4	4	4	4	4	4	4	5	4				
6:00 PM	100%	5	5	4	4	3	3	3	3	3	4	4	4	5	4	100%	1	1	1	1	1	1	1	1	1	1	1	1	0	6	6	5	5	4	4	4	4	4	4	5	5	6	4			
7:00 PM	90%	4	4	4	3	3	3	3	3	3	3	3	3	4	4	75%	1	1	1	1	1	1	1	1	1	1	1	1	0	5	5	5	4	4	4	4	4	4	4	4	4	5	4			
8:00 PM	80%	4	4	3	3	2	2	2	2	2	3	3	3	4	3	50%	1	1	1	1	1	1	1	1	1	1	1	1	0	5	5	4	4	3	3	3	3	3	4	4	4	5	3			
9:00 PM	70%	3	3	3	3	2	2	2	2	2	2	3	3	3	3	20%	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	2	2	2	2	2	2	3	3	3	3				
10:00 PM	35%	2	2	1	1	1	1	1	1	1	1	1	1	2	1	20%	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	1	1	1	1	2	1						
11:00 PM	10%	1	1	0	0	0	0	0	0	0	0	0	0	1	0	20%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0				
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

HEALTH CLUB
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Health Club																																															
Size Pkg Rate[2]	3.100 KSF 3.33 /KSF																																															
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand															
	1.00 0.50																1.00 1.00																															
	10 Guest Spc.																0 Emp. Spc.																10 Total Spaces															
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces				
6:00 AM	66%	4	4	3	3	2	2	2	2	2	3	3	3	4	3	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	3	3	2	2	2	2	2	2	3	3	3	4	3		
7:00 AM	37%	2	2	2	2	1	1	1	1	1	2	2	2	2	2	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	1	1	1	1	1	1	2	2	2	2	2	2		
8:00 AM	29%	2	2	1	1	1	1	1	1	1	1	1	1	2	1	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	1	1	1	1	1	1	1	2	1				
9:00 AM	41%	2	2	2	2	1	1	1	1	1	2	2	2	2	2	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	1	1	1	1	1	1	2	2	2	2	2	2			
10:00 AM	29%	2	2	1	1	1	1	1	1	1	1	1	1	2	1	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	1	1	1	1	1	1	1	2	1				
11:00 AM	41%	2	2	2	2	1	1	1	1	1	2	2	2	2	2	41%	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	1	1	1	1	1	1	1	2	2	2	2	2	2			
12:00 PM	41%	2	2	2	2	1	1	1	1	1	2	2	2	2	2	41%	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	1	1	1	1	1	1	1	2	2	2	2	2	2			
1:00 PM	25%	2	2	1	1	1	1	1	1	1	1	1	1	2	1	41%	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	1	1	1	1	1	1	1	2	1					
2:00 PM	21%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	41%	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
3:00 PM	25%	2	2	1	1	1	1	1	1	1	1	1	1	2	1	41%	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	1	1	1	1	1	1	1	2	1					
4:00 PM	45%	3	3	2	2	2	2	2	2	2	2	2	2	3	2	62%	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	2	2	2	2	2	2	2	2	3	2							
5:00 PM	82%	4	4	4	3	3	3	3	3	3	3	3	3	4	4	82%	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	3	3	3	3	3	3	3	3	3	4	4						
6:00 PM	78%	4	4	4	3	3	3	3	3	3	3	3	3	4	4	82%	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	3	3	3	3	3	3	3	3	3	4	4						
7:00 PM	49%	3	3	2	2	2	2	2	2	2	2	2	2	3	2	62%	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	2	2	2	2	2	2	2	2	2	3	2						
8:00 PM	25%	2	2	1	1	1	1	1	1	1	1	1	1	2	1	41%	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	1	1	1	1	1	1	2	1						
9:00 PM	8%	1	1	0	0	0	0	0	0	0	0	0	0	1	0	16%	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0							
10:00 PM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:00 PM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

RESIDENTIAL (1 Bedroom)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Residential (1 Bedroom)																																																	
Size Pkg Rate[2]	50 DU 1 /DU																																																	
	Guest Parking Demand																Reserved Parking Demand		Resident Parking Demand																Shared Parking Demand															
Mode Adjust Non-Captive Ratio	1.00 1.00																1.00 1.00		1.00 1.00																															
Gross Spaces	19 Guest Spc.																50 Reserv Spc.		5 Resid. Spc.																74 Total Spaces															
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	# Of Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces				
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100%	50	90%	5	5	5	5	5	5	5	5	5	5	5	5	5	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55		
7:00 AM	10%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	100%	50	76%	4	4	4	4	4	4	4	4	4	4	4	4	4	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	
8:00 AM	19%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	64%	3	3	3	3	3	3	3	3	3	3	3	3	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57
9:00 AM	19%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	52%	3	3	3	3	3	3	3	3	3	3	3	3	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57
10:00 AM	19%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	48%	2	2	2	2	2	2	2	2	2	2	2	2	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
11:00 AM	19%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	43%	2	2	2	2	2	2	2	2	2	2	2	2	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
12:00 PM	19%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	38%	2	2	2	2	2	2	2	2	2	2	2	2	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
1:00 PM	19%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	38%	2	2	2	2	2	2	2	2	2	2	2	2	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
2:00 PM	19%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	38%	2	2	2	2	2	2	2	2	2	2	2	2	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
3:00 PM	19%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	38%	2	2	2	2	2	2	2	2	2	2	2	2	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
4:00 PM	19%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	43%	2	2	2	2	2	2	2	2	2	2	2	2	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
5:00 PM	38%	7	7	7	7	7	7	7	7	7	7	7	7	7	7	100%	50	48%	2	2	2	2	2	2	2	2	2	2	2	2	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	
6:00 PM	57%	11	11	11	11	11	11	11	10	10	11	11	11	11	11	100%	50	57%	3	3	3	3	3	3	3	3	3	3	3	3	64	64	64	64	64	64	64	63	63	64	64	64	64	64	64	64	64	64		
7:00 PM	95%	18	18	18	18	18	18	18	17	17	18	18	18	18	18	100%	50	67%	3	3	3	3	3	3	3	3	3	3	3	71	71	71	71	71	71	71	70	70	71	71	71	71	71	71	71	71	71	71	71	
8:00 PM	95%	18	18	18	18	18	18	18	17	17	18	18	18	18	18	100%	50	76%	4	4	4	4	4	4	4	4	4	4	4	72	72	72	72	72	72	72	71	71	71	71	72	72	72	72	72	72	72	72	72	
9:00 PM	95%	18	18	18	18	18	18	18	17	17	18	18	18	18	18	100%	50	81%	4	4	4	4	4	4	4	4	4	4	4	72	72	72	72	72	72	72	71	71	71	71	72	72	72	72	72	72	72	72	72	
10:00 PM	95%	18	18	18	18	18	18	18	17	17	18	18	18	18	18	100%	50	90%	5	5	5	5	5	5	5	5	5	5	5	5	73	73	73	73	73	73	73	72	72	73	73	73	73	73	73	73	73	73		
11:00 PM	76%	14	14	14	14	14	14	14	13	13	14	14	14	14	14	100%	50	92%	5	5	5	5	5	5	5	5	5	5	5	69	69	69	69	69	69	69	68	68	69	69	69	69	69	69	69	69	69	69		
12:00 AM	48%	9	9	9	9	9	9	9	9	9	9	9	9	9	9	100%	50	95%	5	5	5	5	5	5	5	5	5	5	5	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64		

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.
- [2] Parking rates for all land uses based on City code.
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

RESIDENTIAL (1 Bedroom)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Residential (1 Bedroom)																																																			
Size Pkg Rate[2]	50 DU 1 /DU																																																			
	Guest Parking Demand																Reserved Parking Demand		Resident Parking Demand																Shared Parking Demand																	
Mode Adjust Non-Captive Ratio	1.00 1.00																1.00 1.00		1.00 1.00																																	
Gross Spaces	19 Guest Spc.																50 Reserv Spc.		5 Resid. Spc.																74 Total Spaces																	
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	# Of Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces						
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100%	50	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55				
7:00 AM	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	95%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59				
8:00 AM	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	88%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58		
9:00 AM	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	80%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58		
10:00 AM	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	75%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58		
11:00 AM	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	70%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58		
12:00 PM	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	68%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	
1:00 PM	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	65%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	
2:00 PM	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	65%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57
3:00 PM	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	68%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57
4:00 PM	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	50	71%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	
5:00 PM	40%	8	8	8	8	8	8	8	8	8	8	8	8	8	8	100%	50	74%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	
6:00 PM	60%	11	11	11	11	11	11	11	11	10	10	11	11	11	11	100%	50	77%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	65	65	65	65	65	65	65	65	65	65	64	64	65	65	65	65	65	65	65	
7:00 PM	100%	19	19	19	19	19	19	19	19	18	18	19	19	19	19	100%	50	80%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	73	73	73	73	73	73	73	73	73	73	73	72	72	73	73	73	73	73	73	73
8:00 PM	100%	19	19	19	19	19	19	19	19	18	18	19	19	19	19	100%	50	83%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	73	73	73	73	73	73	73	73	73	73	73	72	72	73	73	73	73	73	73	73
9:00 PM	100%	19	19	19	19	19	19	19	19	18	18	19	19	19	19	100%	50	86%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	73	73	73	73	73	73	73	73	73	73	73	72	72	73	73	73	73	73	73	73
10:00 PM	100%	19	19	19	19	19	19	19	19	18	18	19	19	19	19	100%	50	89%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	73	73	73	73	73	73	73	73	73	73	72	72	73	73	73	73	73	73	73	
11:00 PM	80%	15	15	15	15	15	15	15	15	14	14	15	15	15	15	100%	50	92%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70	70	70	70	70	70	70	70	70	70	69	69	70	70	70	70	70	70	70	
12:00 AM	50%	10	10	10	10	10	10	10	10	10	10	10	10	10	10	100%	50	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.
- [2] Parking rates for all land uses based on City code.
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

RESIDENTIAL (2 Bedroom)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Residential (2 Bedroom)																																																				
Size Pkg Rate[2]	45 DU 1 /DU																																																				
	Guest Parking Demand																Reserved Parking Demand		Resident Parking Demand																Shared Parking Demand																		
Mode Adjust Non-Captive Ratio	1.00 1.00																1.00 1.00		1.00 1.00																																		
Gross Spaces	17 Guest Spc.																45 Reserv Spc.		5 Resid. Spc.																67 Total Spaces																		
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	# Of Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces							
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100%	45	92%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50				
7:00 AM	10%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	100%	45	78%	4	4	4	4	4	4	4	4	4	4	4	4	4	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51			
8:00 AM	19%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	65%	3	3	3	3	3	3	3	3	3	3	3	3	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	
9:00 AM	19%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	53%	3	3	3	3	3	3	3	3	3	3	3	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	
10:00 AM	19%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	49%	2	2	2	2	2	2	2	2	2	2	2	2	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50		
11:00 AM	19%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	44%	2	2	2	2	2	2	2	2	2	2	2	2	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50		
12:00 PM	19%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	39%	2	2	2	2	2	2	2	2	2	2	2	2	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
1:00 PM	19%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	39%	2	2	2	2	2	2	2	2	2	2	2	2	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
2:00 PM	19%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	39%	2	2	2	2	2	2	2	2	2	2	2	2	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
3:00 PM	19%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	39%	2	2	2	2	2	2	2	2	2	2	2	2	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
4:00 PM	19%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	44%	2	2	2	2	2	2	2	2	2	2	2	2	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
5:00 PM	39%	7	7	7	7	7	7	7	7	7	7	7	7	7	7	100%	45	49%	2	2	2	2	2	2	2	2	2	2	2	2	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	
6:00 PM	58%	10	10	10	10	10	10	10	10	10	10	10	10	10	10	100%	45	58%	3	3	3	3	3	3	3	3	3	3	3	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58
7:00 PM	97%	16	16	16	16	16	16	16	16	15	15	16	16	16	16	100%	45	68%	3	3	3	3	3	3	3	3	3	3	3	64	64	64	64	64	64	64	64	64	64	64	63	63	64	64	64	64	64	64	64	64	64	64	
8:00 PM	97%	16	16	16	16	16	16	16	16	15	15	16	16	16	16	100%	45	78%	4	4	4	4	4	4	4	4	4	4	4	65	65	65	65	65	65	65	65	65	65	65	65	64	64	65	65	65	65	65	65	65	65	65	
9:00 PM	97%	16	16	16	16	16	16	16	16	15	15	16	16	16	16	100%	45	83%	4	4	4	4	4	4	4	4	4	4	4	65	65	65	65	65	65	65	65	65	65	65	65	65	64	64	65	65	65	65	65	65	65	65	
10:00 PM	97%	16	16	16	16	16	16	16	16	15	15	16	16	16	16	100%	45	92%	5	5	5	5	5	5	5	5	5	5	5	66	66	66	66	66	66	66	66	66	66	66	66	65	65	66	66	66	66	66	66	66	66		
11:00 PM	78%	13	13	13	13	13	13	13	13	12	12	13	13	13	13	100%	45	94%	5	5	5	5	5	5	5	5	5	5	5	63	63	63	63	63	63	63	63	63	63	63	62	62	63	63	63	63	63	63	63	63	63	63	
12:00 AM	49%	8	8	8	8	8	8	8	8	8	8	8	8	8	8	100%	45	97%	5	5	5	5	5	5	5	5	5	5	5	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix L

RESIDENTIAL (2 Bedroom)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Residential (2 Bedroom)																																																	
Size Pkg Rate[2]	45 DU 1 /DU																																																	
	Guest Parking Demand																Reserved Parking Demand		Resident Parking Demand																Shared Parking Demand															
Mode Adjust Non-Captive Ratio	1.00 1.00																1.00 1.00		1.00 1.00																															
Gross Spaces	17 Guest Spc.																45 Reserv Spc.		5 Resid. Spc.																67 Total Spaces															
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	# Of Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces				
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100%	45	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50		
7:00 AM	20%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	95%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53		
8:00 AM	20%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	88%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
9:00 AM	20%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	80%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
10:00 AM	20%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	75%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
11:00 AM	20%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	70%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52		
12:00 PM	20%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	68%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	
1:00 PM	20%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	65%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	
2:00 PM	20%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	65%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	
3:00 PM	20%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	68%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	
4:00 PM	20%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	100%	45	71%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52		
5:00 PM	40%	7	7	7	7	7	7	7	7	7	7	7	7	7	7	100%	45	74%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56		
6:00 PM	60%	10	10	10	10	10	10	10	10	10	10	10	10	10	10	100%	45	77%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	
7:00 PM	100%	17	17	17	17	17	17	17	17	16	16	17	17	17	17	100%	45	80%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	66	66	66	66	66	66	66	66	65	65	66	66	66	66	66	66	66	
8:00 PM	100%	17	17	17	17	17	17	17	17	16	16	17	17	17	17	100%	45	83%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	66	66	66	66	66	66	66	66	65	65	66	66	66	66	66	66	66	
9:00 PM	100%	17	17	17	17	17	17	17	17	16	16	17	17	17	17	100%	45	86%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	66	66	66	66	66	66	66	66	65	65	66	66	66	66	66	66	66	
10:00 PM	100%	17	17	17	17	17	17	17	17	16	16	17	17	17	17	100%	45	89%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	66	66	66	66	66	66	66	66	65	65	66	66	66	66	66	66	66	
11:00 PM	80%	14	14	14	14	14	14	14	14	13	13	14	14	14	14	100%	45	92%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	64	64	64	64	64	64	64	64	63	63	64	64	64	64	64	64		
12:00 AM	50%	9	9	9	9	9	9	9	9	9	9	9	9	9	9	100%	45	100%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.
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- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.