Appendix F
Transportation Analysis



City of Laguna Niguel
General Plan Update
Vehicle Miles Traveled (VMT) Analysis Report

January 7, 2025

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LAGUNA NIGUEL GENERAL PLAN UPDATE
VEHICLE MILES TRAVELED (VMT) ANALYSIS REPORT

LAGUNA NIGUEL, ORANGE COUNTY, CALIFORNIA

JANUARY 7, 2025





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1.0 INTRODUCTION

The City of Laguna Niguel is undertaking a General Plan Update that will establish updated land uses and intensities within the City. The purpose of this Vehicle Miles Traveled (VMT) Analysis Report for the proposed Laguna Niguel General Plan Update project (hereinafter referred to as Proposed General Plan Buildout) is to support the land use decision-making process by evaluating traffic opportunities and constraints.

This report documents the City of Laguna Niguel-specific updates to the Orange County Transportation Analysis Model (OCTAM), findings and recommendations of a traffic analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts the Proposed General Plan Buildout may have, which consists of the changes and reallocation of land use to certain opportunity areas within the City of Laguna Niguel.

The following sections of this report summarize the Project model updates and present the project description, City of Laguna Niguel's VMT analysis methodology, thresholds, and mitigation measures. It should be noted that the approach and methodology for VMT analysis outlined in this report are generally consistent with the *City of Laguna Niguel Transportation Assessment Guidelines (dated November 2020)*, which provides additional detail on the language and analysis procedures described in this report. Further additional information has been added as requested by City staff.

The work program for this VMT analysis was developed in conjunction with the City of Laguna Niguel staff.

2.0 PROJECT DESCRIPTION

The City of Laguna Niguel is located in the southern portion of Orange County in Southern California and has a total area of 14.9 square-miles. Neighboring cities are Aliso Viejo and Laguna Hills to the north, Mission Viejo and San Juan Capistrano to the east, Laguna Beach to the west and Dana Point to the south. On the west, it borders the significant unincorporated acreage of Aliso and Wood Canyons Wilderness Park.

As of the 2020 census, the population of Laguna Niguel is approximately 65,000. The City of Laguna Niguel serves as a bedroom community for the job centers of northern and central Orange County. It is known for its mild coastal climate, low crime rate and its numerous parks and public trails.

2.1 CURRENT GENERAL PLAN BUILDOUT



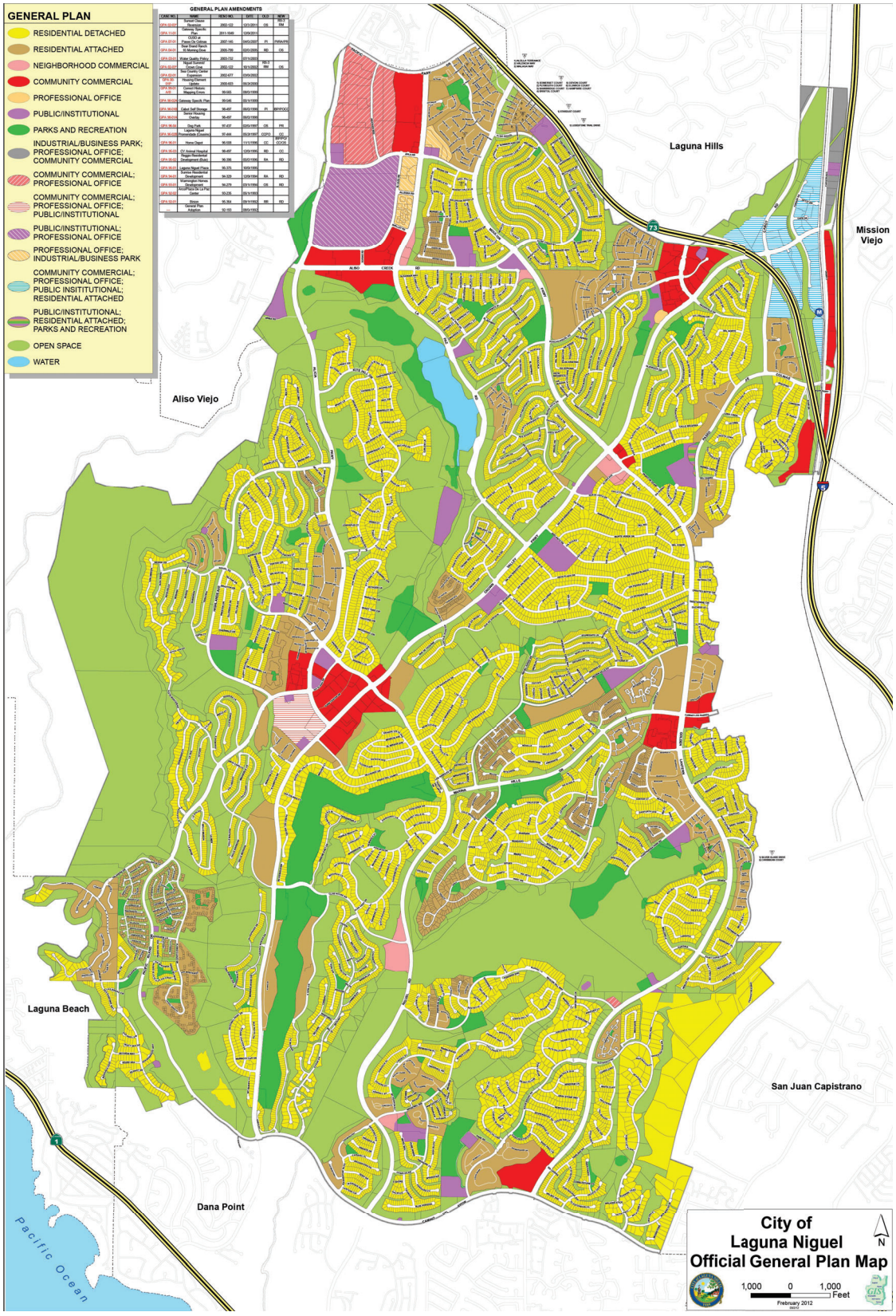
The Current General Plan was previously prepared in 1992, with subsequent minor revisions as needed. *General Plan for the City of Laguna Niguel Chapter 2 – Land Use Element* establishes goals, policies and actions that give direction to land use development in Laguna Niguel.

The land use pattern within the City is mainly the result of several Master Planned Communities and Specific Plans that were approved by the County of Orange, prior to the City's incorporation. Laguna Niguel is predominantly a bedroom community with residential uses accounting for the majority of the land area. Most of the residential uses are concentrated in well-defined areas linked together by parks, greenbelts and curvilinear landscaped streets.

Over one-third of the City is devoted to open space. A combination of regional parks, community parks, neighborhood parks, private recreation facilities, open space corridors, greenbelts and landscaped slope banks are provided throughout the City.

Retail, office and public/institutional land uses currently comprise the least amount of the total land area of the City. Most of the retail land uses are situated within neighborhoods and community shopping centers. ***Figure 2-1*** presents the City of Laguna Niguel Current General Plan Land Use map.

For planning purposes, the City has been separated into fourteen (14) Community Profile Areas in the Laguna Niguel General Plan based on common orientations or similar characteristics. *General Plan for the City of Laguna Niguel Chapter 2 – Land Use Element* provides each of the profile areas with a setting description and summaries of existing and projected development. ***Figure 2-2*** presents a map of the fourteen (14) Community Profile Areas and their respective subareas within the City.



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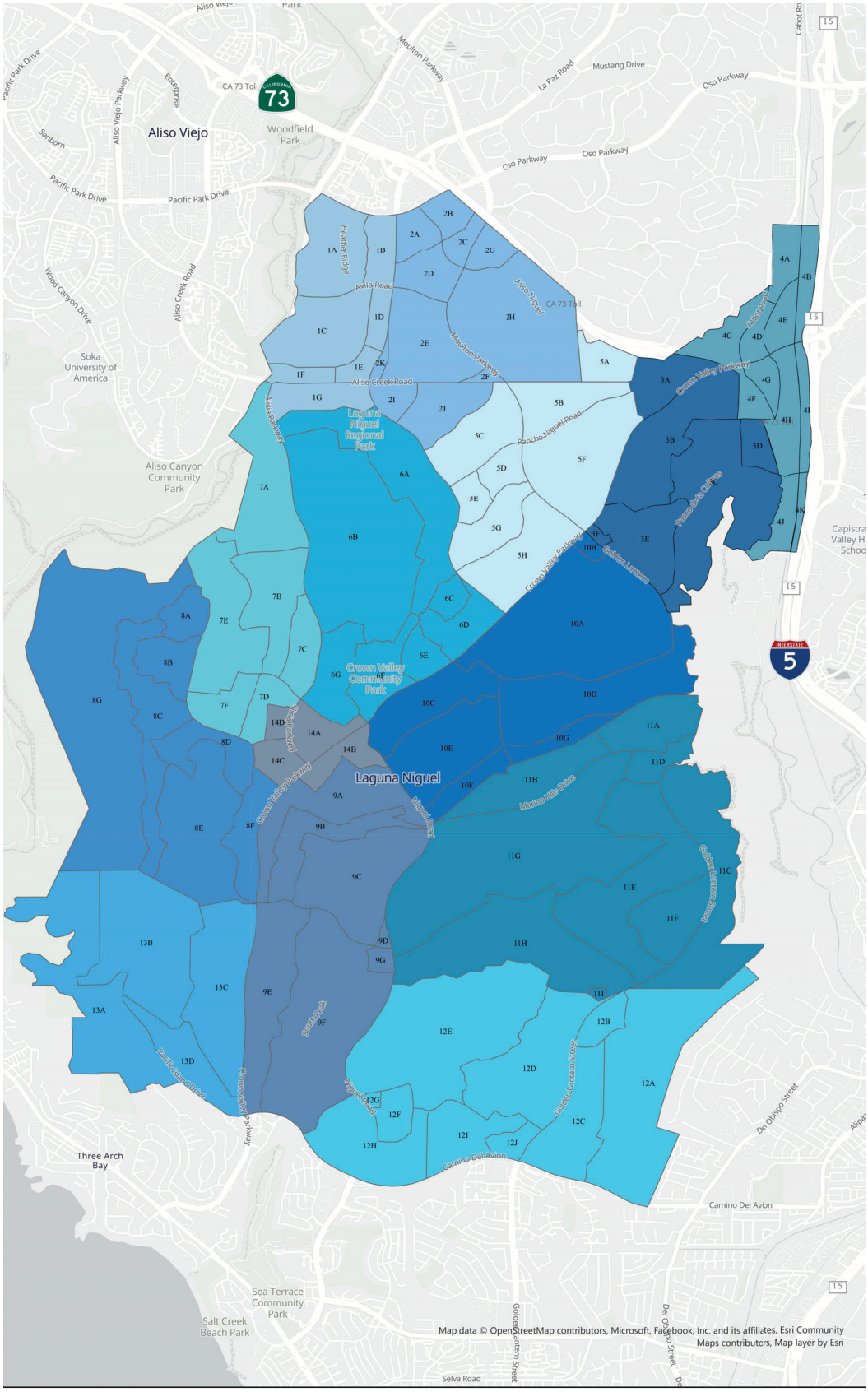
SOURCE: CITY OF LAGUNA NIGUEL

LLG

FIGURE 2-1

CITY OF LAGUNA NIGUEL
CURRENT GENERAL PLAN LAND USE MAP
CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



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KEY
— = COMMUNITY PROFILE AREA

NO SCALE

FIGURE 2-2

CITY OF LAGUNA NIGUEL COMMUNITY PROFILE AREAS MAP

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL

2.1.1 EXISTING AND CURRENT GENERAL PLAN BUILDOUT LAND USE SUMMARY TABLES

Through a review of the *General Plan for the City of Laguna Niguel Chapter 2 – Land Use Element (dated August 1992, with subsequent revisions)* as well as discussions with City staff, General Plan land use summary tables organized by Community Profile Area and Orange County Transportation Analysis Model (OCTAM) Traffic Analysis Zone (TAZ) have been prepared and approved for use by City staff.

Tables 2-1 and ***2-2*** present the Existing land use summary table and the Current General Plan Buildout land use summary table, respectively. The Current General Plan Buildout includes General Plan Amendments approved since adoption of the original General Plan.

Table 2-3 presents the remaining development potential between the Existing and Current General Plan Buildout land use tables. The Current General Plan Buildout allows the net land use changes which have not yet been approved or constructed:

- +2,156 Residential Dwelling Units
    - +183 Single Family Dwelling Units
    - +1,973 Multifamily Dwelling Units
- +3,341,319 SF Commercial
    - +309,631 SF Restaurant
    - +1,890,441 SF Retail
    - +1,141,247 SF Medical Office/Office
- +108 Managed Care Beds
- -28,100 SF Public/Institutional
- +467 Hotel Rooms
- +2,145 K-12 School Students
- +1.28 Acres Park

TABLE 2-1

EXISTING LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
1	A. S&S Commercial	1624	0	0	0	25,450	709,949	0	735,399	0	0	0	0	0	0	0.00
	B. Plaza De La Paz Center	1624	0	0	0	30,798	274,422	0	305,220	0	0	0	0	0	0	0.00
	C. Chet Holifield Building[1]	1624	0	0	0	0	0	200,000	200,000	0	0	0	0	0	0	4.70
	D. Birtcher North	1624	0	0	0	0	0	491,570	491,570	0	0	0	0	0	0	0.00
	E. Birtcher South	1624	0	0	0	10,731	135,870	0	146,601	0	0	0	0	0	0	0.00
	F. Design Center	1624	0	0	0	2,844	204,739	0	207,583	0	0	0	0	0	0	0.00
	G. Aliso Creek Center	1634	0	0	0	13,213	108,323	0	121,536	0	0	0	0	0	0	4.30
		Total	**0**	**0**	**0**	**83,036**	**1,433,303**	**691,570**	**2,207,909**	**0**	**0**	**0**	**0**	**0**	**0**	**9.00**
2	A. Casa La Paz	1625	0	392	392	0	0	0	0	0	0	0	0	0	0	6.15
	B. Laguna Gardens	1625	0	372	372	0	0	0	0	0	0	0	0	0	0	0.14
	C. Aliso Niguel Terrance II	1626	0	243	243	0	0	0	0	0	0	0	0	0	0	0.26
	D. Village Niguel Gardens	1625	0	311	311	10,289	12,217	0	22,506	0	0	1,440	0	10,111	0	0.40
	E. Village Niguel Heights	1625	327	185	512	0	0	0	0	0	0	21,000	0	0	403	5.20
	F. Sea Country Senior and Community Center	1630	0	0	0	0	0	0	0	0	0	21,060	0	0	0	0.00
	G. S&S Residential Attached	1626	0	113	113	0	0	0	0	0	0	0	0	0	0	0.32
	H. S&S Residential Detached	1626	939	0	939	0	0	0	0	0	0	0	0	0	0	0.57
	I. Lake Chateau	1630	110	0	110	0	0	0	0	0	0	0	0	0	0	0.18
	J. Lake Park	1630	303	0	303	0	0	0	0	0	0	0	0	0	0	5.40
	K. La Paz Road East Commercial	1625	0	0	0	3,606	31,379	0	34,985	0	0	0	0	0	0	0.00
		Total	**1,679**	**1,616**	**3,295**	**13,895**	**43,596**	**0**	**57,491**	**0**	**0**	**43,500**	**0**	**10,111**	**403**	**18.62**
3	A. Rancho Niguel Center	1628	0	0	0	65,384	287,262	0	352,646	0	0	0	0	0	721	0.00
		1636	0	0	0	20,141	75,855	0	95,996	0	0	0	0	0	0	0.00
	B. Rolling Hills	1633	320	0	320	0	0	0	0	0	0	0	0	0	0	5.20
	C. Colinas de Capistrano	1643	468	192	660	0	0	0	0	0	0	0	0	0	0	0.54
	D. Villa Mira	1633	0	264	264	0	0	0	0	0	0	0	0	0	0	1.16
	E. Aloma Avenue	1633	174	0	174	0	0	0	0	0	0	0	0	0	0	9.00
	F. Aloma Avenue Commercial	1633	0	0	0	4,225	20,242	0	24,467	0	0	0	0	0	0	0.00
		Total	**962**	**456**	**1,418**	**89,750**	**383,359**	**0**	**473,109**	**0**	**0**	**0**	**0**	**0**	**721**	**15.90**

[1] Although the Chet Holifield Building in CPA 1C is currently 1,053,233 SF, this has been adjusted to reflect the actual number of employees in the currently underutilized building.

TABLE 2-1 (CONTINUED)

EXISTING LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
4	A. Galvin Basin	1629	0	0	0	0	0	76,480	76,480	0	0	0	0	0	0	0.00
	B. Camino Capistrano Business Park	1629	0	0	0	0	0	215,028	215,028	0	0	0	0	0	0	0.00
	C. Hillside Office-Residential (Cabot Road Northwest)	1629	0	0	0	0	0	0	0	0	0	0	0	0	0	1.20
	D. Cabot Office-Residential	1629	0	709	709	0	0	0	0	0	0	0	0	0	0	0.00
	E. Mixed-Use Village	1629	0	648	648	16,519	93,609	0	110,128	0	111	0	0	0	0	0.00
	F. Cabot South	1633	0	142	142	0	0	173,900	173,900	0	0	0	0	0	0	0.00
	G. Crown Valley Retail Commercial – Residential	1629	0	0	0	28,899	163,761	0	192,660	0	0	0	0	0	0	0.00
	H. Transit Oriented Mixed-Use Corridor	1629	0	0	0	14,348	81,306	0	95,654	0	0	0	0	0	0	0.00
	I. Camino Capistrano Commercial Service	1629	0	0	0	13,013	73,742	24,430	111,185	0	0	0	0	0	0	0.00
	J. Star Drive	1643	0	0	0	18,897	107,080	0	125,977	0	0	0	0	0	0	0.00
	K. South Camino Capistrano	1643	0	0	0	1,502	8,509	0	10,011	0	0	0	33	0	0	0.00
		Total	**0**	**1,499**	**1,499**	**93,178**	**528,007**	**489,838**	**1,111,023**	**0**	**111**	**0**	**33**	**0**	**0**	**1.20**
5	A. Del Prado	1628	0	423	423	0	0	0	0	0	0	0	0	0	0	0.77
	B. Rancho Niguel North	1628	0	1,090	1,090	0	0	0	0	0	0	0	0	0	0	0.85
	C. Rancho Niguel	1635	233	0	233	2,435	14,647	0	17,082	0	0	0	0	27,662	0	8.50
	D. Tampico	1641	151	92	243	0	0	0	0	0	0	0	0	0	0	0.00
	E. Costa Brava	1641	0	176	176	0	0	0	0	0	0	0	0	0	0	0.28
	F. Rancho Niguel South	1636	488	0	488	0	0	12,100	12,100	0	0	0	0	0	506	3.80
	G. Nueva Vista North	1641	210	0	210	0	0	0	0	0	0	0	0	0	0	0.00
	H. Crown Royale/Windrose	1641	280	29	309	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,362**	**1,810**	**3,172**	**2,435**	**14,647**	**12,100**	**29,182**	**0**	**0**	**0**	**0**	**27,662**	**506**	**14.20**
6	A. Laguna Niguel Regional Park	1634	0	0	0	0	0	0	0	0	0	0	0	0	0	105.00
	B. Kite Hill	1634	629	0	629	0	0	0	0	0	0	0	0	0	0	9.80
	C. Kings Road	1646	94	0	94	0	0	0	0	0	0	0	0	0	0	0.10
	D. Fieldstone	1646	200	0	200	0	0	0	0	0	0	0	0	0	0	0.00
	E. Park Niguel	1646	0	68	68	0	0	0	0	0	0	0	0	0	0	0.10
	F. Crown Valley Community Park	1648	0	0	0	0	0	0	0	0	0	78,460	0	0	0	38.40
	G. Ivy Glen Lane	1648	201	0	201	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,124**	**68**	**1,192**	**0**	**0**	**0**	**0**	**0**	**0**	**78,460**	**0**	**0**	**0**	**153.40**

TABLE 2-1 (CONTINUED)

EXISTING LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
7	A. Highlands North	1640	185	0	185	0	0	0	0	0	0	0	0	0	0	0.00
		1487	0	0	0	0	0	0	0	0	0	0	0	27,600	0	0.90
	B. Laguna Crest/Knoll	1640	317	48	365	0	0	0	0	0	0	0	0	0	0	2.40
	C. Niguel Vista/Foothill	1640	0	358	358	0	0	0	0	0	0	0	0	0	0	0.60
	D. Pointe Niguel/Hampton Village	1640	0	416	416	0	0	0	0	0	0	0	0	0	0	1.06
	E. Crown Valley Highlands	1640	297	170	467	0	0	0	0	0	0	0	0	24,388	0	4.30
	F. Niguel Woods	1640	126	0	126	0	0	0	0	0	0	0	0	0	550	6.40
		Total	**925**	**992**	**1,917**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51,988**	**550**	**15.66**
8	A. Jamaica/Capri	1639	0	255	255	0	0	0	0	0	0	0	0	0	0	1.10
	B. Niguel Road West	1639	138	0	138	0	0	0	0	0	0	0	0	0	0	0.00
	C. Pamillia/Coronado Point	1639	149	0	149	0	0	0	0	0	0	0	0	0	0	0.00
	D. Niguel Summit II	1639	11	165	176	0	0	0	0	0	0	0	0	0	0	0.00
	E. Niguel Summit	1654	427	0	427	0	0	0	0	0	0	0	0	0	0	0.24
	F. Crown Cove/Country Club Villas/El Niguel Terrace	1654	40	348	388	0	0	0	0	0	0	0	0	0	0	0.11
	G. Aliso and Wood Canyons Regional Park	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**765**	**768**	**1,533**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1.45**
9	A. Paseo Del Campo	1657	263	130	393	0	0	0	0	0	0	0	0	0	0	3.41
	B. Greens East	1657	30	0	30	0	0	0	0	0	0	0	0	0	0	72.80
	C. El Niguel Heights	1657	251	0	251	0	0	0	0	0	0	0	0	0	0	2.30
	D. Club House Corner	1657	0	0	0	3,334	14,810	0	18,144	0	0	0	0	0	0	0.00
	E. Club House South	1653	66	319	385	0	0	0	0	0	0	0	0	0	0	78.87
	F. Crest de Ville/South Peak	1653	311	0	311	0	0	0	0	0	0	0	0	0	0	1.10
	G. Club House Plaza	1653	0	0	0	7,606	43,981	0	51,587	0	0	0	0	0	0	0.00
		Total	**921**	**449**	**1,370**	**10,940**	**58,791**	**0**	**69,731**	**0**	**0**	**0**	**0**	**0**	**0**	**158.48**
10	A. Adelanto	1645	920	34	954	0	0	0	0	0	0	0	0	53,220	1,032	2.97
	B. The Grove Shopping Center	1645	0	0	0	0	0	0	0	0	0	0	0	0	90	0.00
	C. Chatelain	1649	120	176	296	0	0	0	0	0	0	0	0	0	0	0.18
	D. Hidden Hills North	1650	659	0	659	0	0	0	0	0	0	0	0	0	0	4.40
		1647	92	0	92	0	0	0	0	0	0	0	0	0	0	0.00
	E. La Hermosa	1649	316	0	316	0	0	0	0	0	0	0	0	0	0	0.13
	F. Niguel Ranch Drive	1650	0	189	189	0	0	0	0	0	0	0	0	0	0	3.26
	G. Hidden Hills South	1650	0	344	344	0	0	0	0	0	0	0	0	0	327	3.40
		Total	**2,107**	**743**	**2,850**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53,220**	**1,449**	**14.34**

TABLE 2-1 (CONTINUED)

EXISTING LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
11	A. Marina Hills Drive North Residential Attached	1650	0	984	984	0	0	0	0	0	0	0	0	0	0	1.65
		1647	0	303	303	0	0	0	0	0	0	0	0	0	0	0.00
	B. Marina Hills Drive North	1650	200	128	328	0	0	0	0	0	0	0	0	0	0	0.00
	C. Street of the Golden Lantern East	1656	323	0	323	0	0	0	0	0	0	9,651	0	0	0	0.84
		1659	294	144	438	0	0	0	0	0	0	0	0	0	0	0.00
	D. Marina Hills Drive Commercial	1655	0	0	0	12,878	138,933	0	151,811	0	0	0	0	0	0	0.00
	E. Street of the Golden Lantern West	1658	30	950	980	0	0	0	0	0	0	10,000	0	0	396	23.60
	F. Palisades	1658	206	0	206	0	0	0	0	0	0	0	0	0	0	4.60
	G. Marina Hills	1655	707	647	1,354	0	0	0	0	0	0	0	0	0	0	20.77
	H. Salt Creek Regional Park	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.95
	I. Beacon Hill and Golden Lantern	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,760**	**3,156**	**4,916**	**12,878**	**138,933**	**0**	**151,811**	**0**	**0**	**19,651**	**0**	**0**	**396**	**52.41**
12	A. Bear Brand Ranch	1666	131	0	131	0	0	0	0	0	0	0	0	0	0	0.20
	B. Cameray Point/Andorra	1666	54	114	168	0	0	0	0	0	0	0	0	0	0	0.20
	C. Bear Brand East	1666	266	0	266	0	0	0	0	0	0	0	0	0	0	0.90
	D. Bear Brand West	1665	412	0	412	0	0	0	0	0	0	0	0	0	0	1.70
	E. Beacon Hill	1662	98	0	98	0	0	0	0	0	0	0	0	0	0	0.00
		1664	476	290	766	0	0	0	0	0	0	0	0	0	0	7.90
	F. San Marin/Windrift	1664	36	136	172	0	0	0	0	0	0	0	0	0	546	3.30
	G. Beacon Hill Commercial Center	1664	0	0	0	0	0	0	0	0	78	0	0	0	0	0.00
	H. Bear Brand Hill	1664	166	0	166	0	0	0	0	0	0	0	0	0	0	0.50
		1667	151	105	256	0	0	0	0	0	0	0	0	0	0	0.00
	I. Bear Brand Residential Attached	1665	0	371	371	0	0	0	0	0	0	0	0	0	671	6.10
	J. Ocean Ranch II	1665	0	0	0	29,067	170,709	0	199,776	0	0	0	0	0	0	0.00
		Total	**1,790**	**1,016**	**2,806**	**29,067**	**170,709**	**0**	**199,776**	**0**	**78**	**0**	**0**	**0**	**1,217**	**20.80**
13	A. Laguna Sur/Monarch Point	1660	172	253	425	0	0	0	0	0	0	0	0	0	0	1.40
	B. Pacific Island	1661	114	626	740	0	0	0	0	0	0	0	0	0	0	4.60
	C. Laguna Woods/Niguel West	1661	192	0	192	0	0	0	0	0	0	0	0	0	0	0.90
	D. Hon	1661	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**478**	**879**	**1,357**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.90**

TABLE 2-1 (CONTINUED)

EXISTING LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
14	A. Town Center	1652	0	0	0	16,879	92,562	166,159	275,600	0	0	14,400	0	38,814	0	0.00
	B. Crown Valley Center	1657	0	0	0	15,710	123,886	25,131	164,727	0	201	0	0	0	0	0.00
	C. Town Center Expansion	1654	0	0	0	0	0	0	0	0	0	92,955	0	0	0	0.00
	D. Alicia Parkway Center	1640	0	0	0	12,938	79,658	0	92,596	0	0	0	0	0	0	0.00
		Total	**0**	**0**	**0**	**45,527**	**296,106**	**191,290**	**532,923**	**0**	**201**	**107,355**	**0**	**38,814**	**0**	**0.00**
Total			**13,873**	**13,452**	**27,325**	**380,706**	**3,067,451**	**1,384,798**	**4,832,955**	**0**	**390**	**248,966**	**33**	**181,795**	**5,242**	**482.36**

TABLE 2-2

CURRENT GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
1	A. S&S Commercial	1624	0	0	0	67,872	950,343	0	1,018,215	0	0	0	150	0	0	0.00
	B. Plaza De La Paz Center	1624	0	0	0	35,671	302,036	0	337,707	0	0	0	0	0	0	0.00
	C. Chet Holifield Building	1624	0	0	0	0	0	1,280,000	1,280,000	0	0	0	0	0	0	4.70
	D. Birtcher North	1624	0	0	0	0	0	491,570	491,570	0	0	0	0	0	0	0.00
	E. Birtcher South	1624	0	0	0	30,154	381,796	0	411,950	0	0	0	0	0	0	0.00
	F. Design Center	1624	0	0	0	6,399	224,885	0	231,284	0	0	0	0	0	0	0.00
	G. Aliso Creek Center	1634	0	0	0	19,401	143,388	0	162,789	0	0	0	0	0	0	4.30
		Total	**0**	**0**	**0**	**159,497**	**2,002,448**	**1,771,570**	**3,933,515**	**0**	**0**	**0**	**150**	**0**	**0**	**9.00**
2	A. Casa La Paz	1625	0	392	392	0	0	0	0	0	0	0	0	0	0	6.15
	B. Laguna Gardens	1625	0	372	372	0	0	0	0	0	0	0	0	0	0	0.14
	C. Aliso Niguel Terrance II	1626	0	243	243	0	0	0	0	0	0	0	0	0	0	0.26
	D. Village Niguel Gardens	1625	0	311	311	15,823	43,577	0	59,400	0	0	1,440	0	10,111	0	0.40
	E. Village Niguel Heights	1625	327	185	512	0	0	0	0	0	0	21,000	0	0	546	5.20
	F. Sea Country Senior and Community Center	1630	0	0	0	0	0	0	0	0	0	21,060	0	0	0	0.00
	G. S&S Residential Attached	1626	0	173	173	0	0	0	0	0	0	0	0	0	0	0.32
	H. S&S Residential Detached	1626	959	0	959	0	0	0	0	0	0	0	0	0	0	0.57
	I. Lake Chateau	1630	110	0	110	0	0	0	0	0	0	0	0	0	0	0.18
	J. Lake Park	1630	303	0	303	0	0	0	0	0	0	0	0	0	0	5.40
	K. La Paz Road East Commercial	1625	0	0	0	4,430	36,050	0	40,480	0	0	0	0	0	0	0.00
		Total	**1,699**	**1,676**	**3,375**	**20,253**	**79,627**	**0**	**99,880**	**0**	**0**	**43,500**	**0**	**10,111**	**546**	**18.62**
3	A. Rancho Niguel Center	1628	0	0	0	69,768	312,106	0	381,874	0	0	0	0	0	1,499	0.00
		1636	0	0	0	21,827	85,410	0	107,237	0	0	0	0	0	0	0.00
	B. Rolling Hills	1633	320	0	320	0	0	0	0	0	0	0	0	0	0	5.20
	C. Colinas de Capistrano	1643	521	192	713	0	0	0	0	0	0	0	0	0	0	0.54
	D. Villa Mira	1633	0	264	264	0	0	0	0	0	0	0	0	0	0	1.16
	E. Aloma Avenue	1633	174	30	204	0	0	0	0	0	0	0	0	0	0	9.00
	F. Aloma Avenue Commercial	1633	0	0	0	5,290	26,280	0	31,570	0	0	0	0	0	0	0.00
		Total	**1,015**	**486**	**1,501**	**96,885**	**423,796**	**0**	**520,681**	**0**	**0**	**0**	**0**	**0**	**1,499**	**15.90**

TABLE 2-2 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
4	A. Galvin Basin	1629	0	0	0	0	0	76,480	76,480	0	0	0	0	0	0	0.00
	B. Camino Capistrano Business Park	1629	0	0	0	16,226	91,946	215,028	323,200	0	0	0	0	0	0	0.00
	C. Hillside Office-Residential (Cabot Road Northwest)	1629	0	220	220	45,819	259,641	0	305,460	0	0	0	0	0	0	1.20
	D. Cabot Office-Residential	1629	0	709	709	0	0	0	0	0	0	0	0	0	0	0.00
	E. Mixed-Use Village	1629	0	1,118	1,118	58,515	331,587	0	390,102	0	111	0	0	0	0	0.00
	F. Cabot South	1633	0	142	142	0	0	173,900	173,900	0	0	0	0	0	0	0.00
	G. Crown Valley Retail Commercial – Residential	1629	0	142	142	37,146	210,493	0	247,639	0	0	0	0	0	0	0.00
	H. Transit Oriented Mixed-Use Corridor	1629	0	663	663	60,660	343,740	0	404,400	0	0	0	200	0	0	0.00
	I. Camino Capistrano Commercial Service	1629	0	0	0	17,146	97,164	24,430	138,740	0	0	0	0	0	0	0.00
	J. Star Drive	1643	0	0	0	21,279	120,581	0	141,860	0	0	0	0	0	0	0.00
	K. South Camino Capistrano	1643	0	0	0	8,723	49,427	0	58,150	0	0	0	150	0	0	0.00
		Total	**0**	**2,994**	**2,994**	**265,514**	**1,504,579**	**489,838**	**2,259,931**	**0**	**111**	**0**	**350**	**0**	**0**	**1.20**
5	A. Del Prado	1628	0	444	444	0	0	0	0	0	0	0	0	0	0	0.77
	B. Rancho Niguel North	1628	0	1,090	1,090	0	0	0	0	0	0	0	0	0	0	0.85
	C. Rancho Niguel	1635	233	0	233	2,843	16,957	0	19,800	0	0	0	0	27,662	0	8.50
	D. Tampico	1641	154	92	246	0	0	0	0	0	0	0	0	0	0	0.00
	E. Costa Brava	1641	0	192	192	0	0	0	0	0	0	0	0	0	0	0.28
	F. Rancho Niguel South	1636	488	0	488	0	0	12,750	12,750	0	0	0	0	0	698	3.80
	G. Nueva Vista North	1641	210	0	210	0	0	0	0	0	0	0	0	0	0	0.00
	H. Crown Royale/Windrose	1641	280	29	309	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,365**	**1,847**	**3,212**	**2,843**	**16,957**	**12,750**	**32,550**	**0**	**0**	**0**	**0**	**27,662**	**698**	**14.20**
6	A. Laguna Niguel Regional Park	1634	0	0	0	0	0	0	0	0	0	0	0	0	0	105.00
	B. Kite Hill	1634	629	0	629	0	0	0	0	0	0	0	0	0	0	9.80
	C. Kings Road	1646	94	0	94	0	0	0	0	0	0	0	0	0	0	0.10
	D. Fieldstone	1646	212	0	212	0	0	0	0	0	0	0	0	0	0	0.00
	E. Park Niguel	1646	0	77	77	0	0	0	0	0	0	0	0	0	0	0.10
	F. Crown Valley Community Park	1648	0	0	0	0	0	0	0	0	0	78,460	0	0	0	38.40
	G. Ivy Glen Lane	1648	201	0	201	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,136**	**77**	**1,213**	**0**	**0**	**0**	**0**	**0**	**0**	**78,460**	**0**	**0**	**0**	**153.40**

TABLE 2-2 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
7	A. Highlands North	1640	186	0	186	0	0	0	0	0	0	0	0	0	0	0.00
		1487	0	0	0	0	0	0	0	0	0	0	0	27,600	0	0.90
	B. Laguna Crest/Knoll	1640	317	48	365	0	0	0	0	0	0	0	0	0	0	2.40
	C. Niguel Vista/Foothill	1640	0	358	358	0	0	0	0	0	0	0	0	0	0	0.60
	D. Pointe Niguel/Hampton Village	1640	0	416	416	0	0	0	0	0	0	0	0	0	0	1.10
	E. Crown Valley Highlands	1640	297	170	467	0	0	0	0	0	0	0	0	24,388	0	4.30
	F. Niguel Woods	1640	126	0	126	0	0	0	0	0	0	0	0	0	788	6.40
		Total	**926**	**992**	**1,918**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51,988**	**788**	**15.70**
8	A. Jamaica/Capri	1639	0	255	255	0	0	0	0	0	0	0	0	0	0	1.14
	B. Niguel Road West	1639	149	0	149	0	0	0	0	0	0	0	0	0	0	0.00
	C. Pamillia/Coronado Point	1639	149	0	149	0	0	0	0	0	0	0	0	0	0	0.00
	D. Niguel Summit II	1639	11	165	176	0	0	0	0	0	0	0	0	0	0	0.00
	E. Niguel Summit	1654	442	0	442	0	0	0	0	0	0	0	0	0	0	0.24
	F. Crown Cove/Country Club Villas/El Niguel Terrace	1654	40	389	429	0	0	0	0	0	0	0	0	0	0	0.11
	G. Aliso and Wood Canyons Regional Park	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**791**	**809**	**1,600**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1.49**
9	A. Paseo Del Campo	1657	263	130	393	0	0	0	0	0	0	0	0	0	0	3.41
	B. Greens East	1657	30	0	30	0	0	0	0	0	0	0	0	0	0	72.80
	C. El Niguel Heights	1657	251	0	251	0	0	0	0	0	0	0	0	0	0	2.30
	D. Club House Corner	1657	0	0	0	3,660	16,657	0	20,317	0	0	0	0	0	0	0.00
	E. Club House South	1653	66	319	385	0	0	0	0	0	0	0	0	0	0	78.87
	F. Crest de Ville/South Peak	1653	311	0	311	0	0	0	0	0	0	0	0	0	0	1.10
	G. Club House Plaza	1653	0	0	0	7,606	43,981	0	51,587	0	0	0	0	0	0	0.00
		Total	**921**	**449**	**1,370**	**11,266**	**60,638**	**0**	**71,904**	**0**	**0**	**0**	**0**	**0**	**0**	**158.48**
10	A. Adelanto	1645	920	34	954	0	0	0	0	0	108	0	0	53,220	1,032	2.97
	B. The Grove Shopping Center	1645	0	0	0	0	0	0	0	0	0	0	0	0	90	0.00
	C. Chatelain	1649	120	176	296	0	0	0	0	0	0	0	0	0	0	0.18
	D. Hidden Hills North	1650	659	0	659	0	0	0	0	0	0	0	0	0	0	4.40
		1647	92	0	92	0	0	0	0	0	0	0	0	0	0	0.00
	E. La Hermosa	1649	316	0	316	0	0	0	0	0	0	0	0	0	0	0.13
	F. Niguel Ranch Drive	1650	0	189	189	0	0	0	0	0	0	0	0	0	0	3.26
	G. Hidden Hills South	1650	0	344	344	0	0	0	0	0	0	0	0	0	607	3.40
		Total	**2,107**	**743**	**2,850**	**0**	**0**	**0**	**0**	**0**	**108**	**0**	**0**	**53,220**	**1,729**	**14.34**

TABLE 2-2 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
11	A. Marina Hills Drive North Residential Attached	1650	0	984	984	0	0	0	0	0	0	0	0	0	0	1.65
		1647	0	303	303	0	0	0	0	0	0	0	0	0	0	0.00
	B. Marina Hills Drive North	1650	200	128	328	0	0	0	0	0	0	0	0	0	0	0.00
	C. Street of the Golden Lantern East	1656	323	0	323	0	0	0	0	0	0	9,651	0	0	0	0.84
		1659	294	144	438	0	0	0	0	0	0	0	0	0	0	0.00
	D. Marina Hills Drive Commercial	1655	0	0	0	31,322	243,447	0	274,769	0	0	0	0	0	0	0.00
	E. Street of the Golden Lantern West	1658	30	950	980	0	0	0	0	0	0	10,000	0	0	728	23.60
	F. Palisades	1658	206	0	206	0	0	0	0	0	0	0	0	0	0	4.60
	G. Marina Hills	1655	707	673	1,380	0	0	0	0	0	0	0	0	0	0	20.77
	H. Salt Creek Regional Park	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.95
	I. Beacon Hill and Golden Lantern	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,760**	**3,182**	**4,942**	**31,322**	**243,447**	**0**	**274,769**	**0**	**0**	**19,651**	**0**	**0**	**728**	**52.41**
12	A. Bear Brand Ranch	1666	158	0	158	0	0	0	0	0	0	0	0	0	0	0.20
	B. Cameray Point/Andorra	1666	54	114	168	0	0	0	0	0	0	0	0	0	0	0.20
	C. Bear Brand East	1666	266	0	266	0	0	0	0	0	0	0	0	0	0	0.90
	D. Bear Brand West	1665	450	0	450	0	0	0	0	0	0	0	0	0	0	1.70
	E. Beacon Hill	1662	98	0	98	0	0	0	0	0	0	0	0	0	0	0.00
		1664	476	290	766	0	0	0	0	0	0	0	0	0	0	7.90
	F. San Marin/Windrift	1664	36	136	172	0	0	0	0	0	0	0	0	0	728	3.30
	G. Beacon Hill Commercial Center	1664	0	0	0	0	0	0	0	0	78	0	0	0	0	0.00
	H. Bear Brand Hill	1664	168	0	168	0	0	0	0	0	0	0	0	0	0	0.50
		1667	151	105	256	0	0	0	0	0	0	0	0	0	0	0.00
	I. Bear Brand Residential Attached	1665	0	371	371	0	0	0	0	0	0	0	0	0	671	6.10
	J. Ocean Ranch II	1665	0	0	0	29,944	175,676	0	205,620	0	0	0	0	0	0	0.00
		Total	**1,857**	**1,016**	**2,873**	**29,944**	**175,676**	**0**	**205,620**	**0**	**78**	**0**	**0**	**0**	**1,399**	**20.80**
13	A. Laguna Sur/Monarch Point	1660	172	253	425	0	0	0	0	0	0	0	0	0	0	1.40
	B. Pacific Island	1661	114	626	740	0	0	0	0	0	0	0	0	0	0	4.60
	C. Laguna Woods/Niguel West	1661	192	0	192	0	0	0	0	0	0	0	0	0	0	0.90
	D. Hon	1661	1	0	1	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**479**	**879**	**1,358**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.90**

TABLE 2-2 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
14	A. Town Center	1652	0	0	0	29,166	162,186	166,159	357,511	0	0	14,400	0	38,814	0	0.00
	B. Crown Valley Center	1657	0	0	0	15,710	123,886	25,131	164,727	0	201	0	0	0	0	0.00
	C. Town Center Expansion	1654	0	275	275	14,999	84,994	60,597	160,590	0	0	64,855	0	0	0	0.00
	D. Alicia Parkway Center	1640	0	0	0	12,938	79,658	0	92,596	0	0	0	0	0	0	0.00
		Total	**0**	**275**	**275**	**72,813**	**450,724**	**251,887**	**775,424**	**0**	**201**	**79,255**	**0**	**38,814**	**0**	**0.00**
Total			**14,056**	**15,425**	**29,481**	**690,337**	**4,957,892**	**2,526,045**	**8,174,274**	**0**	**498**	**220,866**	**500**	**181,795**	**7,387**	**482.44**

TABLE 2-3

CURRENT GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
1	A. S&S Commercial	1624	0	0	0	42,422	240,394	0	282,816	0	0	0	150	0	0	0.00
	B. Plaza De La Paz Center	1624	0	0	0	4,873	27,614	0	32,487	0	0	0	0	0	0	0.00
	C. Chet Holifield Building	1624	0	0	0	0	0	1,080,000	1,080,000	0	0	0	0	0	0	0.00
	D. Birtcher North	1624	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	E. Birtcher South	1624	0	0	0	19,423	245,926	0	265,349	0	0	0	0	0	0	0.00
	F. Design Center	1624	0	0	0	3,555	20,146	0	23,701	0	0	0	0	0	0	0.00
	G. Aliso Creek Center	1634	0	0	0	6,188	35,065	0	41,253	0	0	0	0	0	0	0.00
		Total	**0**	**0**	**0**	**76,461**	**569,145**	**1,080,000**	**1,725,606**	**0**	**0**	**0**	**150**	**0**	**0**	**0.00**
2	A. Casa La Paz	1625	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Laguna Gardens	1625	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Aliso Niguel Terrance II	1626	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Village Niguel Gardens	1625	0	0	0	5,534	31,360	0	36,894	0	0	0	0	0	0	0.00
	E. Village Niguel Heights	1625	0	0	0	0	0	0	0	0	0	0	0	0	143	0.00
	F. Sea Country Senior and Community Center	1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	G. S&S Residential Attached	1626	0	60	60	0	0	0	0	0	0	0	0	0	0	0.00
	H. S&S Residential Detached	1626	20	0	20	0	0	0	0	0	0	0	0	0	0	0.00
	I. Lake Chateau	1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	J. Lake Park	1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	K. La Paz Road East Commercial	1625	0	0	0	824	4,671	0	5,495	0	0	0	0	0	0	0.00
		Total	**20**	**60**	**80**	**6,358**	**36,031**	**0**	**42,389**	**0**	**0**	**0**	**0**	**0**	**143**	**0.00**
3	A. Rancho Niguel Center	1628	0	0	0	4,384	24,844	0	29,228	0	0	0	0	0	778	0.00
		1636	0	0	0	1,686	9,555	0	11,241	0	0	0	0	0	0	0.00
	B. Rolling Hills	1633	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Colinas de Capistrano	1643	53	0	53	0	0	0	0	0	0	0	0	0	0	0.00
	D. Villa Mira	1633	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	E. Aloma Avenue	1633	0	30	30	0	0	0	0	0	0	0	0	0	0	0.00
	F. Aloma Avenue Commercial	1633	0	0	0	1,065	6,038	0	7,103	0	0	0	0	0	0	0.00
		Total	**53**	**30**	**83**	**7,135**	**40,437**	**0**	**47,572**	**0**	**0**	**0**	**0**	**0**	**778**	**0.00**

TABLE 2-3 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
4	A. Galvin Basin	1629	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Camino Capistrano Business Park	1629	0	0	0	16,226	91,946	0	108,172	0	0	0	0	0	0	0.00
	C. Hillside Office-Residential (Cabot Road Northwest)	1629	0	220	220	45,819	259,641	0	305,460	0	0	0	0	0	0	1.20
	D. Cabot Office-Residential	1629	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	E. Mixed-Use Village	1629	0	470	470	41,996	237,978	0	279,974	0	0	0	0	0	0	0.00
	F. Cabot South	1633	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	G. Crown Valley Retail Commercial – Residential	1629	0	142	142	8,247	46,732	0	54,979	0	0	0	0	0	0	0.00
	H. Transit Oriented Mixed-Use Corridor	1629	0	663	663	46,312	262,434	0	308,746	0	0	0	200	0	0	0.00
	I. Camino Capistrano Commercial Service	1629	0	0	0	4,133	23,422	0	27,555	0	0	0	0	0	0	0.00
	J. Star Drive	1643	0	0	0	2,382	13,501	0	15,883	0	0	0	0	0	0	0.00
	K. South Camino Capistrano	1643	0	0	0	7,221	40,918	0	48,139	0	0	0	117	0	0	0.00
		Total	**0**	**1,495**	**1,495**	**172,336**	**976,572**	**0**	**1,148,908**	**0**	**0**	**0**	**317**	**0**	**0**	**1.20**
5	A. Del Prado	1628	0	21	21	0	0	0	0	0	0	0	0	0	0	0.00
	B. Rancho Niguel North	1628	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Rancho Niguel	1635	0	0	0	408	2,310	0	2,718	0	0	0	0	0	0	0.00
	D. Tampico	1641	3	0	3	0	0	0	0	0	0	0	0	0	0	0.00
	E. Costa Brava	1641	0	16	16	0	0	0	0	0	0	0	0	0	0	0.00
	F. Rancho Niguel South	1636	0	0	0	0	0	650	650	0	0	0	0	0	192	0.00
	G. Nueva Vista North	1641	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	H. Crown Royale/Windrose	1641	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**3**	**37**	**40**	**408**	**2,310**	**650**	**3,368**	**0**	**0**	**0**	**0**	**0**	**192**	**0.00**
6	A. Laguna Niguel Regional Park	1634	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Kite Hill	1634	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Kings Road	1646	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Fieldstone	1646	12	0	12	0	0	0	0	0	0	0	0	0	0	0.00
	E. Park Niguel	1646	0	9	9	0	0	0	0	0	0	0	0	0	0	0.00
	F. Crown Valley Community Park	1648	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	G. Ivy Glen Lane	1648	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**12**	**9**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

TABLE 2-3 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
7	A. Highlands North	1640	1	0	1	0	0	0	0	0	0	0	0	0	0	0.00
		1487	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Laguna Crest/Knoll	1640	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Niguel Vista/Foothill	1640	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Pointe Niguel/Hampton Village	1640	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
	E. Crown Valley Highlands	1640	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	F. Niguel Woods	1640	0	0	0	0	0	0	0	0	0	0	0	0	238	0.00
		Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**238**	**0.04**
8	A. Jamaica/Capri	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
	B. Niguel Road West	1639	11	0	11	0	0	0	0	0	0	0	0	0	0	0.00
	C. Pamillia/Coronado Point	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Niguel Summit II	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	E. Niguel Summit	1654	15	0	15	0	0	0	0	0	0	0	0	0	0	0.00
	F. Crown Cove/Country Club Villas/El Niguel Terrace	1654	0	41	41	0	0	0	0	0	0	0	0	0	0	0.00
	G. Aliso and Wood Canyons Regional Park	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**26**	**41**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.04**
9	A. Paseo Del Campo	1657	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Greens East	1657	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. El Niguel Heights	1657	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Club House Corner	1657	0	0	0	326	1,847	0	2,173	0	0	0	0	0	0	0.00
	E. Club House South	1653	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	F. Crest de Ville/South Peak	1653	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	G. Club House Plaza	1653	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**0**	**0**	**0**	**326**	**1,847**	**0**	**2,173**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
10	A. Adelanto	1645	0	0	0	0	0	0	0	0	108	0	0	0	0	0.00
	B. The Grove Shopping Center	1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Chatelain	1649	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Hidden Hills North	1650	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		1647	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	E. La Hermosa	1649	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	F. Niguel Ranch Drive	1650	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	G. Hidden Hills South	1650	0	0	0	0	0	0	0	0	0	0	0	0	280	0.00
		Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**108**	**0**	**0**	**0**	**280**	**0.00**

TABLE 2-3 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
11	A. Marina Hills Drive North Residential Attached	1650	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		1647	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Marina Hills Drive North	1650	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Street of the Golden Lantern East	1656	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		1659	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Marina Hills Drive Commercial	1655	0	0	0	18,444	104,514	0	122,958	0	0	0	0	0	0	0.00
	E. Street of the Golden Lantern West	1658	0	0	0	0	0	0	0	0	0	0	0	0	332	0.00
	F. Palisades	1658	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	G. Marina Hills	1655	0	26	26	0	0	0	0	0	0	0	0	0	0	0.00
	H. Salt Creek Regional Park	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	I. Beacon Hill and Golden Lantern	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**0**	**26**	**26**	**18,444**	**104,514**	**0**	**122,958**	**0**	**0**	**0**	**0**	**0**	**332**	**0.00**
12	A. Bear Brand Ranch	1666	27	0	27	0	0	0	0	0	0	0	0	0	0	0.00
	B. Cameray Point/Andorra	1666	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Bear Brand East	1666	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Bear Brand West	1665	38	0	38	0	0	0	0	0	0	0	0	0	0	0.00
	E. Beacon Hill	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		1664	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	F. San Marin/Windrift	1664	0	0	0	0	0	0	0	0	0	0	0	0	182	0.00
	G. Beacon Hill Commercial Center	1664	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	H. Bear Brand Hill	1664	2	0	2	0	0	0	0	0	0	0	0	0	0	0.00
		1667	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	I. Bear Brand Residential Attached	1665	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	J. Ocean Ranch II	1665	0	0	0	877	4,967	0	5,844	0	0	0	0	0	0	0.00
		Total	**67**	**0**	**67**	**877**	**4,967**	**0**	**5,844**	**0**	**0**	**0**	**0**	**0**	**182**	**0.00**
13	A. Laguna Sur/Monarch Point	1660	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Pacific Island	1661	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Laguna Woods/Niguel West	1661	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Hon	1661	1	0	1	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

TABLE 2-3 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
14	A. Town Center	1652	0	0	0	12,287	69,624	0	81,911	0	0	0	0	0	0	0.00
	B. Crown Valley Center	1657	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Town Center Expansion	1654	0	275	275	14,999	84,994	60,597	160,590	0	0	-28,100[2]	0	0	0	0.00
	D. Alicia Parkway Center	1640	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**0**	**275**	**275**	**27,286**	**154,618**	**60,597**	**242,501**	**0**	**0**	**-28,100**	**0**	**0**	**0**	**0.00**
Total			**183**	**1,973**	**2,156**	**309,631**	**1,890,441**	**1,141,247**	**3,341,319**	**0**	**108**	**-28,100**	**467**	**0**	**2,145**	**1.28**

[2] The courthouse is to be demolished and converted to commercial space.

2.2 PROPOSED GENERAL PLAN BUILDOUT

The Proposed General Plan Buildout consists of the changes and reallocation of land uses to certain opportunity areas within the City of Laguna Niguel. ***Table 2-4*** presents the Proposed General Plan Buildout land use changes identified by Community Profile Area/TAZ and ***Table 2-5*** presents the Proposed General Plan Buildout land use summary table.

The Proposed General Plan Buildout would develop the following net land use changes when compared to the Current General Plan:

- +1,369 Residential Dwelling Units
    - -94 Single Family Dwelling Units
    - +1,463 Multifamily Dwelling Units
- -1,508,043 SF Commercial
    - -67,408 SF Restaurant
    - -710,635 SF Retail
    - -730,000 SF Medical Office/Office
- +300,000 SF Tech/Medical Campus
- +90 Hotel Rooms
- +4.80 Acre Park

TABLE 2-4

PROPOSED GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
1	A. S&S Commercial	1624	0	500	500	-14,170	-80,297	0	-94,467	0	0	0	-150	0	0	0.00
	C. Chet Holifield Building	1624	0	500	500	40,000	20,000	-730,000	-670,000	300,000	0	0	120	0	0	4.80
	E. Birtcher South	1624	0	0	0	-16,008	-212,691	0	-228,699	0	0	0	0	0	0	0.00
	G. Aliso Creek Center	1634	0	0	0	-1,630	-9,239	0	-10,869	0	0	0	0	0	0	0.00
		Total	**0**	**1,000**	**1,000**	**8,192**	**-282,227**	**-730,000**	**-1,004,035**	**300,000**	**0**	**0**	**-30**	**0**	**0**	**4.80**
2	D. Village Niguel Gardens	1625	0	0	0	-4,690	-26,578	0	-31,268	0	0	0	0	0	0	0.00
	K. La Paz Road East Commercial	1625	0	0	0	-824	-4,671	0	-5,495	0	0	0	0	0	0	0.00
		Total	**0**	**0**	**0**	**-5,514**	**-31,249**	**0**	**-36,763**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
3	C. Colinas de Capistrano	1643	18	0	18	0	0	0	0	0	0	0	0	0	0	0.00
	F. Aloma Avenue Commercial	1633	0	0	0	-1,065	-6,038	0	-7,103	0	0	0	0	0	0	0.00
		Total	**18**	**0**	**18**	**-1,065**	**-6,038**	**0**	**-7,103**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
4	C. Hillside Office-Residential (Cabot Road Northwest)	1629	0	0	0	-27,524	-155,968	0	-183,492	0	0	0	0	0	0	0.00
	E. Mixed-Use Village	1629	0	0	0	-39,545	-224,094	0	-263,639	0	0	0	0	0	0	0.00
		Total	**0**	**0**	**0**	**-67,069**	**-380,062**	**0**	**-447,131**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
5	A. Del Prado	1628	0	-21	-21	0	0	0	0	0	0	0	0	0	0	0.00
	D. Tampico	1641	-3	0	-3	0	0	0	0	0	0	0	0	0	0	0.00
	E. Costa Brava	1641	0	-16	-16	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**-3**	**-37**	**-40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
6	D. Fieldstone	1646	-12	0	-12	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**-12**	**0**	**-12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
7	A. Highlands North	1640	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**-1**	**0**	**-1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
8	B. Niguel Road West	1639	-11	0	-11	0	0	0	0	0	0	0	0	0	0	0.00
	E. Niguel Summit	1654	-15	0	-15	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**-26**	**0**	**-26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
12	A. Bear Brand Ranch	1666	-29	0	-29	0	0	0	0	0	0	0	0	0	0	0.00
	D. Bear Brand West	1665	-38	0	-38	0	0	0	0	0	0	0	0	0	0	0.00
	H. Bear Brand Hill	1664	-2	0	-2	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**-69**	**0**	**-69**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
13	D. Hon	1661	-1	0	-1	0	0	0	0	0	0	0	120	0	0	0.00
		Total	**-1**	**0**	**-1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**120**	**0**	**0**	**0.00**

TABLE 2-4 (CONTINUED)

PROPOSED GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
14	A. Town Center	1652	0	250	250	-1,952	-11,059	0	-13,011	0	0	0	0	0	0	0.00
	B. Crown Valley Center	1657	0	250	250	0	0	0	0	0	0	0	0	0	0	0.00
		Total	0	500	500	-1,952	-11,059	0	-13,011	0	0	0	0	0	0	0.00
Total			-94	1,463	1,369	-67,408	-710,635	-730,000	-1,508,043	300,000	0	0	90	0	0	4.80

TABLE 2-5

PROPOSED GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
1	A. S&S Commercial	1624	0	500	500	53,702	870,046	0	923,748	0	0	0	0	0	0	0.00
	B. Plaza De La Paz Center	1624	0	0	0	35,671	302,036	0	337,707	0	0	0	0	0	0	0.00
	C. Chet Holifield Building	1624	0	500	500	40,000	20,000	550,000	610,000	300,000	0	0	120	0	0	9.50
	D. Birtcher North	1624	0	0	0	0	0	491,570	491,570	0	0	0	0	0	0	0.00
	E. Birtcher South	1624	0	0	0	14,146	169,105	0	183,251	0	0	0	0	0	0	0.00
	F. Design Center	1624	0	0	0	6,399	224,885	0	231,284	0	0	0	0	0	0	0.00
	G. Aliso Creek Center	1634	0	0	0	17,771	134,149	0	151,920	0	0	0	0	0	0	4.30
		Total	**0**	**1,000**	**1,000**	**167,689**	**1,720,221**	**1,041,570**	**2,929,480**	**300,000**	**0**	**0**	**120**	**0**	**0**	**13.80**
2	A. Casa La Paz	1625	0	392	392	0	0	0	0	0	0	0	0	0	0	6.15
	B. Laguna Gardens	1625	0	372	372	0	0	0	0	0	0	0	0	0	0	0.14
	C. Aliso Niguel Terrance II	1626	0	243	243	0	0	0	0	0	0	0	0	0	0	0.26
	D. Village Niguel Gardens	1625	0	311	311	11,133	16,999	0	28,132	0	0	1,440	0	10,111	0	0.40
	E. Village Niguel Heights	1625	327	185	512	0	0	0	0	0	0	21,000	0	0	546	5.20
	F. Sea Country Senior and Community Center	1630	0	0	0	0	0	0	0	0	0	21,060	0	0	0	0.00
	G. S&S Residential Attached	1626	0	173	173	0	0	0	0	0	0	0	0	0	0	0.32
	H. S&S Residential Detached	1626	959	0	959	0	0	0	0	0	0	0	0	0	0	0.57
	I. Lake Chateau	1630	110	0	110	0	0	0	0	0	0	0	0	0	0	0.18
	J. Lake Park	1630	303	0	303	0	0	0	0	0	0	0	0	0	0	5.40
	K. La Paz Road East Commercial	1625	0	0	0	3,606	31,379	0	34,985	0	0	0	0	0	0	0.00
		Total	**1,699**	**1,676**	**3,375**	**14,739**	**48,378**	**0**	**63,117**	**0**	**0**	**43,500**	**0**	**10,111**	**546**	**18.62**
3	A. Rancho Niguel Center	1628	0	0	0	69,768	312,106	0	381,874	0	0	0	0	0	1,499	0.00
		1636	0	0	0	21,827	85,410	0	107,237	0	0	0	0	0	0	5.20
	B. Rolling Hills	1633	320	0	320	0	0	0	0	0	0	0	0	0	0	5.20
	C. Colinas de Capistrano	1643	539	192	731	0	0	0	0	0	0	0	0	0	0	0.54
	D. Villa Mira	1633	0	264	264	0	0	0	0	0	0	0	0	0	0	1.16
	E. Aloma Avenue	1633	174	30	204	0	0	0	0	0	0	0	0	0	0	9.00
	F. Aloma Avenue Commercial	1633	0	0	0	4,225	20,242	0	24,467	0	0	0	0	0	0	0.00
		Total	**1,033**	**486**	**1,519**	**95,820**	**417,758**	**0**	**513,578**	**0**	**0**	**0**	**0**	**0**	**1,499**	**21.10**

TABLE 2-5 (CONTINUED)

PROPOSED GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
4	A. Galvin Basin	1629	0	0	0	0	0	76,480	76,480	0	0	0	0	0	0	0.00
	B. Camino Capistrano Business Park	1629	0	0	0	16,226	91,946	215,028	323,200	0	0	0	0	0	0	0.00
	C. Hillside Office-Residential (Cabot Road Northwest)	1629	0	220	220	18,295	103,673	0	121,968	0	0	0	0	0	0	1.20
	D. Cabot Office-Residential	1629	0	709	709	0	0	0	0	0	0	0	0	0	0	0.00
	E. Mixed-Use Village	1629	0	1,118	1,118	18,970	107,493	0	126,463	0	111	0	0	0	0	0.00
	F. Cabot South	1633	0	142	142	0	0	173,900	173,900	0	0	0	0	0	0	0.00
	G. Crown Valley Retail Commercial – Residential	1629	0	142	142	37,146	210,493	0	247,639	0	0	0	0	0	0	0.00
	H. Transit Oriented Mixed-Use Corridor	1629	0	663	663	60,660	343,740	0	404,400	0	0	0	200	0	0	0.00
	I. Camino Capistrano Commercial Service	1629	0	0	0	17,146	97,164	24,430	138,740	0	0	0	0	0	0	0.00
	J. Star Drive	1643	0	0	0	21,279	120,581	0	141,860	0	0	0	0	0	0	0.00
	K. South Camino Capistrano	1643	0	0	0	8,723	49,427	0	58,150	0	0	0	150	0	0	0.00
		Total	**0**	**2,994**	**2,994**	**198,445**	**1,124,517**	**489,838**	**1,812,800**	**0**	**111**	**0**	**350**	**0**	**0**	**1.20**
5	A. Del Prado	1628	0	423	423	0	0	0	0	0	0	0	0	0	0	0.77
	B. Rancho Niguel North	1628	0	1,090	1,090	0	0	0	0	0	0	0	0	0	0	0.85
	C. Rancho Niguel	1635	233	0	233	2,843	16,957	0	19,800	0	0	0	0	27,662	0	8.50
	D. Tampico	1641	151	92	243	0	0	0	0	0	0	0	0	0	0	0.00
	E. Costa Brava	1641	0	176	176	0	0	0	0	0	0	0	0	0	0	0.28
	F. Rancho Niguel South	1636	488	0	488	0	0	12,750	12,750	0	0	0	0	0	698	3.80
	G. Nueva Vista North	1641	210	0	210	0	0	0	0	0	0	0	0	0	0	0.00
	H. Crown Royale/Windrose	1641	280	29	309	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,362**	**1,810**	**3,172**	**2,843**	**16,957**	**12,750**	**32,550**	**0**	**0**	**0**	**0**	**27,662**	**698**	**14.20**
6	A. Laguna Niguel Regional Park	1634	0	0	0	0	0	0	0	0	0	0	0	0	0	105.00
	B. Kite Hill	1634	629	0	629	0	0	0	0	0	0	0	0	0	0	9.80
	C. Kings Road	1646	94	0	94	0	0	0	0	0	0	0	0	0	0	0.10
	D. Fieldstone	1646	200	0	200	0	0	0	0	0	0	0	0	0	0	0.00
	E. Park Niguel	1646	0	77	77	0	0	0	0	0	0	0	0	0	0	0.10
	F. Crown Valley Community Park	1648	0	0	0	0	0	0	0	0	0	78,460	0	0	0	38.40
	G. Ivy Glen Lane	1648	201	0	201	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,124**	**77**	**1,201**	**0**	**0**	**0**	**0**	**0**	**0**	**78,460**	**0**	**0**	**0**	**153.40**

TABLE 2-5 (CONTINUED)

PROPOSED GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
7	A. Highlands North	1640	185	0	185	0	0	0	0	0	0	0	0	0	0	0.00
		1487	0	0	0	0	0	0	0	0	0	0	0	27,600	0	0.90
	B. Laguna Crest/Knoll	1640	317	48	365	0	0	0	0	0	0	0	0	0	0	2.40
	C. Niguel Vista/Foothill	1640	0	358	358	0	0	0	0	0	0	0	0	0	0	0.60
	D. Pointe Niguel/Hampton Village	1640	0	416	416	0	0	0	0	0	0	0	0	0	0	1.10
	E. Crown Valley Highlands	1640	297	170	467	0	0	0	0	0	0	0	0	24,388	0	4.30
	F. Niguel Woods	1640	126	0	126	0	0	0	0	0	0	0	0	0	788	6.40
		Total	**925**	**992**	**1,917**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51,988**	**788**	**15.70**
8	A. Jamaica/Capri	1639	0	255	255	0	0	0	0	0	0	0	0	0	0	1.14
	B. Niguel Road West	1639	138	0	138	0	0	0	0	0	0	0	0	0	0	0.00
	C. Pamillia/Coronado Point	1639	149	0	149	0	0	0	0	0	0	0	0	0	0	0.00
	D. Niguel Summit II	1639	11	165	176	0	0	0	0	0	0	0	0	0	0	0.00
	E. Niguel Summit	1654	427	0	427	0	0	0	0	0	0	0	0	0	0	0.24
	F. Crown Cove/Country Club Villas/El Niguel Terrace	1654	40	389	429	0	0	0	0	0	0	0	0	0	0	0.11
	G. Aliso and Wood Canyons Regional Park	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**765**	**809**	**1,574**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1.49**
9	A. Paseo Del Campo	1657	263	130	393	0	0	0	0	0	0	0	0	0	0	3.41
	B. Greens East	1657	30	0	30	0	0	0	0	0	0	0	0	0	0	72.80
	C. El Niguel Heights	1657	251	0	251	0	0	0	0	0	0	0	0	0	0	2.30
	D. Club House Corner	1657	0	0	0	3,660	16,657	0	20,317	0	0	0	0	0	0	0.00
	E. Club House South	1653	66	319	385	0	0	0	0	0	0	0	0	0	0	78.87
	F. Crest de Ville/South Peak	1653	311	0	311	0	0	0	0	0	0	0	0	0	0	1.10
	G. Club House Plaza	1653	0	0	0	7,606	43,981	0	51,587	0	0	0	0	0	0	0.00
		Total	**921**	**449**	**1,370**	**11,266**	**60,638**	**0**	**71,904**	**0**	**0**	**0**	**0**	**0**	**0**	**158.48**
10	A. Adelanto	1645	920	34	954	0	0	0	0	0	108	0	0	53,220	1,032	2.97
	B. The Grove Shopping Center	1645	0	0	0	0	0	0	0	0	0	0	0	0	90	0.00
	C. Chatelain	1649	120	176	296	0	0	0	0	0	0	0	0	0	0	0.18
	D. Hidden Hills North	1650	659	0	659	0	0	0	0	0	0	0	0	0	0	4.40
		1647	92	0	92	0	0	0	0	0	0	0	0	0	0	0.00
	E. La Hermosa	1649	316	0	316	0	0	0	0	0	0	0	0	0	0	0.13
	F. Niguel Ranch Drive	1650	0	189	189	0	0	0	0	0	0	0	0	0	0	3.26
	G. Hidden Hills South	1650	0	344	344	0	0	0	0	0	0	0	0	0	607	3.40
		Total	**2,107**	**743**	**2,850**	**0**	**0**	**0**	**0**	**0**	**108**	**0**	**0**	**53,220**	**1,729**	**14.34**

TABLE 2-5 (CONTINUED)

PROPOSED GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
11	A. Marina Hills Drive North Residential Attached	1650	0	984	984	0	0	0	0	0	0	0	0	0	0	1.65
		1647	0	303	303	0	0	0	0	0	0	0	0	0	0	0.00
	B. Marina Hills Drive North	1650	200	128	328	0	0	0	0	0	0	0	0	0	0	0.00
	C. Street of the Golden Lantern East	1656	323	0	323	0	0	0	0	0	0	9,651	0	0	0	0.84
		1659	294	144	438	0	0	0	0	0	0	0	0	0	0	0.00
	D. Marina Hills Drive Commercial	1655	0	0	0	31,322	243,447	0	274,769	0	0	0	0	0	0	0.00
	E. Street of the Golden Lantern West	1658	30	950	980	0	0	0	0	0	0	10,000	0	0	728	23.60
	F. Palisades	1658	206	0	206	0	0	0	0	0	0	0	0	0	0	4.60
	G. Marina Hills	1655	707	673	1,380	0	0	0	0	0	0	0	0	0	0	20.77
	H. Salt Creek Regional Park	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.95
	I. Beacon Hill and Golden Lantern	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,760**	**3,182**	**4,942**	**31,322**	**243,447**	**0**	**274,769**	**0**	**0**	**19,651**	**0**	**0**	**728**	**52.41**
12	A. Bear Brand Ranch	1666	129	0	129	0	0	0	0	0	0	0	0	0	0	0.20
	B. Cameray Point/Andorra	1666	54	114	168	0	0	0	0	0	0	0	0	0	0	0.20
	C. Bear Brand East	1666	266	0	266	0	0	0	0	0	0	0	0	0	0	0.90
	D. Bear Brand West	1665	412	0	412	0	0	0	0	0	0	0	0	0	0	1.70
	E. Beacon Hill	1662	98	0	98	0	0	0	0	0	0	0	0	0	0	0.00
		1664	476	290	766	0	0	0	0	0	0	0	0	0	0	7.90
	F. San Marin/Windrift	1664	36	136	172	0	0	0	0	0	0	0	0	0	728	3.30
	G. Beacon Hill Commercial Center	1664	0	0	0	0	0	0	0	0	78	0	0	0	0	0.00
	H. Bear Brand Hill	1664	166	0	166	0	0	0	0	0	0	0	0	0	0	0.50
		1667	151	105	256	0	0	0	0	0	0	0	0	0	0	0.00
	I. Bear Brand Residential Attached	1665	0	371	371	0	0	0	0	0	0	0	0	0	671	6.10
	J. Ocean Ranch II	1665	0	0	0	29,944	175,676	0	205,620	0	0	0	0	0	0	0.00
		Total	**1,788**	**1,016**	**2,804**	**29,944**	**175,676**	**0**	**205,620**	**0**	**78**	**0**	**0**	**0**	**1,399**	**20.80**
13	A. Laguna Sur/Monarch Point	1660	172	253	425	0	0	0	0	0	0	0	0	0	0	1.40
	B. Pacific Island	1661	114	626	740	0	0	0	0	0	0	0	0	0	0	4.60
	C. Laguna Woods/Niguel West	1661	192	0	192	0	0	0	0	0	0	0	0	0	0	0.90
	D. Hon	1661	0	0	0	0	0	0	0	0	0	0	120	0	0	0.00
		Total	**478**	**879**	**1,357**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**120**	**0**	**0**	**6.90**

TABLE 2-5 (CONTINUED)

PROPOSED GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
14	A. Town Center	1652	0	250	250	27,214	151,127	166,159	344,500	0	0	14,400	0	38,814	0	0.00
	B. Crown Valley Center	1657	0	250	250	15,710	123,886	25,131	164,727	0	201	0	0	0	0	0.00
	C. Town Center Expansion	1654	0	275	275	14,999	84,994	60,597	160,590	0	0	64,855	0	0	0	0.00
	D. Alicia Parkway Center	1640	0	0	0	12,938	79,658	0	92,596	0	0	0	0	0	0	0.00
		Total	**0**	**775**	**775**	**70,861**	**439,665**	**251,887**	**762,413**	**0**	**201**	**79,255**	**0**	**38,814**	**0**	**0.00**
Total			**13,962**	**16,888**	**30,850**	**622,929**	**4,247,257**	**1,796,045**	**6,666,231**	**300,000**	**498**	**220,866**	**590**	**181,795**	**7,387**	**492.44**

3.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

3.1 VMT SCREENING CRITERIA

The City's screening criteria is intended to provide a simplified way to determine whether a project's VMT would be expected to cause a less than significant CEQA transportation impact without having to conduct a detailed VMT analysis. According to the *City of Laguna Niguel Transportation Assessment Guidelines (dated November 2020),* the screening criteria trip limit is based on net trip generation after considering pass-by and internal capture (consistent with ITE or other approved reliable sources), and any reductions for affordable housing, and/or existing land use that would be removed. Screening thresholds for land use projects are provided for the following:

1) Small Projects – Projects that would generate less than 500 vehicle trips per day based on the latest Institute of Transportation Engineers (ITE) Trip Generation Manual are presumed to be less than significant. As with other types of transportation analysis, the trip generation of the current uses, which have been determined to constitute the CEQA baseline condition, could be reduced from the proposed project so only net trips are assessed. A project demonstrating fewer and/or shorter trips leading to lower VMT than existing conditions may also be presumed to be less than significant.

   This criteria is not applicable to the proposed Project since approved individual project specifics are not available.

2) Redevelopment Projects – For redevelopment projects, the metric looks only at the net trips generated by the redevelopment project (project trips generated by the new development minus trips generated by the previous development). If the net trips generated by the redevelopment is less that the Small Project trip threshold of 500 daily trips (as discussed in the prior section) then no additional analysis is required. Where a proposed project replaces existing VMT-generating land uses and the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the redevelopment project is evaluated for impact analysis based on the applicable residential or non-residential VMT rate methodology, as further discussed in subsequent sections of these Guidelines.

   This criteria is not applicable to the proposed Project since approved individual project specifics are not available.

3) Projects Located in a Low VMT Area - The map-based screening of areas that display VMT below the City's threshold indicate where new development would be presumed to be less than significant. They represent areas of the City currently located near a diversity of land uses or multimodal transportation where additional development would further decrease VMT per capita or employee. The three low VMT areas of the City are:

   - The Gateway Specific Plan area around the Metrolink Station (TAZ 1479 and TAZ 1629).

- The northwest portion of the City bounded by Aliso Creek Road and La Paz Road, an employment center (TAZ 1624).
- The central portion of the City bounded by Alicia Parkway, Crown Valley Parkway, Clubhouse Drive, Golden Lantern, Marina Hills Drive, and Niguel Road, (TAZ 1648, TAZ 1652, TAZ 1655, and TAZ 1657).

*Based on this criteria, the proposed Project is evaluated at the TAZ level to determine if a TAZ is in a Low VMT Area or not, and the results are provided in **Table 3-1**.*

4) Projects Located in Transit Priority Areas - The City has one Transit Priority Area (TPA): the Laguna Niguel/Mission Viejo Metrolink Station. A TPA is a half-mile surrounding a major transit stop. A project with any portion of its limits inside the TPA is considered within the TPA. The TPA surrounding the Laguna Niguel Metrolink Station. Projects in TPAs are generally be presumed to have less than significant impacts, unless the proposed development:
   - Has a Floor Area Ratio (FAR) of less than 0.75,
   - Includes more parking than required by the City,
   - Is inconsistent with the SCAG Sustainable Communities, or
   - Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

   Land use development projects in the TPA and consistent with the Laguna Niguel Gateway Specific Plan would likely be exempt from CEQA analysis. Based on the guidelines, should bus service substantially expand or a new bus/multi-modal transit stop be constructed, the boundaries of a TPA within the City should be re-evaluated.

*Depending on the approved individual project's exact location and the criteria above, it could potentially screen-out as shown in **Table 3-1**.*

5) Locally Serving Land Uses Projects - Locally serving land uses provide goods and services to the local community. These types of land uses offer more opportunities for residents and employees to shop, dine and obtain services closer to home and work. Locally serving uses can also include community resources that may otherwise be located outside of the local area. By improving destination proximity, local serving uses lead to shortened trip lengths and reduced VMT. Therefore, the following local serving uses less than 50,000 square feet may be presumed to have a less than significant impact on VMT:
   - Libraries,
   - Civic Centers,
   - Police/Fire Station,
   - Community Centers,

- Other locally serving civic uses,
- Public schools,
- Private schools with less than 120 students,
- Community colleges with less than 400 students,
- Daycare centers,
- Urgent care facilities,
- Walk-in medical clinics,
- Auto repair/tire shops,
- Gas service station,
- Gyms/health clubs,
- Fitness studios,
- Locally serving hotels (non-destination hotels),
- Locally serving assembly uses (places of worship, community organizations).

A mixed-use project with locally serving components but is more than 50,000 square feet in total would not be screened from further analysis, however, the presumption of less than significance for locally serving project components could be described qualitatively.

For other potentially locally serving land uses the decision to screen out would be determined by City staff on a case-by-case basis, depending on the size and location of the proposed development.

This criteria is not applicable to the proposed Project since approved individual project specifics are not available.

6) Affordable Housing Projects - Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT. Further, "… low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available." Evidence and guidance from OPR support a presumption of less than significant impact for a 100% affordable residential development (or the residential component of a mixed-use development) in infill locations.

   For projects that are less than 100% affordable, each affordable unit shall be deemed to have no VMT generation. The remaining market-rate units shall be subject to the VMT analysis presented in these Guidelines.

This criteria is not applicable to the proposed Project since approved individual project specifics are not available.

The proposed Project is a General Plan Update, as detailed in ***Table 2-4***. Given that certain Traffic Analysis Zones (TAZs) are experiencing changes in residential and non-residential uses, both increasing and decreasing, the overall impact is assessed based on the overall City average, in addition to individual TAZs.

Table 3-1, presents the TAZs that can be screened-out under the Low VMT Area criteria. Further, *Table 3-1* also presents the TAZs that can potentially be screened-out if they satisfy all the Transit Priority Areas criteria, which is currently not available. It should be noted that the TPA is not fully nested in the TAZs.

A comprehensive Vehicle Miles Traveled (VMT) analysis has been prepared, as outlined in the following section.

TABLE 3-1

TAZ WITHIN LOW VMT AREA, TRANSIT PRIORITY AREA AND OPPORTUNITY AREA SUMMARY

TAZ	Low VMT Area	Transit Priority Area	Opportunity Area
1479	Yes	Yes	-
1487	-	-	-
1624	Yes	-	CPA 1
1625	-	-	CPA 2
1626	-	-	-
1628	-	-	CPA 5
1629	Yes	Yes	CPA 4
1630	-	-	-
1633	-	Yes	CPA 3
1634	-	-	CPA 1
1635	-	-	-
1636	-	-	-
1639	-	-	CPA 8
1640	-	-	CPA 7
1641	-	-	CPA 5
1643	-	Yes	CPA 3
1645	-	-	-
1646	-	-	CPA 6
1647	-	-	-
1648	Yes	-	-
1649	-	-	-
1650	-	-	-
1652	Yes	-	CPA 14
1653	-	-	-
1654	-	-	CPA 8
1655	Yes	-	-
1656	-	-	-
1657	Yes	-	CPA 14

TABLE 3-1 (CONTINUED)

TAZ WITHIN LOW VMT AREA, TRANSIT PRIORITY AREA AND OPPORTUNITY AREA SUMMARY

TAZ	Low VMT Area	Transit Priority Area	Opportunity Area
1658	-	-	-
1659	-	-	-
1660	-	-	-
1661	-	-	CPA 13
1662	-	-	-
1664	-	-	CPA 12
1665	-	-	CPA 12
1666	-	-	CPA 12
1667	-	-	-

3.2 VMT METHODOLOGY

As stated in the *City of Laguna Niguel Transportation Assessment Guidelines (dated November 2020),* projects will be analyzed for the entire VMT of their trips, including outside of the City. A project's change in VMT will be analyzed through the Orange County Transportation Analysis Model (OCTAM) to determine the VMT per Capita (for residential projects or residential components of a mixed-use development) and/or VMT per Employee (for non-residential projects or non-residential components of a mixed-use development) for the "with project" City averages. These are compared to a base year "without project" Citywide average value to determine potential significant transportation impact.

A project's cumulative impacts are based on an assessment of whether the "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." Please note that the assessment of cumulative impacts is based on the inclusion of future foreseeable projects, as represented in the OCTA future year model scenario. However, a project that falls below the threshold(s) of significance aligns with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa.

Per the City's direction, to evaluate the VMT impact, this VMT analysis includes VMT per Capita, VMT per Employee, and VMT per Service Population metrics for the Project under the three scenarios as listed below:

- Existing Conditions
- Current General Plan Buildout Conditions
- Proposed General Plan Buildout Conditions

Based on the above, a full VMT analysis utilizing OCTAM has been used to determine the VMT for the City of Laguna Niguel and each TAZ within the City under the three scenarios and will provide the following:

- ❖ VMT per Capita
- ❖ VMT per Employee
- ❖ VMT per Service Population

3.3 VMT THRESHOLDS

Per the City's direction, the Proposed General Plan Buildout would be considered to result in a significant VMT impact if the following is met:

- Residential Projects: A significant transportation impact occurs if the Proposed General Plan Buildout home-based VMT per Capita exceeds the Existing VMT per Capita or Current General Plan Buildout VMT per Capita.
- Non-Residential Projects: A significant transportation impact occurs if the Proposed General Plan Buildout employment VMT per Employee exceeds the Existing VMT per Employee or Current General Plan Buildout VMT per Employee.
- Other Projects: A significant transportation impact occurs if the Proposed General Plan Buildout total daily VMT per Service Population exceeds the Existing VMT per Service Population or Current General Plan Buildout VMT per Service Population.

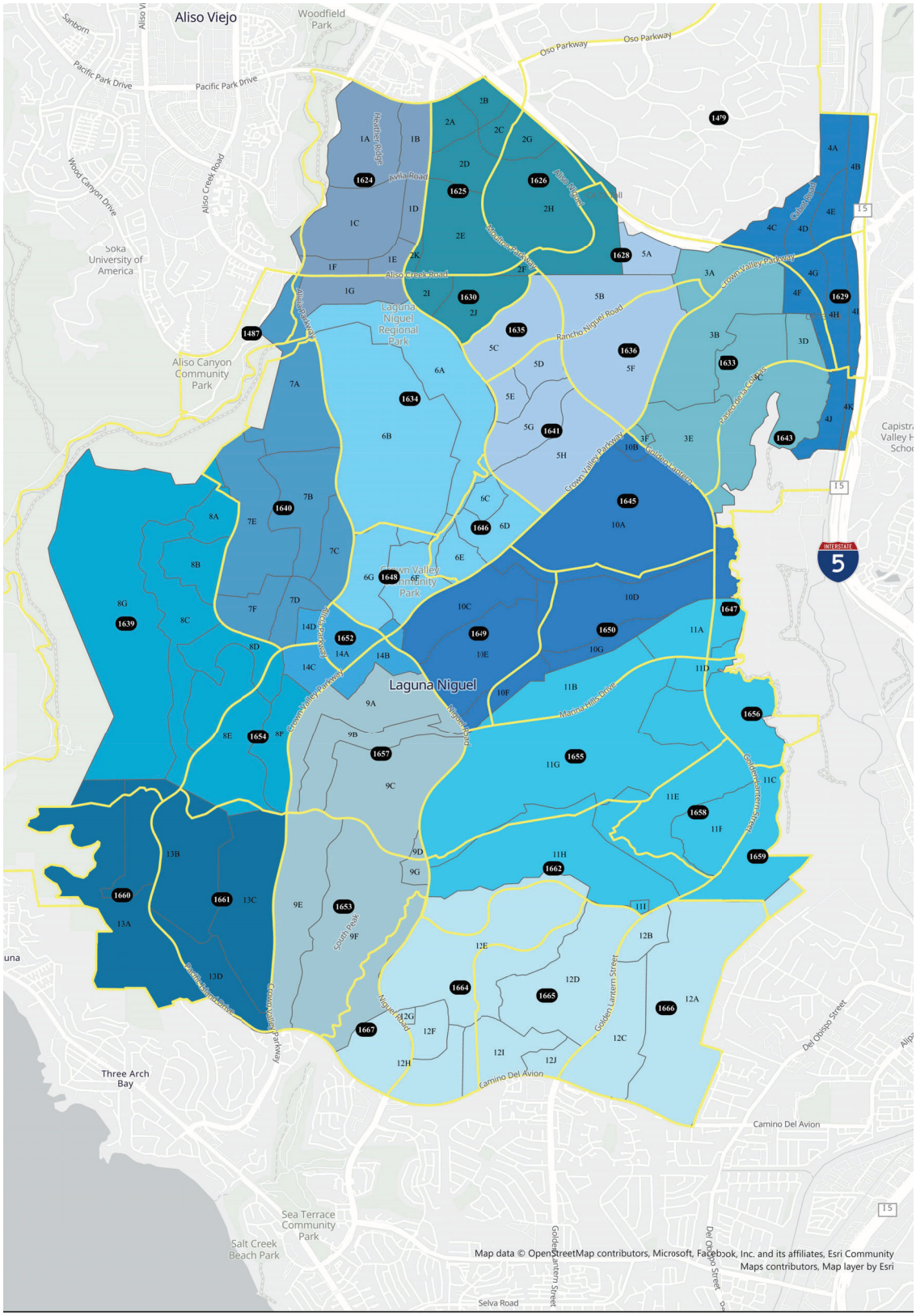
3.4 VMT ANALYSIS

The section below summarizes the VMT per Capita, VMT per Employee, and VMT per Service Population values utilizing OCTAM for the City of Laguna Niguel and TAZs under the Existing, Current General Plan Buildout and Proposed General Plan Buildout Conditions. It should be noted that the Project development totals were converted into Socio-Economic Data (SED) and inputted into the appropriate TAZs within the model. ***Figure 3-1*** shows the TAZs within the City of Laguna Niguel as provided in the OCTAM.

3.4.1 RESIDENTIAL LAND USES

Existing VMT per Capita Threshold Comparison - As shown in ***Table 3-2***, the Proposed General Plan Buildout City of Laguna Niguel VMT per Capita is ***0.93% lower*** than the Existing VMT per Capita.

Further, a TAZ level Existing VMT per Capita threshold comparison was assessed and provided in ***Table 3-3***.



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SOURCE: OCTAM 50

LLG

NO SCALE

FIGURE 3-1

OCTAM TAZ MAP

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE TRAFFIC STUDY, LAGUNA NIGUEL

TABLE 3-2

CITYWIDE EXISTING VMT PER CAPITA THRESHOLD COMPARISON

Citywide Existing VMT per Capita Threshold Comparison	
Existing City of Laguna Niguel VMT/Capita (Threshold)	23.61
Proposed General Plan Buildout City of Laguna Niguel VMT/Capita	23.39
Compared to Threshold	0.93% Lower (No Impact)

TABLE 3-3

TAZ LEVEL EXISTING VMT PER CAPITA THRESHOLD COMPARISON

TAZ Level Existing VMT per Capita Threshold Comparison			
TAZ	**Existing VMT per Capita (Threshold)**	**Proposed General Plan Buildout VMT per Capita**	**Compared to Threshold**
1479	20.54	18.93	7.84% Lower (No Impact)
1487	0	0	Not Applicable
1624	0	0	Not Applicable
1625	13.30	12.91	2.93% Lower (No Impact)
1626	24.57	24.08	1.99% Lower (No Impact)
1628	15.90	15.73	1.07% Lower (No Impact)
1629	0	0	Not Applicable
1630	25.03	24.36	2.68% Lower (No Impact)
1633	19.01	18.98	0.16% Lower (No Impact)
1634	24.29	23.03	5.19% Lower (No Impact)
1635	22.79	21.62	5.13% Lower (No Impact)
1636	22.63	22.61	0.09% Lower (No Impact)
1639	25.52	24.63	3.49% Lower (No Impact)
1640	23.17	23.63	**1.95% Reduction Needed**
1641	24.13	23.27	3.56% Lower (No Impact)
1643	23.73	24.05	**1.33% Reduction Needed**
1645	27.99	26.67	4.72% Lower (No Impact)
1646	27.11	26.17	3.47% Lower (No Impact)
1647	17.15	17.45	**1.72% Reduction Needed**
1648	21.27	20.58	3.24% Lower (No Impact)
1649	24.15	24.35	**0.82% Reduction Needed**
1650	26.01	25.35	2.54% Lower (No Impact)
1652	0	0	Not Applicable
1653	24.05	22.90	4.78% Lower (No Impact)
1654	26.72	28.52	**6.31% Reduction Needed**
1655	16.71	17.04	**1.94% Reduction Needed**

TABLE 3-3 (CONTINUED)

TAZ LEVEL EXISTING VMT PER CAPITA THRESHOLD COMPARISON

TAZ Level Existing VMT per Capita Threshold Comparison			
TAZ	**Existing VMT per Capita (Threshold)**	**Proposed General Plan Buildout VMT per Capita**	**Compared to Threshold**
1656	30.59	29.18	4.61% Lower (No Impact)
1657	21.45	20.14	6.11% Lower (No Impact)
1658	37.80	36.40	3.70% Lower (No Impact)
1659	30.59	29.18	4.61% Lower (No Impact)
1660	11.26	10.47	7.02% Lower (No Impact)
1661	29.74	28.39	4.54% Lower (No Impact)
1662	27.24	26.97	0.99% Lower (No Impact)
1664	27.24	26.97	0.99% Lower (No Impact)
1665	27.43	28.58	**4.02% Reduction Needed**
1666	25.77	25.75	0.08% Lower (No Impact)
1667	25.12	24.09	4.10% Lower (No Impact)

Current General Plan Buildout VMT per Capita Threshold Comparison - As shown in ***Table 3-4***, the Proposed General Plan Buildout City of Laguna Niguel VMT per Capita will need a ***2.99% VMT reduction*** when compared to the Current General Plan Buildout VMT per Capita threshold.

Further, a TAZ level Current General Plan Buildout VMT per Capita threshold comparison was assessed and provided in ***Table 3-5.***

TABLE 3-4

CITYWIDE CURRENT GENERAL PLAN BUILDOUT VMT PER CAPITA THRESHOLD COMPARISON

Citywide Current General Plan Buildout VMT per Capita Threshold Comparison	
Current General Plan Buildout City of Laguna Niguel VMT/Capita (Threshold)	22.69
Proposed General Plan Buildout City of Laguna Niguel VMT/Capita	23.39
Compared to Threshold	**2.99% Reduction Needed**

TABLE 3-5

TAZ LEVEL CURRENT GENERAL PLAN BUILDOUT VMT PER CAPITA THRESHOLD COMPARISON

TAZ Level Current General Plan Buildout VMT per Capita Threshold Comparison			
TAZ	**Current General Plan Buildout VMT per Capita (Threshold)**	**Proposed General Plan Buildout VMT per Capita**	**Compared to Threshold**
1479	18.25	18.93	**3.59% Reduction Needed**
1487	0	0	Not Applicable
1624	0	0	Not Applicable
1625	12.18	12.91	**5.65% Reduction Needed**
1626	23.14	24.08	**3.90% Reduction Needed**
1628	16.12	15.73	2.42% Lower (No Impact)
1629	0	0	Not Applicable
1630	23.65	24.36	**2.91% Reduction Needed**
1633	18.62	18.98	**1.90% Reduction Needed**
1634	22.15	23.03	**3.82% Reduction Needed**
1635	20.73	21.62	**4.12% Reduction Needed**
1636	22.11	22.61	**2.21% Reduction Needed**
1639	24.02	24.63	**2.48% Reduction Needed**
1640	22.96	23.63	**2.84% Reduction Needed**
1641	22.62	23.27	**2.79% Reduction Needed**
1643	23.17	24.05	**3.66% Reduction Needed**
1645	25.96	26.67	**2.66% Reduction Needed**
1646	26.05	26.17	**0.46% Reduction Needed**
1647	16.69	17.45	**4.36% Reduction Needed**
1648	20.09	20.58	**2.38% Reduction Needed**
1649	23.75	24.35	**2.46% Reduction Needed**
1650	24.67	25.35	**2.68% Reduction Needed**
1652	0	0	Not Applicable
1653	22.86	22.90	**0.17% Reduction Needed**
1654	28.15	28.52	**1.30% Reduction Needed**

TABLE 3-5 (CONTINUED)

TAZ LEVEL CURRENT GENERAL PLAN BUILDOUT VMT PER CAPITA THRESHOLD COMPARISON

TAZ Level Current General Plan Buildout VMT per Capita Threshold Comparison			
TAZ	**Current General Plan Buildout VMT per Capita (Threshold)**	**Proposed General Plan Buildout VMT per Capita**	**Compared to Threshold**
1655	16.70	17.04	**2.00% Reduction Needed**
1656	28.50	29.18	**2.33% Reduction Needed**
1657	14.73	20.14	**26.86% Reduction Needed**
1658	35.99	36.40	**1.13% Reduction Needed**
1659	28.50	29.18	**2.33% Reduction Needed**
1660	10.52	10.47	0.48% Lower (No Impact)
1661	28.35	28.39	**0.14% Reduction Needed**
1662	27.32	26.97	1.28% Lower (No Impact)
1664	27.32	26.97	1.28% Lower (No Impact)
1665	28.79	28.58	0.73% Lower (No Impact)
1666	25.91	25.75	0.62% Lower (No Impact)
1667	24.44	24.09	1.43% Lower (No Impact)

3.4.2 NON-RESIDENTIAL LAND USES

Existing VMT per Employee Threshold Comparison - As shown in ***Table 3-6***, the Proposed General Plan Buildout City of Laguna Niguel VMT per Employee will need a ***2.94% VMT reduction*** when compared to the Current General Plan Buildout VMT per Employee threshold.

Further, a TAZ level Existing VMT per Employee threshold comparison was assessed and provided in ***Table 3-7.***

TABLE 3-6

CITYWIDE EXISTING VMT PER EMPLOYEE THRESHOLD COMPARISON

Citywide Existing VMT per Employee Threshold Comparison	
Existing City of Laguna Niguel VMT/Employee (Threshold)	20.83
Proposed General Plan Buildout City of Laguna Niguel VMT/Employee	21.46
Compared to Threshold	**2.94% Reduction Needed**

TABLE 3-7

TAZ LEVEL EXISTING VMT PER EMPLOYEE THRESHOLD COMPARISON

TAZ Level Existing VMT per Employee Threshold Comparison			
TAZ	**Existing VMT per Employee (Threshold)**	**Proposed General Plan Buildout VMT per Employee**	**Compared to Threshold**
1479	22.27	23.20	**4.01% Reduction Needed**
1487	23.23	23.96	**3.05% Reduction Needed**
1624	19.61	20.59	**4.76% Reduction Needed**
1625	23.87	24.38	**2.09% Reduction Needed**
1626	0	0	Not Applicable
1628	19.87	20.65	**3.78% Reduction Needed**
1629	18.55	20.16	**7.99% Reduction Needed**
1630	25.49	26.80	**4.89% Reduction Needed**
1633	20.79	22.16	**6.18% Reduction Needed**
1634	21.93	22.34	**1.84% Reduction Needed**
1635	21.79	22.38	**2.64% Reduction Needed**
1636	19.67	20.48	**3.96% Reduction Needed**
1639	0	0	Not Applicable
1640	23.82	24.33	**2.10% Reduction Needed**
1641	0	0	Not Applicable
1643	20.45	21.15	**3.31% Reduction Needed**
1645	24.24	24.34	**0.41% Reduction Needed**
1646	0	0	Not Applicable
1647	0	0	Not Applicable
1648	20.32	21.20	**4.15% Reduction Needed**
1649	0	0	Not Applicable
1650	121.77	78.81	35.36% Lower (No Impact)
1652	19.20	19.84	**3.23% Reduction Needed**
1653	22.44	22.74	**1.32% Reduction Needed**
1654	22.53	21.35	5.24% Lower (No Impact)

TABLE 3-7 (CONTINUED)

TAZ LEVEL EXISTING VMT PER EMPLOYEE THRESHOLD COMPARISON

TAZ Level Existing VMT per Employee Threshold Comparison			
TAZ	**Existing VMT per Employee (Threshold)**	**Proposed General Plan Buildout VMT per Employee**	**Compared to Threshold**
1655	19.82	19.61	1.06% Lower (No Impact)
1656	37.73	40.27	**6.31% Reduction Needed**
1657	19.29	20.16	**4.32% Reduction Needed**
1658	35.64	33.65	5.58% Lower (No Impact)
1659	0	0	Not Applicable
1660	0	0	Not Applicable
1661[3]	0	27.84	**25.18% Reduction Needed**
1662	0	0	Not Applicable
1664	23.73	24.78	**4.24% Reduction Needed**
1665	18.65	19.40	**3.87% Reduction Needed**
1666	0	0	Not Applicable
1667	0	0	Not Applicable

[3] TAZ 1661 is utilizing the Existing City of Laguna Niguel VMT/Employee of 20.83 as the threshold to determine the VMT impact since the Existing TAZ VMT/Employee is unavailable.

Current General Plan Buildout VMT per Employee Threshold Comparison - As shown in ***Table 3-8,*** the Proposed General Plan Buildout City of Laguna Niguel VMT per Employee is ***0.65% lower*** when compared to the Current General Plan Buildout VMT per Employee threshold.

Further, a TAZ level Current General Plan Buildout VMT per Employee threshold comparison was assessed and provided in ***Table 3-9***.

TABLE 3-8

CITYWIDE CURRENT GENERAL PLAN BUILDOUT VMT PER EMPLOYEE THRESHOLD COMPARISON

Citywide Current General Plan Buildout VMT per Employee Threshold Comparison	
Current General Plan Buildout City of Laguna Niguel VMT/Employee (Threshold)	21.60
Proposed General Plan Buildout City of Laguna Niguel VMT/Employee	21.46
Compared to Threshold	**0.65% Lower (No Impact)**

TABLE 3-9

TAZ LEVEL CURRENT GENERAL PLAN BUILDOUT VMT PER EMPLOYEE THRESHOLD COMPARISON

TAZ Level Current General Plan Buildout VMT per Employee Threshold Comparison			
TAZ	**Current General Plan Buildout VMT per Employee (Threshold)**	**Proposed General Plan Buildout VMT per Employee**	**Compared to Threshold**
1479	22.69	23.20	**2.20% Reduction Needed**
1487	24.19	23.96	0.95% Lower (No Impact)
1624	20.81	20.59	1.06% Lower (No Impact)
1625	23.32	24.38	**4.35% Reduction Needed**
1626	0	0	Not Applicable
1628	20.87	20.65	1.05% Lower (No Impact)
1629	20.21	20.16	0.25% Lower (No Impact)
1630	26.99	26.80	0.70% Lower (No Impact)
1633	22.31	22.16	0.67% Lower (No Impact)
1634	22.49	22.34	0.67% Lower (No Impact)
1635	22.90	22.38	2.27% Lower (No Impact)
1636	20.77	20.48	1.40% Lower (No Impact)
1639	0	0	Not Applicable
1640	24.66	24.33	1.34% Lower (No Impact)
1641	0	0	Not Applicable
1643	21.35	21.15	0.94% Lower (No Impact)
1645	24.59	24.34	1.02% Lower (No Impact)
1646	0	0	Not Applicable
1647	0	0	Not Applicable
1648	21.58	21.20	1.76% Lower (No Impact)
1649	0	0	Not Applicable
1650	79.91	78.81	1.50% Lower (No Impact)
1652	19.95	19.84	0.55% Lower (No Impact)
1653	23.19	22.74	1.94% Lower (No Impact)
1654	21.72	21.35	1.70% Lower (No Impact)

TABLE 3-9 (CONTINUED)

TAZ LEVEL CURRENT GENERAL PLAN BUILDOUT VMT PER EMPLOYEE THRESHOLD COMPARISON

TAZ Level Current General Plan Buildout VMT per Employee Threshold Comparison			
TAZ	**Current General Plan Buildout VMT per Employee (Threshold)**	**Proposed General Plan Buildout VMT per Employee**	**Compared to Threshold**
1655	20.03	19.61	2.10% Lower (No Impact)
1656	40.71	40.27	1.08% Lower (No Impact)
1657	20.34	20.16	0.88% Lower (No Impact)
1658	34.23	33.65	1.69% Lower (No Impact)
1659	0	0	Not Applicable
1660	0	0	Not Applicable
1661[4]	0	27.84	**22.41% Reduction Needed**
1662	0	0	Not Applicable
1664	25.48	24.78	2.75% Lower (No Impact)
1665	19.94	19.40	2.71% Lower (No Impact)
1666	0	0	Not Applicable
1667	0	0	Not Applicable

[4] TAZ 1661 is utilizing the Current General Plan Buildout City of Laguna Niguel VMT/Employee of 21.60 as the threshold to determine the VMT impact since the Current General Plan Buildout TAZ VMT/Employee is unavailable.

3.4.3 OTHER LAND USES

Existing VMT per Service Population Threshold Comparison - As shown in ***Table 3-10***, the Proposed General Plan Buildout City of Laguna Niguel VMT per Service Population will need a ***1.24% VMT reduction*** when compared to the Existing VMT per Service Population threshold.

Further, a TAZ level Existing VMT per Service Population threshold comparison was assessed and provided in ***Table 3-11.***

TABLE 3-10

CITYWIDE EXISTING VMT PER SERVICE POPULATION THRESHOLD COMPARISON

Citywide Existing VMT per Service Population Threshold Comparison	
Existing City of Laguna Niguel VMT/Service Population (Threshold)	34.99
Proposed General Plan Buildout City of Laguna Niguel VMT/Service Population	35.43
Compared to Threshold	**1.24% Reduction Needed**

TABLE 3-11

TAZ LEVEL EXISTING VMT PER SERVICE POPULATION THRESHOLD COMPARISON

TAZ Level Existing VMT per Service Population Impact			
TAZ	**Existing VMT per Service Population (Threshold)**	**Proposed General Plan Buildout VMT per Service Population**	**Compared to Threshold**
1479	37.70	38.40	**1.82% Reduction Needed**
1487	72.45	68.97	4.80% Lower (No Impact)
1624	62.83	57.77	8.05% Lower (No Impact)
1625	22.29	21.54	3.36% Lower (No Impact)
1626	28.69	28.12	1.99% Lower (No Impact)
1628	29.85	26.38	11.62% Lower (No Impact)
1629	89.88	89.37	0.57% Lower (No Impact)
1630	30.68	30.00	2.22% Lower (No Impact)
1633	33.99	33.21	2.29% Lower (No Impact)
1634	39.62	39.66	**0.10% Reduction Needed**
1635	33.29	32.32	2.91% Lower (No Impact)
1636	29.40	27.78	5.51% Lower (No Impact)
1639	34.09	32.99	3.23% Lower (No Impact)
1640	29.19	28.42	2.64% Lower (No Impact)
1641	30.47	29.60	2.86% Lower (No Impact)
1643	39.10	40.46	**3.36% Reduction Needed**
1645	26.92	26.62	1.00% Lower (No Impact)
1646	32.88	31.99	2.71% Lower (No Impact)
1647	25.57	25.43	0.55% Lower (No Impact)
1648	30.00	29.33	2.23% Lower (No Impact)
1649	32.31	32.53	**0.68% Reduction Needed**
1650	30.90	29.23	5.40% Lower (No Impact)
1652	56.78	60.93	**6.81% Reduction Needed**
1653	37.07	35.88	3.21% Lower (No Impact)
1654	35.39	38.41	**7.86% Reduction Needed**

TABLE 3-11 (CONTINUED)

TAZ LEVEL EXISTING VMT PER SERVICE POPULATION THRESHOLD COMPARISON

TAZ Level Existing VMT per Service Population Impact			
TAZ	**Existing VMT per Service Population (Threshold)**	**Proposed General Plan Buildout VMT per Service Population**	**Compared to Threshold**
1655	31.83	34.72	**8.32% Reduction Needed**
1656	35.63	33.87	4.94% Lower (No Impact)
1657	36.26	32.87	9.35% Lower (No Impact)
1658	37.73	33.49	11.24% Lower (No Impact)
1659	35.63	33.87	4.94% Lower (No Impact)
1660	21.04	20.49	2.61% Lower (No Impact)
1661	35.90	34.91	2.76% Lower (No Impact)
1662	29.51	28.36	3.90% Lower (No Impact)
1664	29.51	28.36	3.90% Lower (No Impact)
1665	35.60	36.47	**2.39% Reduction Needed**
1666	34.15	34.17	**0.06% Reduction Needed**
1667	31.39	30.52	2.77% Lower (No Impact)

Current General Plan Buildout VMT per Service Population Threshold Comparison - As shown in ***Table 3-12***, the Proposed General Plan Buildout City of Laguna Niguel VMT per Service Population is ***1.77% lower*** than the Current General Plan Buildout VMT per Service Population threshold.

Further, a TAZ level Current General Plan Buildout VMT per Service Population threshold comparison was assessed and provided in ***Table 3-13.***

TABLE 3-12

CITYWIDE CURRENT GENERAL PLAN BUILDOUT VMT PER SERVICE POPULATION THRESHOLD COMPARISON

Citywide Current General Plan Buildout VMT per Service Population Threshold Comparison	
Current General Plan Buildout City of Laguna Niguel VMT/Service Population (Threshold)	36.07
Proposed General Plan Buildout City of Laguna Niguel VMT/Service Population	35.43
Compared to Threshold	**1.77% Lower (No Impact)**

TABLE 3-13

TAZ LEVEL CURRENT GENERAL PLAN BUILDOUT VMT PER SERVICE POPULATION THRESHOLD COMPARISON

TAZ Level Current General Plan Buildout VMT per Service Population Threshold Comparison			
TAZ	**Current General Plan Buildout VMT per Service Population (Threshold)**	**Proposed General Plan Buildout VMT per Service Population**	**Compared to Threshold**
1479	44.48	38.40	13.67% Lower (No Impact)
1487	70.18	68.97	1.72% Lower (No Impact)
1624	56.49	57.77	**2.22% Reduction Needed**
1625	21.91	21.54	1.69% Lower (No Impact)
1626	27.17	28.12	**3.38% Reduction Needed**
1628	26.84	26.38	1.71% Lower (No Impact)
1629	89.44	89.37	0.08% Lower (No Impact)
1630	29.41	30.00	**1.97% Reduction Needed**
1633	33.36	33.21	0.45% Lower (No Impact)
1634	39.75	39.66	0.23% Lower (No Impact)
1635	31.95	32.32	**1.14% Reduction Needed**
1636	27.72	27.78	**0.22% Reduction Needed**
1639	32.31	32.99	**2.06% Reduction Needed**
1640	28.05	28.42	**1.30% Reduction Needed**
1641	28.88	29.60	**2.43% Reduction Needed**
1643	40.29	40.46	**0.42% Reduction Needed**
1645	26.18	26.62	**1.76% Reduction Needed**
1646	31.80	31.99	**0.59% Reduction Needed**
1647	24.58	25.43	**3.34% Reduction Needed**
1648	29.38	29.33	0.17% Lower (No Impact)
1649	31.91	32.53	**1.91% Reduction Needed**
1650	28.54	29.23	**2.36% Reduction Needed**
1652	58.85	60.93	**3.41% Reduction Needed**
1653	36.02	35.88	0.39% Lower (No Impact)

TABLE 3-13 (CONTINUED)

TAZ LEVEL CURRENT GENERAL PLAN BUILDOUT VMT PER SERVICE POPULATION THRESHOLD COMPARISON

TAZ Level Current General Plan Buildout VMT per Service Population Threshold Comparison			
TAZ	**Current General Plan Buildout VMT per Service Population (Threshold)**	**Proposed General Plan Buildout VMT per Service Population**	**Compared to Threshold**
1654	38.44	38.41	0.08% Lower (No Impact)
1655	34.83	34.72	0.32% Lower (No Impact)
1656	33.22	33.87	**1.92% Reduction Needed**
1657	32.14	32.87	**2.22% Reduction Needed**
1658	33.22	33.49	**0.81% Reduction Needed**
1659	33.22	33.87	**1.92% Reduction Needed**
1660	20.63	20.49	0.68% Lower (No Impact)
1661	34.47	34.91	**1.26% Reduction Needed**
1662	28.69	28.36	1.15% Lower (No Impact)
1664	28.69	28.36	1.15% Lower (No Impact)
1665	36.83	36.47	0.98% Lower (No Impact)
1666	34.04	34.17	**0.38% Reduction Needed**
1667	30.76	30.52	0.78% Lower (No Impact)

4.0 MITIGATION MEASURES

4.1 VMT MITIGATION MEASURES

Mitigation measures are required in Environmental Impact Reports and Mitigative Declarations to identify feasible alternatives and mitigation measures to avoid or substantially reduce a project's significant environmental impacts.

If a significant transportation impact is identified for a project, it will be the applicant's responsibility to submit a mitigation measure plan to reduce impacts to less than significant. Options include:

- Provision of on-site transportation infrastructure,
- On-site transportation demand management (TDM),
- Off-site infrastructure improvements including roadway improvements for active transportation and multimodal infrastructure, and/or,
- Off-site multimodal improvements.

As referenced in the *OPR Technical Advisory,* the *California Air Pollution Control Officers Association's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Government, Communities, and Project Developers Report, Chapters 3 - Transportation, December 2021, (CAPCOA Report)* quantifies the reduction in vehicle miles traveled (VMT) associated with a particular mitigation measure. The CAPCOA VMT reduction strategies include built environment changes and transportation demand management (TDM) actions.

The Transportation Demand Management (TDM) strategies are sub-categorized into the following:

1) Land Use
2) Trip Reduction Program
3) Parking or Road Pricing/Management
4) Neighborhood Design
5) Transit
6) Clean Vehicles and Fuels

It may be noted that there are rules and combined maximums for calculating the VMT reduction when applying multiple mitigation measures. To safeguard the accuracy and reliability of the methods while maintaining their case of use, the following rules should be followed when considering reductions achieved by transportation measures.

Combining Measures Across Scales

According to the CAPCOA, there are sixteen (16) quantified measures at the Project/Site scale that can be combined with each other and seventeen (17) quantified measures at the Plan/Community scale that can be combined with each other. The GHG reductions of transportation measures from different scales of application should never be combined.

Combining Measures Within a Subsector

Effectiveness levels for multiple measures within a subsector may be multiplied to determine a combined effectiveness level. The CAPCOA recommends that measure reductions within a subsector be multiplied. This will take the following form:

$$Reduction_{subsector} = 1 - [(1 - A) * (1 - B) * (1 - C)]$$

Where A, B, and C are the individual measures reduction percentages for the measures to be combined in each subsector. In addition, each subsector has a maximum allowable reduction.

Combining Measures Across Subsectors

The CAPCOA report adopts 70 percent as a maximum for the combined VMT impact from the following four subsectors: Land Use, Neighborhood Design, Parking or Road Pricing/Management, and Transit:

$$Reduction_{multi-subsector} = 1\text{-}\ [(1 - Land) * (1 - Design) * (1 - Parking) * (1 - Transit) \leq 70\%$$

Please note that this multi-subsector maximum purposefully excludes the Trip Reduction Program subsector.

4.2 POTENTIAL MITIGATION MEASURES

Since approved individual project specifics are unavailable, applicable mitigation measures from the CAPCOA report are presented in this section as a menu of potential mitigation strategies. The mitigation measures are separated into Project/Site Scale and Plan/Community Scale as presented below:

4.2.1 PROJECT/SITE SCALE

The following list provides a menu of potential mitigation measures that are available for the Project/Site Scale:

- Measure T-1. Increase Residential Density (Up to 30.0% VMT Reduction)
- Measure T-2. Increase Job Density (Up to 30.0% VMT Reduction)
- Measure T-3. Provide Transit-Oriented Development (Up to 31.0% VMT Reduction)
- Measure T-4. Integrate Affordable and Below Market Rate Housing (Up to 28.6% VMT Reduction)
- Measure T-5. Implement Commute Trip Reduction Program (Voluntary) (Up to 4.0% VMT Reduction)
- Measure T-6. Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring) (Up to 26.0% VMT Reduction)
- Measure T-7. Implement Commute Trip Reduction Marketing (Up to 4.0% VMT Reduction)
- Measure T-8. Provide Ridesharing Program (Up to 8.0% VMT Reduction)
- Measure T-9. Implement Subsidized or Discounted Transit Program (Up to 5.5% VMT Reduction)
- Measure T-10. Provide End-of-Trip Bicycle Facilities (Up to 4.4% VMT Reduction)
- Measure T-11. Provide Employer-Sponsored Vanpool (Up to 20.4% VMT Reduction)
- Measure T-12. Price Workplace Parking (Up to 20.0% VMT Reduction)
- Measure T-13. Implement Employee Parking Cash-Out (Up to 12.0% VMT Reduction)
- Measure T-15. Limit Residential Parking Supply (Up to 13.7% VMT Reduction)
- Measure T-16. Unbundle Residential Parking Costs from Property Cost (Up to 15.7% VMT Reduction)

4.2.2 PLAN/COMMUNITY SCALE

The following list provides a menu of potential mitigation measures for the Plan/Community Scale:

- Measure T-17. Improve Street Connectivity (Up to 30.0% VMT Reduction)
- Measure T-18. Provide Pedestrian Network Improvement (Up to 6.4% VMT Reduction)
- Measure T-19-A. Construct or Improve Bike Facility (Up to 0.8% VMT Reduction)
- Measure T-19-B. Construct or Improve Bike Boulevard (Up to 0.2% VMT Reduction)
- Measure T-20. Expand Bikeway Network (Up to 0.5% VMT Reduction)
- Measure T-21-A. Implement Conventional Carshare Program (Up to 0.15% VMT Reduction)
- Measure T-21-B. Implement Electric Carshare Program (Up to 0.18% VMT Reduction)
- Measure T-22-A. Implement Pedal (Non-Electric) Bikeshare Program (Up to 0.02% VMT Reduction)
- Measure T-22-B. Implement Electric Bikeshare Program (Up to 0.06% VMT Reduction)
- Measure T-22-C. Implement Scootershare Program (Up to 0.07% VMT Reduction)
- Measure T-23. Provide Community-Based Travel Planning (Up to 2.3% VMT Reduction)
- Measure T-24. Implement Market Price Public Parking (On-Street) (Up to 30.0% VMT Reduction)
- Measure T-25. Extend Transit Network Coverage or Hours (Up to 4.6% VMT Reduction)
- Measure T-26. Increase Transit Service Frequency (Up to 11.3% VMT Reduction)
- Measure T-27. Implement Transit-Supportive Roadway Treatments (Up to 0.6% VMT Reduction)
- Measure T-28. Provide Bus Rapid Transit (Up to 13.8% VMT Reduction)
- Measure T-29. Reduce Transit Fare (Up to 1.2% VMT Reduction)

5.0 CONCLUSIONS

Based on the *City of Laguna Niguel Transportation Assessment Guidelines (dated November 2020)* and the City's direction, utilizing the VMT screening, methodology, criteria, analysis, thresholds and results outlined in this report, the Proposed General Plan Buildout will have a signifcant and unavoidable CEQA related transportation impact. It is recommended that the applicant minimize the VMT impact as much as possible by implementing all feasible mitigation measures once the details of the individual project are determined.



City of Laguna Niguel
General Plan Update Traffic Study

January 7, 2025

Linscott, Law & Greenspan, Engineers
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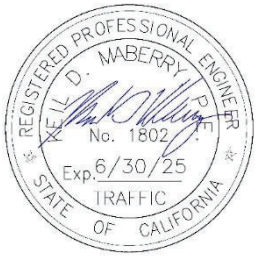
LAGUNA NIGUEL GENERAL PLAN UPDATE
TRAFFIC STUDY

LAGUNA NIGUEL, ORANGE COUNTY, CALIFORNIA

JANUARY 7, 2025







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EXECUTIVE SUMMARY

PROJECT DESCRIPTION

- The Proposed General Plan Buildout consists of the changes and reallocation of land uses to certain opportunity areas in the northern and central portions of the City of Laguna Niguel as well as circulation network changes from the Current General Plan.

- The Proposed General Plan Buildout would develop the following net land use changes as compared to the land uses included in the Current General Plan:
    - +1,369 Residential Dwelling Units
        - -94 Single Family Dwelling Units
        - +1,463 Multifamily Dwelling Units
    - -1,508,043 SF Commercial
        - -67,408 SF Restaurant
        - -710,635 SF Retail
        - -730,000 SF Medical Office/Office
    - +300,000 SF Tech/Medical Campus
    - +90 Room Hotel
    - +4.80 Acre Park

- The Proposed General Plan Buildout proposes the following modifications to the Current General Plan Circulation Element as associated with the proposed OCTA Master Plan of Arterial Highways (MPAH) Amendment to reduce the capacity of La Paz Road from Aliso Creek Road to Kings Road:
    - *Intersection 16. La Paz Road at Rancho Niguel Road:* Restripe the south leg of La Paz Road to remove the northbound through lane and the second southbound departure lane. Restripe the north leg of La Paz Road to remove the second southbound through lane and the second northbound departure lane.

- The Proposed General Plan Buildout also proposes to remove the following planned improvements from the Current General Plan Circulation Element:
    - *Marina Hills Drive – Camino Los Padres Extension:* This roadway would extend from the existing easterly terminus of Camino Los Padres to Camino Capistrano. This extension is included in the Current General Plan Buildout as a Primary roadway. The removal of this extension will require an OCTA MPAH Amendment.
    - *Segment CC. Golden Lantern, between Chapparosa Park Road and Beacon Hill Way:* This segment is designated as a Major roadway and will be widened to six travel lanes. The removal of this designation will require an OCTA MPAH Amendment.

- The following Proposed General Plan Buildout improvements are associated with the proposed OCTA MPAH Amendment to reduce the capacity of La Paz Road from Aliso Creek Road to Kings Road:
    - *Segment K. La Paz Road, between Aliso Creek Road and Rancho Niguel Road:* Reduce this segment from four travel lanes to two travel lanes.

STUDY AREA

- Fifty-five (55) key study intersections selected for evaluation were based on discussions with City of Laguna Niguel staff. The fifty-five (55) key study intersections provide regional and local access to the City of Laguna Niguel.

- Thirty-four (34) key study roadway segments selected for evaluation were based on discussions with City of Laguna Niguel staff.

TRAFFIC IMPACT ANALYSIS

Existing Traffic Conditions

- For the Existing traffic conditions, all fifty-five (55) key study intersections currently operate at acceptable levels of service during the AM and PM peak hours when compared to the LOS standards defined in this report.

- For the Existing traffic conditions, all thirty-four (34) key study roadway segments currently operate at acceptable levels of service on a daily basis.

Current General Plan Buildout Traffic Conditions

- For the Current General Plan Buildout traffic conditions, two (2) of the fifty-five (55) key study intersections are forecast to operate at a deficient LOS based on the LOS standards defined in this report with the completion of the planned improvements detailed in *Section 5.1.1*. The remaining key study intersections are forecast to continue operate at an acceptable LOS under Current General Plan Buildout traffic conditions. The locations projected to operate at a deficient LOS are as follows:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU	LOS	ICU	LOS
31. Camino Capistrano at Paseo de Colinas	--	--	0.94	E
47. Golden Lantern at Marina Hills Drive/Camino Los Padres	1.10	F	1.31	F

- For the Current General Plan Buildout traffic conditions, all thirty-four (34) key study roadway segments are forecast to continue to operate at an acceptable LOS under Current General Plan Buildout traffic conditions.

Proposed General Plan Buildout Traffic Conditions

- For the Proposed General Plan Buildout traffic conditions, all fifty-five (55) key study intersections are forecast to operate at an acceptable LOS based on the LOS standards defined in this report with the completion of the planned improvements detailed in *Section 5.2.1*.

- For the Proposed General Plan Buildout traffic conditions, all thirty-four (34) key study roadway segments are forecast to operate at an acceptable LOS when compared to the LOS standards defined in this report with the completion of the planned improvements detailed in *Section 5.2.2*.

LAGUNA NIGUEL GENERAL PLAN UPDATE
TRAFFIC STUDY

LAGUNA NIGUEL, ORANGE COUNTY, CALIFORNIA

JANUARY 7, 2025

1.0 INTRODUCTION



The City of Laguna Niguel is undertaking a General Plan Update that will establish updated land uses and intensities within the City. The purpose of this traffic study is to support the land use decision-making process by evaluating traffic opportunities and constraints under existing and future (2045) buildout conditions. This traffic impact analysis evaluates the potential traffic impacts of the proposed Laguna Niguel General Plan Update project (hereinafter referred to as Proposed General Plan Buildout), on the area traffic circulation.

This report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential traffic impacts the Proposed General Plan Buildout may have on the local network within the City and its neighboring jurisdictions. The traffic impact analysis evaluates the operating conditions at fifty-five (55) existing key study intersections and thirty-four (34) key study roadway segments throughout the City and its neighboring jurisdictions and forecasts future (long-term) operating conditions with both the Current General Plan Buildout and the Proposed General Plan Buildout.

Fieldwork was conducted throughout the City and an inventory of adjacent area roadways and intersections was performed. Existing peak hour traffic information has been collected at the fifty-five (55) key study intersections and the thirty-four (34) key study roadway segments on a "typical" weekday for use in the preparation of intersection and roadway segment level of service calculations. This traffic report analyzes existing and future (long-term) weekday daily and AM and PM peak hour traffic conditions for Existing and Year 2045 traffic conditions with both the Current General Plan Buildout and the Proposed General Plan Buildout (i.e. proposed Project).

The work program for this traffic study was developed in conjunction with the City of Laguna Niguel staff.

1.1 STUDY AREA

1.1.1 INTERSECTIONS

The fifty-five (55) key study intersections selected for evaluation were based on discussions with City of Laguna Niguel staff. The fifty-five (55) key study intersections listed below provide regional and local access to the City of Laguna Niguel and define the extent of the boundaries for this traffic impact investigation. The jurisdiction where each key study intersection is located is also identified.

1. Alicia Parkway at Moulton Parkway (Laguna Hills)
2. Moulton Parkway at La Paz Road (Laguna Hills)
3. La Paz Road at Merienda/SR-73 NB Ramps (Caltrans)
4. La Paz Road at SR-73 SB Ramps (Caltrans)
5. Alicia Parkway at Pacific Park Drive (Aliso Viejo)
6. Heather Ridge at Pacific Park Drive (Laguna Niguel/Aliso Viejo)
7. La Paz Road at Pacific Park Drive (Laguna Niguel/Aliso Viejo)
8. Moulton Parkway at Pacific Park Drive/Oso Parkway (Laguna Hills)
9. Moulton Parkway at SR-73 SB Ramp (Caltrans)

10. Alicia Parkway at Avila Road (Laguna Niguel)
11. La Paz Road at Avila Road (Laguna Niguel)
12. Moulton Parkway at Avila Road (Laguna Niguel)
13. Alicia Parkway at Aliso Creek Road (Laguna Niguel)
14. La Paz Road at Aliso Creek Road (Laguna Niguel)
15. Moulton Parkway at Aliso Creek Road (Laguna Niguel)
16. La Paz Road at Rancho Niguel Road (Laguna Niguel)
17. Moulton Parkway at Rancho Niguel Road (Laguna Niguel)
18. Greenfield Drive at SR-73 NB Ramps (Caltrans)
19. Greenfield Drive at SR-73 SB Ramps (Caltrans)
20. Greenfield Drive at Rancho Niguel Road (Laguna Niguel)
21. Greenfield Drive at Crown Valley Parkway (Laguna Niguel)
22. Cabot Road at Crown Valley Parkway (Laguna Niguel)
23. Forbes Road at Crown Valley Parkway (Laguna Niguel)
24. I-5 SB Ramps at Crown Valley Parkway (Caltrans)
25. I-5 NB Ramps at Crown Valley Parkway (Caltrans)
26. Kaleidoscope at Crown Valley Parkway (Mission Viejo)
27. Puerta Real/Shops at Mission Viejo at Crown Valley Parkway (Mission Viejo)
28. Dr Guevara Way/Medical Center Road at Crown Valley Parkway (Mission Viejo)
29. Cabot Road at Paseo de Colinas (Laguna Niguel)
30. Camino Capistrano at Paseo de Colinas (Laguna Niguel)
31. Camino Capistrano at Avery Parkway (Laguna Niguel)
32. I-5 SB Ramps at Avery Parkway (Caltrans)
33. I-5 NB Ramps at Avery Parkway (Caltrans)
34. Marguerite Parkway at Avery Parkway (Mission Viejo)
35. Alicia Parkway at Highlands Avenue (Laguna Niguel)
36. Moulton Parkway/Golden Lantern at Crown Valley Parkway (Laguna Niguel)
37. Highlands Avenue at Niguel Road (Laguna Niguel)
38. La Paz Road at Crown Valley Parkway (Laguna Niguel)
39. Golden Lantern at Paseo de Colinas (Laguna Niguel)
40. Alicia Parkway at Niguel Road (Laguna Niguel)
41. Highlands Avenue at Pacific Island Drive (Laguna Niguel)
42. Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive (Laguna Niguel)
43. Crown Valley Parkway at Niguel Road (Laguna Niguel)
44. Crown Valley Parkway at Alicia Parkway (Laguna Niguel)
45. Pacific Island Drive at Club House Drive (Laguna Niguel)
46. Niguel Road at Marina Hills Drive (Laguna Niguel)
47. Golden Lantern at Marina Hills Drive/Camino Los Padres (Laguna Niguel)
48. Crown Valley Parkway at Club House Drive (Laguna Niguel)

49. Niguel Road at Club House Drive (Laguna Niguel)
50. Niguel Road at Beacon Hill Way (Laguna Niguel)
51. Golden Lantern at Beacon Hill Way (Laguna Niguel)
52. Niguel Road at Ridgeway Avenue (Laguna Niguel)
53. Crown Valley Parkway at Pacific Island Drive/Camino Del Avion (Laguna Niguel)
54. Niguel Road at Camino Del Avion (Laguna Niguel)
55. Golden Lantern at Camino Del Avion (Laguna Niguel)

1.1.2 ROADWAY SEGMENTS

The thirty-four (34) key study roadway segments selected for evaluation were based on discussions with City of Laguna Niguel staff. The thirty-four (34) key study roadway segments listed below provide regional and local access to the City of Laguna Niguel and define the extent of the boundaries for this traffic impact investigation.

A. Pacific Park Drive, between Alicia Parkway and La Paz Road
B. Alicia Parkway, between Pacific Park Drive and Avila Road
C. La Paz Road, between Pacific Park Drive and Avila Road
D. Moulton Parkway, north of Avila Road
E. Alicia Parkway, between Avila Road and Aliso Creek Road
F. La Paz Road, between Avila Road and Aliso Creek Road
G. Moulton Parkway, between Avila Road and Aliso Creek Road
H. Aliso Creek Road, between Alicia Parkway and La Paz Road
I. Aliso Creek Road, between La Paz Road and Moulton Parkway
J. Alicia Parkway, between Aliso Creek Road and Highlands Avenue
K. La Paz Road, between Aliso Creek Road and Rancho Niguel Road
L. Moulton Parkway, between Aliso Creek Road and Rancho Niguel Road
M. Rancho Niguel Road, between Moulton Parkway and Greenfield Drive
N. Crown Valley Parkway, between Greenfield Drive and Cabot Road
O. Crown Valley Parkway, between Cabot Road and Forbes Road
P. Moulton Parkway, between Rancho Niguel Road and Crown Valley Parkway
Q. Crown Valley Parkway, between Moulton Parkway/Golden Lantern and Greenfield Drive
R. Paseo de Colinas, between Golden Lantern and Cabot Road
S. Paseo de Colinas, between Cabot Road and Camino Capistrano
T. Alicia Parkway, between Highlands Avenue and Niguel Road
U. Crown Valley Parkway, between La Paz Road and Moulton Parkway/Golden Lantern
V. Golden Lantern, between Crown Valley Parkway and Paseo de Colinas
W. Crown Valley Parkway, between Niguel Road and La Paz Road
X. Golden Lantern, between Paseo de Colinas and Marina Hills Drive/Camino Los Padres
Y. Crown Valley Parkway, between Alicia Parkway and Club House Drive
Z. Niguel Road, between Crown Valley Parkway and Marina Hills Drive

AA. Pacific Island Drive, between Club House Drive and Starview Lane
BB. Niguel Road, between Marina Hills Drive and Club House Drive
CC. Golden Lantern, between Chapparosa Park Road and Beacon Hill Way
DD. Crown Valley Parkway, between Club House Drive and Pacific Island Drive/Camino Del Avion
EE. Niguel Road, between Ridgeway Avenue and Camino Del Avion
FF. Golden Lantern, between Beacon Hill Way and Camino Del Avion
GG. Camino Del Avion, between Crown Valley Parkway and Niguel Road
HH. Camino Del Avion, between Niguel Road and Golden Lantern

1.2 TRAFFIC IMPACT ANALYSIS COMPONENTS

The Level of Service (LOS) calculations at the key study locations were used to evaluate the potential traffic-related impacts associated with the Proposed General Plan Buildout project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service and/or addresses the impact of the Project. Included in this Traffic Impact Analysis are:

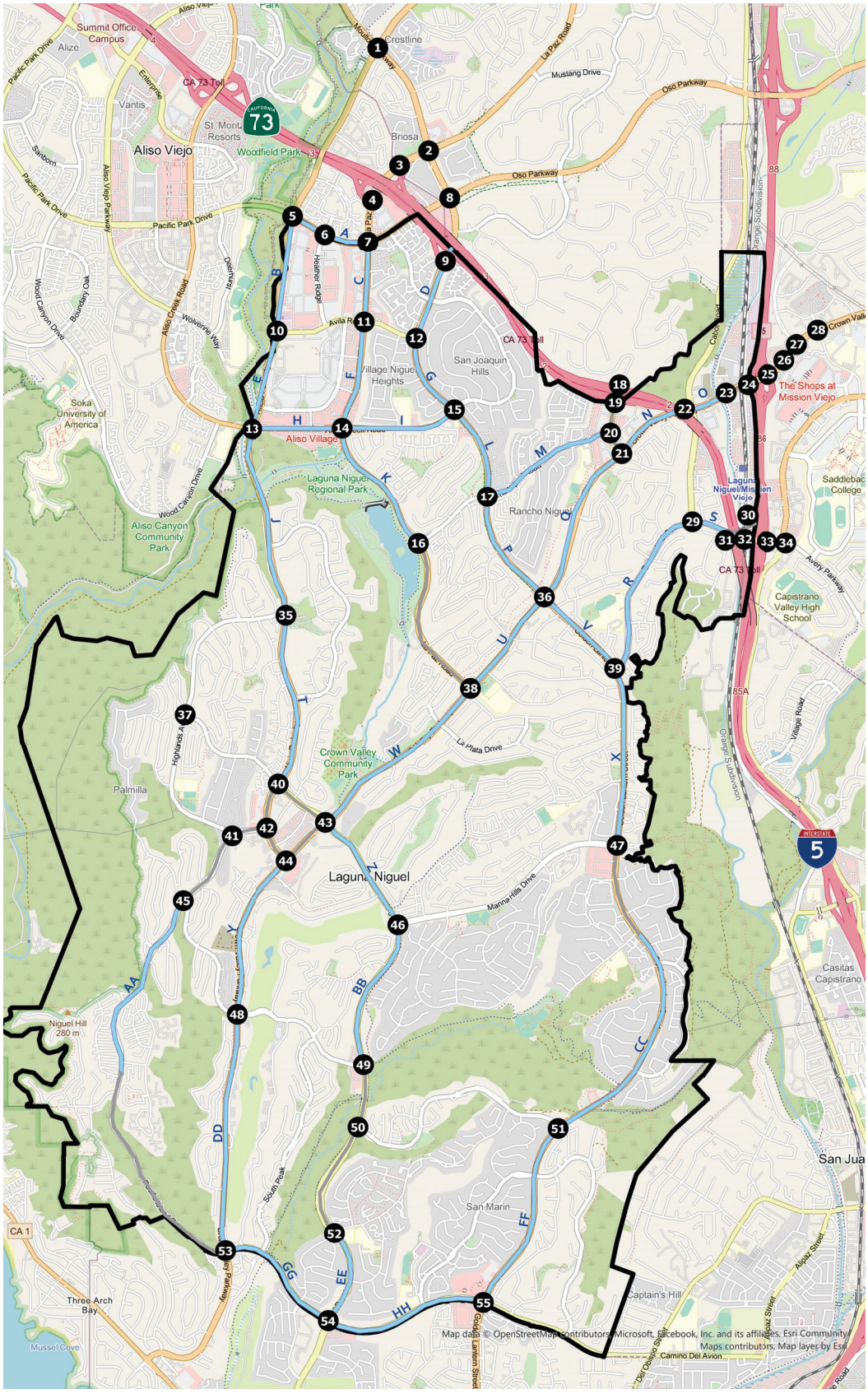
- Existing Traffic Counts,
- Daily, AM and PM Peak Hour LOS Analyses for Existing Conditions,
- Daily, AM and PM Peak Hour LOS Analyses for Current General Plan Buildout Conditions,
- Daily, AM and PM peak hour LOS analyses for Proposed General Plan Buildout Conditions,
- Project-Specific Traffic Improvements, if any and
- Recommended Circulation Improvements.

Figure 1-1 illustrates the study locations and surrounding street system.

1.3 TRAFFIC IMPACT ANALYSIS SCENARIOS

The following scenarios are those for which ICU/Delay and corresponding LOS calculations have been performed at the key intersections and roadway segments for existing and long-term traffic conditions:

A. Existing Traffic Conditions,
B. Current General Plan Buildout Traffic Conditions,
C. Proposed General Plan Buildout Traffic Conditions (i.e. proposed Project), and
D. Scenario (C) With Recommended Improvements, if any.



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KEY

(#) = STUDY INTERSECTION

[#] = STUDY ROADWAY SEGMENT

= CITY BOUNDARY

NO SCALE

FIGURE 1-1

STUDY LOCATIONS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL

1.4 LEVEL OF SERVICE CRITERIA

1.4.1 TRAFFIC IMPACT CRITERIA AND THRESHOLDS

The Project is considered to have an impact at an intersection if the following criteria are met:

City of Laguna Niguel:

- the Project causes an intersection at LOS D or better to degrade to LOS E or F and the ICU increase attributable to the Project is 0.01 or greater (or any delay increase per *Highway Capacity Manual 7th Edition*).

  - or –

- the Project causes an ICU increase of 0.01 or greater (*or any delay increase per Highway Capacity Manual 7th Edition*) at an intersection operating at LOS E or F "without project".

These criteria are outlined in the *City of Laguna Niguel Transportation Assessment Guidelines,* dated November 2020.

City of Laguna Hills:

- the Project causes an intersection at LOS D or better to degrade to LOS E or F and the ICU increase attributable to the Project is 0.01 or greater *(or any delay increase per Highway Capacity Manual 7th Edition*).

  - or –

- the Project causes an ICU increase of 0.01 or greater (or any delay increase per *Highway Capacity Manual 7th Edition*) at an intersection operating at LOS E or F "without project".

City of Aliso Viejo:

- the Project causes an intersection at LOS C or better to degrade to LOS D, E or F and the ICU increase attributable to the Project is 0.01 or greater (or any delay increase per *Highway Capacity Manual 7th Edition*).

  - or –

- the Project causes an ICU increase of 0.01 or greater (or any delay increase per *Highway Capacity Manual 7th Edition*) at an intersection operating at LOS D, E or F "without project".

City of Mission Viejo:

- the Project causes an intersection at LOS D or better to degrade to LOS E or F and the ICU increase attributable to the Project is 0.01 or greater (or any delay increase per *Highway Capacity Manual 7th Edition*).

  - or –

- the Project causes an ICU increase of 0.01 or greater (or any delay increase per *Highway Capacity Manual 7th Edition*) at an intersection operating at LOS E or F "without project".

The Project is considered to have an impact at a roadway segment if the following criteria are met:

City of Laguna Niguel:

- the Project causes a roadway segment at LOS D or better to degrade to LOS E or F and the V/C increase attributable to the Project is 0.01.

  - or –

- the Project causes a V/C increase of 0.01 or greater at a roadway segment operating at LOS E or F "without project".

These criteria are outlined in the *City of Laguna Niguel Transportation Assessment Guidelines,* dated November 2020.

1.5 CAPACITY ANALYSIS METHODOLOGIES

AM and PM peak hour operating conditions for the key study intersections were evaluated using the *Intersection Capacity Utilization (ICU) Methodology* for signalized intersections and the methodology outlined in *Chapter 20 of the Highway Capacity Manual 7 (HCM 7)* for stop-controlled intersections. Daily operating conditions the key study roadway segments were evaluated using the Volume to Capacity methodology.

1.5.1 INTERSECTION CAPACITY UTILIZATION (ICU) METHOD OF ANALYSIS (SIGNALIZED INTERSECTIONS)

The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements.

The ICU numerical value represents the percent signal (green) time and thus capacity, required by existing and/or future traffic. Per Cities of Laguna Niguel, Laguna Hills, Aliso Viejo and Mission Viejo requirements, the ICU calculations use a lane capacity of 1,700 vehicles per hour (vph) for left-turn, through and right-turn lanes. A clearance adjustment factor of 0.05 (5%) was added to each Level of Service calculation. The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 1-1***.

1.5.2 HIGHWAY CAPACITY MANUAL (HCM) METHOD OF ANALYSIS (UNSIGNALIZED INTERSECTIONS)

The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. LOS criteria for unsignalized intersections differ from LOS criteria for signalized intersections as signalized intersections are designed for heavier traffic and therefore a greater delay. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable, which can reduce users' delay tolerance.

Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach

and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. The HCM control delay value range for two-way stop-controlled intersections is shown in ***Table 1-2***.

All-way stop-controlled intersections require every vehicle to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. The time between subsequent vehicle departures depends on the degree of conflict that results between the vehicles and vehicles on the other approaches. This methodology determines the control delay for each lane on the approach, computes a weighted average for the whole approach and computes a weighted average for the intersection as a whole. Level of service (LOS) at the approach and intersection levels is based solely on control delay. The HCM control delay value range for all-way stop-controlled intersections are shown in *Table 1-2*.

1.5.3 VOLUME TO CAPACITY (V/C) RATIO METHOD OF ANALYSIS (ROADWAY SEGMENTS)

Daily operating conditions for the key study roadway segments have been investigated according to the Volume to Capacity (V/C) ratio of each roadway segment. The V/C relationship is used to estimate the LOS of the roadway segment with the volume based on the 24-hour traffic volumes and the capacity based on the City's classification of each roadway. The six qualitative categories of Level of Service have been defined along with the corresponding Volume to Capacity (V/C) value range and are shown in ***Table 1-3***. The roadway link capacities as described in the *General Plan for the City of Laguna Niguel Circulation* are shown in ***Table 1-4***.

Although the arterial segment V/C analysis provides a general assessment of overall system performance, the performance is measured on the ability to serve peak hour traffic demands. To identify deficient arterial segments, the segments that are identified as deficient under daily conditions are evaluated under peak hour conditions to evaluate the capability of serving forecast peak hour throughput. Arterial segments that operate deficiently under peak hour conditions are candidates for improvement.

TABLE 1-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (ICU METHODOLOGY)[1]

LEVEL OF SERVICE (LOS)	INTERSECTION CAPACITY UTILIZATION (ICU) VALUE	LEVEL OF SERVICE DESCRIPTION
A	≤ 0.60	**EXCELLENT**. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.61 – 0.70	**VERY GOOD**. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71 – 0.80	**GOOD**. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.81 – 0.90	**FAIR**. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.91 – 1.00	**POOR**. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	**FAILURE**. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

[1] Source: *Transportation Research Board Circular 212 - Interim Materials on Highway Capacity*.

TABLE 1-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM METHODOLOGY)[2,3]

LEVEL OF SERVICE (LOS)	HIGHWAY CAPACITY MANUAL (HCM) DELAY PER VEHICLE (SECONDS/VEHICLE)	LEVEL OF SERVICE DESCRIPTION
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[2] Source: *Highway Capacity Manual 7*, Chapter 20: Two-Way Stop-Controlled Intersections. The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

[3] Source: *Highway Capacity Manual 7*, Chapter 21: All-Way Stop-Controlled Intersections. For approaches and intersection-wide assessment, LOS is defined solely by control delay.

TABLE 1-3

LEVEL OF SERVICE CRITERIA FOR ROADWAY SEGMENTS (V/C METHODOLOGY)[4]

LEVEL OF SERVICE (LOS)	VOLUME TO CAPACITY (V/C) RATIO	LEVEL OF SERVICE DESCRIPTION
A	≤ 0.60	EXCELLENT. Describes primarily free flow operations at average travel speeds, usually about 90% of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
B	0.61 – 0.70	VERY GOOD. Represents reasonably unimpeded operations at average travel speeds, usually about 70% of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
C	0.71 – 0.80	GOOD. Represents stable conditions; however, ability to maneuver and change lanes in mid-block location may be more restricted than in LOS B and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50% of the average free flow speed for the arterial class. Motorists will experience appreciable tension while driving.
D	0.81 – 0.90	FAIR. Borders on a range in which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40% of free flow speed.
E	0.91 – 1.00	POOR. Characterized by significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections and inappropriate signal timing.
F	> 1.00	FAILURE. Characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with resultant high approach delays. Adverse progression is frequently a contributor to this condition.

[4] Source: *Transportation Research Board 2000.*

TABLE 1-4

DAILY ROADWAY SEGMENT CAPACITIES[5]

FACILITY TYPE	NUMBER OF LANES	LEVEL OF SERVICE (LOS)	
		D	E
Major	7-Lanes Divided[6]	59,000	65,700
Major	6-Lanes Divided	50,600	56,300
Primary	4-lanes Divided	33,800	37,500
Secondary	4-lanes Undivided	22,500	25,000
Commuter	2-lanes Divided[7]	20,000	22,000
Commuter	2-lanes Undivided	11,300	12,500
V/C Ratio		0.81 – 0.90	0.91 – 1.00

[5] Source: *General Plan for the City of Laguna Niguel Circulation,* dated August 4, 1992.

[6] Major 7-Lanes Divided roadway capacity based on OCTA *Guidance for Administration of the Orange County Master Plan of Arterial Highways* Table A-4-1.

[7] Commuter 2-Lanes Divided roadway capacity identified in the OCTA *Guidance for Administration of the Orange County Master Plan of Arterial Highways* Table A-4-1.

2.0 PROJECT DESCRIPTION

The City of Laguna Niguel is located in the southern portion of Orange County in Southern California and has a total area of 14.9 square-miles. Neighboring cities are Aliso Viejo and Laguna Hills to the north, Mission Viejo and San Juan Capistrano to the east, Laguna Beach to the west and Dana Point to the south. On the west, it borders the significant unincorporated acreage of Aliso and Wood Canyons Wilderness Park.

As of the 2020 census, the population of Laguna Niguel is approximately 65,000. The City of Laguna Niguel serves as a bedroom community for the job centers of northern and central Orange County. It is known for its mild coastal climate, low crime rate and its numerous parks and public trails.

2.1 CURRENT GENERAL PLAN BUILDOUT



The Current General Plan was previously prepared in 1992, with subsequent minor revisions as needed. *General Plan for the City of Laguna Niguel Chapter 2 – Land Use Element* establishes goals, policies and actions that give direction to land use development in Laguna Niguel.

The land use pattern within the City is mainly the result of several Master Planned Communities and Specific Plans that were approved by the County of Orange, prior to the City's incorporation. As mentioned, Laguna Niguel is predominantly a bedroom community with residential uses accounting for the majority of the land area. Most of the residential uses are concentrated in well-defined areas linked together by parks, greenbelts and curvilinear landscaped streets.

Over one-third of the City is devoted to open space. A combination of regional parks, community parks, neighborhood parks, private recreation facilities, open space corridors, greenbelts and landscaped slope banks are provided throughout the City.

Retail, office and public/institutional land uses currently comprise the least amount of the total land area of the City. Most of the retail land uses are situated within neighborhoods and community shopping centers. ***Figure 2-1*** presents the City of Laguna Niguel Current General Plan Land Use map.

For planning purposes, the City has been separated into fourteen (14) Community Profile Areas based on common orientations or similar characteristics. *General Plan for the City of Laguna Niguel Chapter 2 – Land Use Element* provides each of the profile areas with a setting description and summaries of existing and projected development. ***Figure 2-2*** presents a map of the fourteen (14) Community Profile Areas and their respective subareas within the City.

2.1.1 EXISTING AND CURRENT GENERAL PLAN BUILDOUT LAND USE SUMMARY TABLES

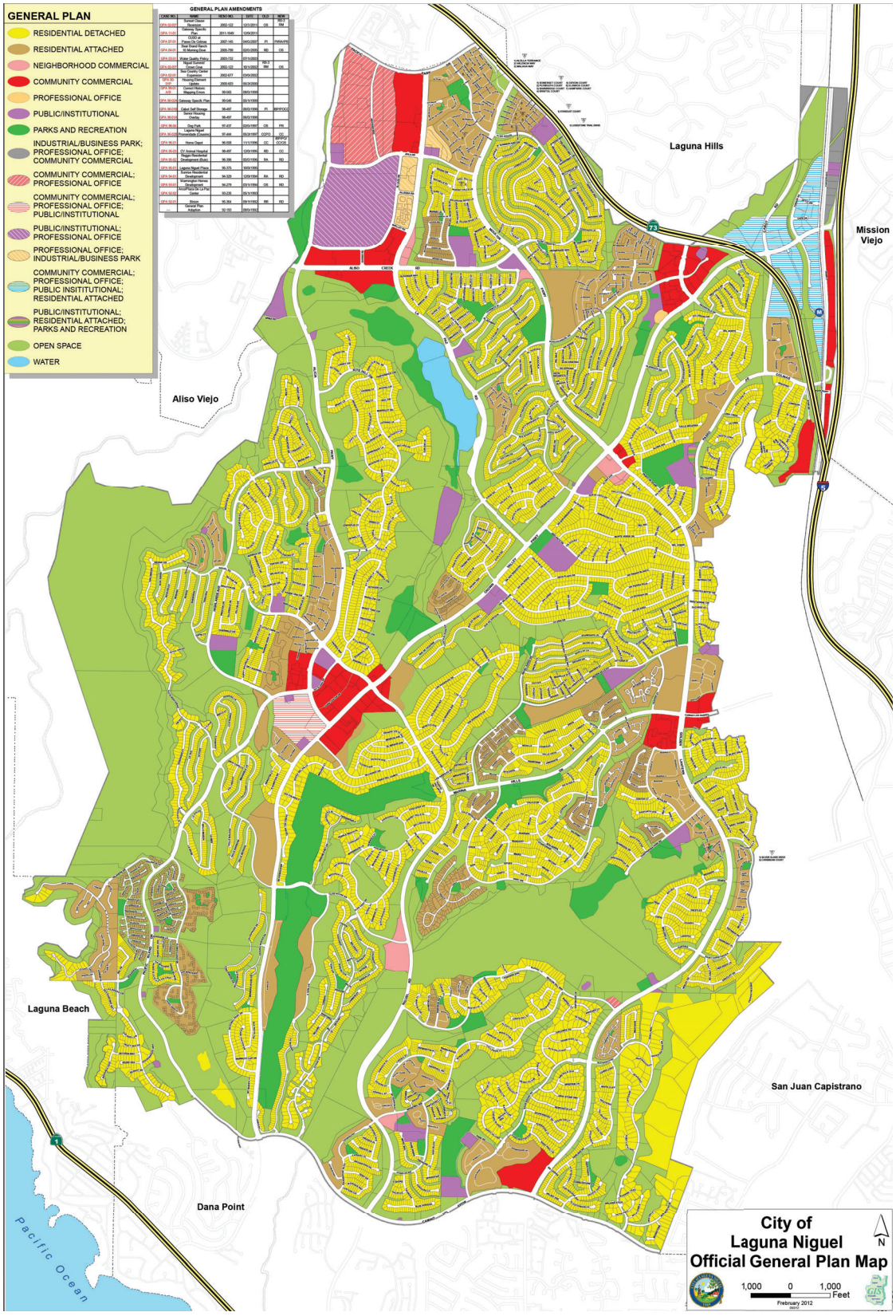
Through review of the *General Plan for the City of Laguna Niguel Chapter 2 – Land Use Element (dated August 1992, with subsequent revisions)* as well as discussions with City staff, land use summary tables organized by Community Profile Area and Orange County Transportation Analysis Model (OCTAM) Traffic Analysis Zone (TAZ) have been prepared and approved for use by City staff.

Tables 2-1 and ***2-2*** present the Existing land use summary table and the Current General Plan Buildout land use summary table, respectively. The Current General Plan Buildout includes General Plan Amendments approved since adoption of the original General Plan.

Table 2-3 presents the remaining development potential between the Existing and Current General Plan Buildout land use tables. The Current General Plan Buildout allows the net land use changes which have not yet been approved or constructed:

- +2,156 Residential Dwelling Units
    - +183 Single Family Dwelling Units
    - +1,973 Multifamily Dwelling Units
- +3,341,319 SF Commercial
    - +309,631 SF Restaurant
    - +1,890,441 SF Retail
    - +1,141,247 SF Medical Office/Office
- +108 Managed Care Beds
- -28,100 SF Public/Institutional
- +467 Hotel Rooms
- +2,145 K-12 School Students
- +1.28 Acres Park

Section 5.1 details the planned improvements to the circulation network under Current General Plan traffic conditions.



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SOURCE: CITY OF LAGUNA NIGUEL

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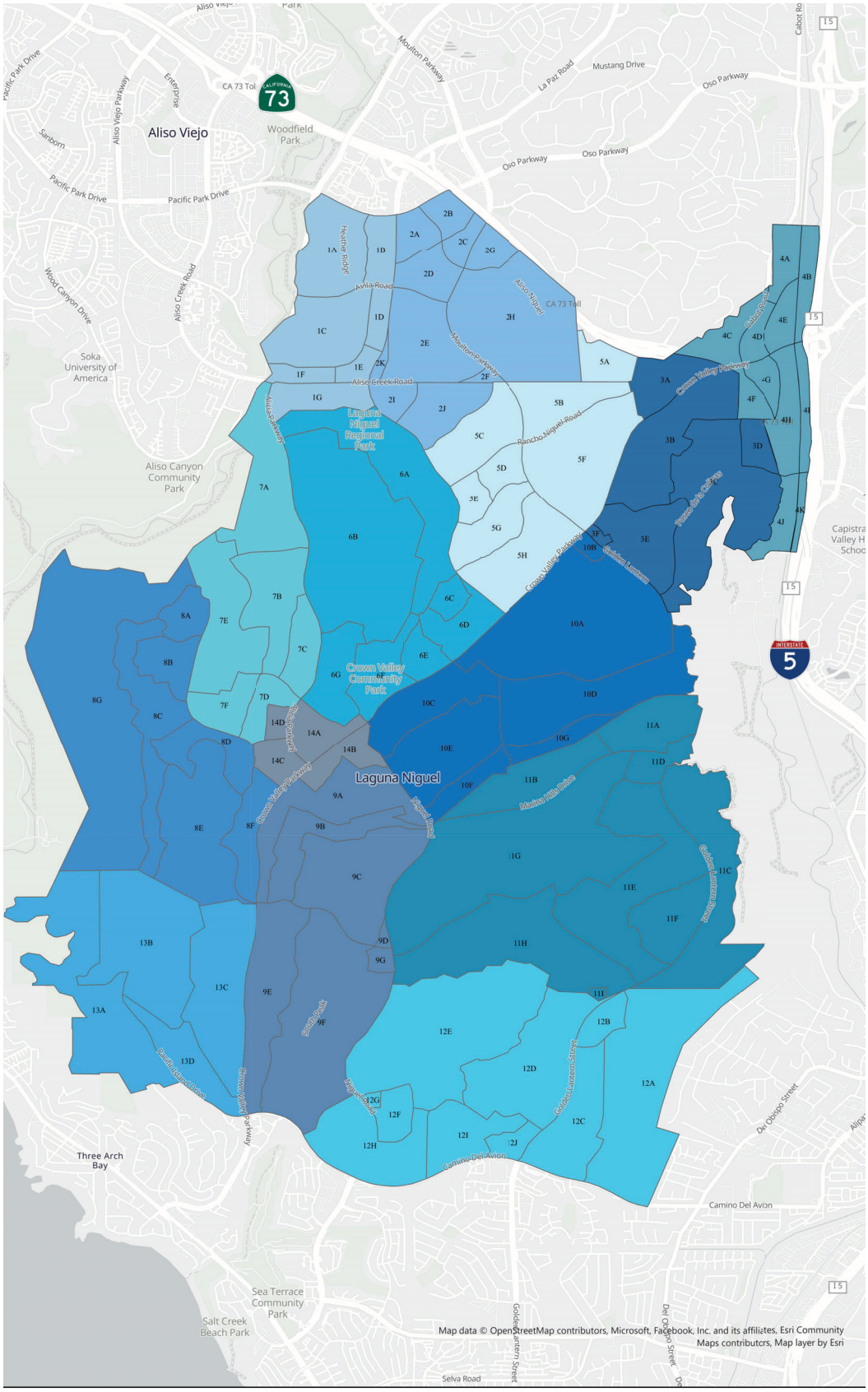
FIGURE 2-1

CITY OF LAGUNA NIGUEL
CURRENT GENERAL PLAN LAND USE MAP
CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



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KEY
— = COMMUNITY PROFILE AREA

NO SCALE

FIGURE 2-2

CITY OF LAGUNA NIGUEL COMMUNITY PROFILE AREAS MAP

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL

TABLE 2-1

EXISTING LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
1	A. S&S Commercial	1624	0	0	0	25,450	709,949	0	735,399	0	0	0	0	0	0	0.00
	B. Plaza De La Paz Center	1624	0	0	0	30,798	274,422	0	305,220	0	0	0	0	0	0	0.00
	C. Chet Holifield Building[8]	1624	0	0	0	0	0	200,000	200,000	0	0	0	0	0	0	4.70
	D. Birtcher North	1624	0	0	0	0	0	491,570	491,570	0	0	0	0	0	0	0.00
	E. Birtcher South	1624	0	0	0	10,731	135,870	0	146,601	0	0	0	0	0	0	0.00
	F. Design Center	1624	0	0	0	2,844	204,739	0	207,583	0	0	0	0	0	0	0.00
	G. Aliso Creek Center	1634	0	0	0	13,213	108,323	0	121,536	0	0	0	0	0	0	4.30
		Total	**0**	**0**	**0**	**83,036**	**1,433,303**	**691,570**	**2,207,909**	**0**	**0**	**0**	**0**	**0**	**0**	**9.00**
2	A. Casa La Paz	1625	0	392	392	0	0	0	0	0	0	0	0	0	0	6.15
	B. Laguna Gardens	1625	0	372	372	0	0	0	0	0	0	0	0	0	0	0.14
	C. Aliso Niguel Terrance II	1626	0	243	243	0	0	0	0	0	0	0	0	0	0	0.26
	D. Village Niguel Gardens	1625	0	311	311	10,289	12,217	0	22,506	0	0	1,440	0	10,111	0	0.40
	E. Village Niguel Heights	1625	327	185	512	0	0	0	0	0	0	21,000	0	0	403	5.20
	F. Sea Country Senior and Community Center	1630	0	0	0	0	0	0	0	0	0	21,060	0	0	0	0.00
	G. S&S Residential Attached	1626	0	113	113	0	0	0	0	0	0	0	0	0	0	0.32
	H. S&S Residential Detached	1626	939	0	939	0	0	0	0	0	0	0	0	0	0	0.57
	I. Lake Chateau	1630	110	0	110	0	0	0	0	0	0	0	0	0	0	0.18
	J. Lake Park	1630	303	0	303	0	0	0	0	0	0	0	0	0	0	5.40
	K. La Paz Road East Commercial	1625	0	0	0	3,606	31,379	0	34,985	0	0	0	0	0	0	0.00
		Total	**1,679**	**1,616**	**3,295**	**13,895**	**43,596**	**0**	**57,491**	**0**	**0**	**43,500**	**0**	**10,111**	**403**	**18.62**
3	A. Rancho Niguel Center	1628	0	0	0	65,384	287,262	0	352,646	0	0	0	0	0	721	0.00
		1636	0	0	0	20,141	75,855	0	95,996	0	0	0	0	0	0	0.00
	B. Rolling Hills	1633	320	0	320	0	0	0	0	0	0	0	0	0	0	5.20
	C. Colinas de Capistrano	1643	468	192	660	0	0	0	0	0	0	0	0	0	0	0.54
	D. Villa Mira	1633	0	264	264	0	0	0	0	0	0	0	0	0	0	1.16
	E. Aloma Avenue	1633	174	0	174	0	0	0	0	0	0	0	0	0	0	9.00
	F. Aloma Avenue Commercial	1633	0	0	0	4,225	20,242	0	24,467	0	0	0	0	0	0	0.00
		Total	**962**	**456**	**1,418**	**89,750**	**383,359**	**0**	**473,109**	**0**	**0**	**0**	**0**	**0**	**721**	**15.90**

[8] Although the Chet Holifield Building in CPA 1C is currently 1,053,233 SF, this has been adjusted to reflect the actual number of employees in the currently underutilized building.

TABLE 2-1 (CONTINUED)

EXISTING LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
4	A. Galvin Basin	1629	0	0	0	0	0	76,480	76,480	0	0	0	0	0	0	0.00
	B. Camino Capistrano Business Park	1629	0	0	0	0	0	215,028	215,028	0	0	0	0	0	0	0.00
	C. Hillside Office-Residential (Cabot Road Northwest)	1629	0	0	0	0	0	0	0	0	0	0	0	0	0	1.20
	D. Cabot Office-Residential	1629	0	709	709	0	0	0	0	0	0	0	0	0	0	0.00
	E. Mixed-Use Village	1629	0	648	648	16,519	93,609	0	110,128	0	111	0	0	0	0	0.00
	F. Cabot South	1633	0	142	142	0	0	173,900	173,900	0	0	0	0	0	0	0.00
	G. Crown Valley Retail Commercial – Residential	1629	0	0	0	28,899	163,761	0	192,660	0	0	0	0	0	0	0.00
	H. Transit Oriented Mixed-Use Corridor	1629	0	0	0	14,348	81,306	0	95,654	0	0	0	0	0	0	0.00
	I. Camino Capistrano Commercial Service	1629	0	0	0	13,013	73,742	24,430	111,185	0	0	0	0	0	0	0.00
	J. Star Drive	1643	0	0	0	18,897	107,080	0	125,977	0	0	0	0	0	0	0.00
	K. South Camino Capistrano	1643	0	0	0	1,502	8,509	0	10,011	0	0	0	33	0	0	0.00
		Total	**0**	**1,499**	**1,499**	**93,178**	**528,007**	**489,838**	**1,111,023**	**0**	**111**	**0**	**33**	**0**	**0**	**1.20**
5	A. Del Prado	1628	0	423	423	0	0	0	0	0	0	0	0	0	0	0.77
	B. Rancho Niguel North	1628	0	1,090	1,090	0	0	0	0	0	0	0	0	0	0	0.85
	C. Rancho Niguel	1635	233	0	233	2,435	14,647	0	17,082	0	0	0	0	27,662	0	8.50
	D. Tampico	1641	151	92	243	0	0	0	0	0	0	0	0	0	0	0.00
	E. Costa Brava	1641	0	176	176	0	0	0	0	0	0	0	0	0	0	0.28
	F. Rancho Niguel South	1636	488	0	488	0	0	12,100	12,100	0	0	0	0	0	506	3.80
	G. Nueva Vista North	1641	210	0	210	0	0	0	0	0	0	0	0	0	0	0.00
	H. Crown Royale/Windrose	1641	280	29	309	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,362**	**1,810**	**3,172**	**2,435**	**14,647**	**12,100**	**29,182**	**0**	**0**	**0**	**0**	**27,662**	**506**	**14.20**
6	A. Laguna Niguel Regional Park	1634	0	0	0	0	0	0	0	0	0	0	0	0	0	105.00
	B. Kite Hill	1634	629	0	629	0	0	0	0	0	0	0	0	0	0	9.80
	C. Kings Road	1646	94	0	94	0	0	0	0	0	0	0	0	0	0	0.10
	D. Fieldstone	1646	200	0	200	0	0	0	0	0	0	0	0	0	0	0.00
	E. Park Niguel	1646	0	68	68	0	0	0	0	0	0	0	0	0	0	0.10
	F. Crown Valley Community Park	1648	0	0	0	0	0	0	0	0	0	78,460	0	0	0	38.40
	G. Ivy Glen Lane	1648	201	0	201	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,124**	**68**	**1,192**	**0**	**0**	**0**	**0**	**0**	**0**	**78,460**	**0**	**0**	**0**	**153.40**

TABLE 2-1 (CONTINUED)

EXISTING LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
7	A. Highlands North	1640	185	0	185	0	0	0	0	0	0	0	0	0	0	0.00
		1487	0	0	0	0	0	0	0	0	0	0	0	27,600	0	0.90
	B. Laguna Crest/Knoll	1640	317	48	365	0	0	0	0	0	0	0	0	0	0	2.40
	C. Niguel Vista/Foothill	1640	0	358	358	0	0	0	0	0	0	0	0	0	0	0.60
	D. Pointe Niguel/Hampton Village	1640	0	416	416	0	0	0	0	0	0	0	0	0	0	1.06
	E. Crown Valley Highlands	1640	297	170	467	0	0	0	0	0	0	0	0	24,388	0	4.30
	F. Niguel Woods	1640	126	0	126	0	0	0	0	0	0	0	0	0	550	6.40
		Total	**925**	**992**	**1,917**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51,988**	**550**	**15.66**
8	A. Jamaica/Capri	1639	0	255	255	0	0	0	0	0	0	0	0	0	0	1.10
	B. Niguel Road West	1639	138	0	138	0	0	0	0	0	0	0	0	0	0	0.00
	C. Pamillia/Coronado Point	1639	149	0	149	0	0	0	0	0	0	0	0	0	0	0.00
	D. Niguel Summit II	1639	11	165	176	0	0	0	0	0	0	0	0	0	0	0.00
	E. Niguel Summit	1654	427	0	427	0	0	0	0	0	0	0	0	0	0	0.24
	F. Crown Cove/Country Club Villas/El Niguel Terrace	1654	40	348	388	0	0	0	0	0	0	0	0	0	0	0.11
	G. Aliso and Wood Canyons Regional Park	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**765**	**768**	**1,533**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1.45**
9	A. Paseo Del Campo	1657	263	130	393	0	0	0	0	0	0	0	0	0	0	3.41
	B. Greens East	1657	30	0	30	0	0	0	0	0	0	0	0	0	0	72.80
	C. El Niguel Heights	1657	251	0	251	0	0	0	0	0	0	0	0	0	0	2.30
	D. Club House Corner	1657	0	0	0	3,334	14,810	0	18,144	0	0	0	0	0	0	0.00
	E. Club House South	1653	66	319	385	0	0	0	0	0	0	0	0	0	0	78.87
	F. Crest de Ville/South Peak	1653	311	0	311	0	0	0	0	0	0	0	0	0	0	1.10
	G. Club House Plaza	1653	0	0	0	7,606	43,981	0	51,587	0	0	0	0	0	0	0.00
		Total	**921**	**449**	**1,370**	**10,940**	**58,791**	**0**	**69,731**	**0**	**0**	**0**	**0**	**0**	**0**	**158.48**
10	A. Adelanto	1645	920	34	954	0	0	0	0	0	0	0	0	53,220	1,032	2.97
	B. The Grove Shopping Center	1645	0	0	0	0	0	0	0	0	0	0	0	0	90	0.00
	C. Chatelain	1649	120	176	296	0	0	0	0	0	0	0	0	0	0	0.18
	D. Hidden Hills North	1650	659	0	659	0	0	0	0	0	0	0	0	0	0	4.40
		1647	92	0	92	0	0	0	0	0	0	0	0	0	0	0.00
	E. La Hermosa	1649	316	0	316	0	0	0	0	0	0	0	0	0	0	0.13
	F. Niguel Ranch Drive	1650	0	189	189	0	0	0	0	0	0	0	0	0	0	3.26
	G. Hidden Hills South	1650	0	344	344	0	0	0	0	0	0	0	0	0	327	3.40
		Total	**2,107**	**743**	**2,850**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53,220**	**1,449**	**14.34**

TABLE 2-1 (CONTINUED)

EXISTING LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
11	A. Marina Hills Drive North Residential Attached	1650	0	984	984	0	0	0	0	0	0	0	0	0	0	1.65
		1647	0	303	303	0	0	0	0	0	0	0	0	0	0	0.00
	B. Marina Hills Drive North	1650	200	128	328	0	0	0	0	0	0	0	0	0	0	0.00
	C. Street of the Golden Lantern East	1656	323	0	323	0	0	0	0	0	0	9,651	0	0	0	0.84
		1659	294	144	438	0	0	0	0	0	0	0	0	0	0	0.00
	D. Marina Hills Drive Commercial	1655	0	0	0	12,878	138,933	0	151,811	0	0	0	0	0	0	0.00
	E. Street of the Golden Lantern West	1658	30	950	980	0	0	0	0	0	0	10,000	0	0	396	23.60
	F. Palisades	1658	206	0	206	0	0	0	0	0	0	0	0	0	0	4.60
	G. Marina Hills	1655	707	647	1,354	0	0	0	0	0	0	0	0	0	0	20.77
	H. Salt Creek Regional Park	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.95
	I. Beacon Hill and Golden Lantern	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,760**	**3,156**	**4,916**	**12,878**	**138,933**	**0**	**151,811**	**0**	**0**	**19,651**	**0**	**0**	**396**	**52.41**
12	A. Bear Brand Ranch	1666	131	0	131	0	0	0	0	0	0	0	0	0	0	0.20
	B. Cameray Point/Andorra	1666	54	114	168	0	0	0	0	0	0	0	0	0	0	0.20
	C. Bear Brand East	1666	266	0	266	0	0	0	0	0	0	0	0	0	0	0.90
	D. Bear Brand West	1665	412	0	412	0	0	0	0	0	0	0	0	0	0	1.70
	E. Beacon Hill	1662	98	0	98	0	0	0	0	0	0	0	0	0	0	0.00
		1664	476	290	766	0	0	0	0	0	0	0	0	0	0	7.90
	F. San Marin/Windrift	1664	36	136	172	0	0	0	0	0	0	0	0	0	546	3.30
	G. Beacon Hill Commercial Center	1664	0	0	0	0	0	0	0	0	78	0	0	0	0	0.00
	H. Bear Brand Hill	1664	166	0	166	0	0	0	0	0	0	0	0	0	0	0.50
		1667	151	105	256	0	0	0	0	0	0	0	0	0	0	0.00
	I. Bear Brand Residential Attached	1665	0	371	371	0	0	0	0	0	0	0	0	0	671	6.10
	J. Ocean Ranch II	1665	0	0	0	29,067	170,709	0	199,776	0	0	0	0	0	0	0.00
		Total	**1,790**	**1,016**	**2,806**	**29,067**	**170,709**	**0**	**199,776**	**0**	**78**	**0**	**0**	**0**	**1,217**	**20.80**
13	A. Laguna Sur/Monarch Point	1660	172	253	425	0	0	0	0	0	0	0	0	0	0	1.40
	B. Pacific Island	1661	114	626	740	0	0	0	0	0	0	0	0	0	0	4.60
	C. Laguna Woods/Niguel West	1661	192	0	192	0	0	0	0	0	0	0	0	0	0	0.90
	D. Hon	1661	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**478**	**879**	**1,357**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.90**

TABLE 2-1 (CONTINUED)

EXISTING LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
14	A. Town Center	1652	0	0	0	16,879	92,562	166,159	275,600	0	0	14,400	0	38,814	0	0.00
	B. Crown Valley Center	1657	0	0	0	15,710	123,886	25,131	164,727	0	201	0	0	0	0	0.00
	C. Town Center Expansion	1654	0	0	0	0	0	0	0	0	0	92,955	0	0	0	0.00
	D. Alicia Parkway Center	1640	0	0	0	12,938	79,658	0	92,596	0	0	0	0	0	0	0.00
		Total	**0**	**0**	**0**	**45,527**	**296,106**	**191,290**	**532,923**	**0**	**201**	**107,355**	**0**	**38,814**	**0**	**0.00**
Total			**13,873**	**13,452**	**27,325**	**380,706**	**3,067,451**	**1,384,798**	**4,832,955**	**0**	**390**	**248,966**	**33**	**181,795**	**5,242**	**482.36**

TABLE 2-2

CURRENT GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
1	A. S&S Commercial	1624	0	0	0	67,872	950,343	0	1,018,215	0	0	0	150	0	0	0.00
	B. Plaza De La Paz Center	1624	0	0	0	35,671	302,036	0	337,707	0	0	0	0	0	0	0.00
	C. Chet Holifield Building	1624	0	0	0	0	0	1,280,000	1,280,000	0	0	0	0	0	0	4.70
	D. Birtcher North	1624	0	0	0	0	0	491,570	491,570	0	0	0	0	0	0	0.00
	E. Birtcher South	1624	0	0	0	30,154	381,796	0	411,950	0	0	0	0	0	0	0.00
	F. Design Center	1624	0	0	0	6,399	224,885	0	231,284	0	0	0	0	0	0	0.00
	G. Aliso Creek Center	1634	0	0	0	19,401	143,388	0	162,789	0	0	0	0	0	0	4.30
		Total	**0**	**0**	**0**	**159,497**	**2,002,448**	**1,771,570**	**3,933,515**	**0**	**0**	**0**	**150**	**0**	**0**	**9.00**
2	A. Casa La Paz	1625	0	392	392	0	0	0	0	0	0	0	0	0	0	6.15
	B. Laguna Gardens	1625	0	372	372	0	0	0	0	0	0	0	0	0	0	0.14
	C. Aliso Niguel Terrance II	1626	0	243	243	0	0	0	0	0	0	0	0	0	0	0.26
	D. Village Niguel Gardens	1625	0	311	311	15,823	43,577	0	59,400	0	0	1,440	0	10,111	0	0.40
	E. Village Niguel Heights	1625	327	185	512	0	0	0	0	0	0	21,000	0	0	546	5.20
	F. Sea Country Senior and Community Center	1630	0	0	0	0	0	0	0	0	0	21,060	0	0	0	0.00
	G. S&S Residential Attached	1626	0	173	173	0	0	0	0	0	0	0	0	0	0	0.32
	H. S&S Residential Detached	1626	959	0	959	0	0	0	0	0	0	0	0	0	0	0.57
	I. Lake Chateau	1630	110	0	110	0	0	0	0	0	0	0	0	0	0	0.18
	J. Lake Park	1630	303	0	303	0	0	0	0	0	0	0	0	0	0	5.40
	K. La Paz Road East Commercial	1625	0	0	0	4,430	36,050	0	40,480	0	0	0	0	0	0	0.00
		Total	**1,699**	**1,676**	**3,375**	**20,253**	**79,627**	**0**	**99,880**	**0**	**0**	**43,500**	**0**	**10,111**	**546**	**18.62**
3	A. Rancho Niguel Center	1628	0	0	0	69,768	312,106	0	381,874	0	0	0	0	0	1,499	0.00
		1636	0	0	0	21,827	85,410	0	107,237	0	0	0	0	0	0	0.00
	B. Rolling Hills	1633	320	0	320	0	0	0	0	0	0	0	0	0	0	5.20
	C. Colinas de Capistrano	1643	521	192	713	0	0	0	0	0	0	0	0	0	0	0.54
	D. Villa Mira	1633	0	264	264	0	0	0	0	0	0	0	0	0	0	1.16
	E. Aloma Avenue	1633	174	30	204	0	0	0	0	0	0	0	0	0	0	9.00
	F. Aloma Avenue Commercial	1633	0	0	0	5,290	26,280	0	31,570	0	0	0	0	0	0	0.00
		Total	**1,015**	**486**	**1,501**	**96,885**	**423,796**	**0**	**520,681**	**0**	**0**	**0**	**0**	**0**	**1,499**	**15.90**

TABLE 2-2 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
4	A. Galvin Basin	1629	0	0	0	0	0	76,480	76,480	0	0	0	0	0	0	0.00
	B. Camino Capistrano Business Park	1629	0	0	0	16,226	91,946	215,028	323,200	0	0	0	0	0	0	0.00
	C. Hillside Office-Residential (Cabot Road Northwest)	1629	0	220	220	45,819	259,641	0	305,460	0	0	0	0	0	0	1.20
	D. Cabot Office-Residential	1629	0	709	709	0	0	0	0	0	0	0	0	0	0	0.00
	E. Mixed-Use Village	1629	0	1,118	1,118	58,515	331,587	0	390,102	0	111	0	0	0	0	0.00
	F. Cabot South	1633	0	142	142	0	0	173,900	173,900	0	0	0	0	0	0	0.00
	G. Crown Valley Retail Commercial – Residential	1629	0	142	142	37,146	210,493	0	247,639	0	0	0	0	0	0	0.00
	H. Transit Oriented Mixed-Use Corridor	1629	0	663	663	60,660	343,740	0	404,400	0	0	0	200	0	0	0.00
	I. Camino Capistrano Commercial Service	1629	0	0	0	17,146	97,164	24,430	138,740	0	0	0	0	0	0	0.00
	J. Star Drive	1643	0	0	0	21,279	120,581	0	141,860	0	0	0	0	0	0	0.00
	K. South Camino Capistrano	1643	0	0	0	8,723	49,427	0	58,150	0	0	0	150	0	0	0.00
		Total	**0**	**2,994**	**2,994**	**265,514**	**1,504,579**	**489,838**	**2,259,931**	**0**	**111**	**0**	**350**	**0**	**0**	**1.20**
5	A. Del Prado	1628	0	444	444	0	0	0	0	0	0	0	0	0	0	0.77
	B. Rancho Niguel North	1628	0	1,090	1,090	0	0	0	0	0	0	0	0	0	0	0.85
	C. Rancho Niguel	1635	233	0	233	2,843	16,957	0	19,800	0	0	0	0	27,662	0	8.50
	D. Tampico	1641	154	92	246	0	0	0	0	0	0	0	0	0	0	0.00
	E. Costa Brava	1641	0	192	192	0	0	0	0	0	0	0	0	0	0	0.28
	F. Rancho Niguel South	1636	488	0	488	0	0	12,750	12,750	0	0	0	0	0	698	3.80
	G. Nueva Vista North	1641	210	0	210	0	0	0	0	0	0	0	0	0	0	0.00
	H. Crown Royale/Windrose	1641	280	29	309	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,365**	**1,847**	**3,212**	**2,843**	**16,957**	**12,750**	**32,550**	**0**	**0**	**0**	**0**	**27,662**	**698**	**14.20**
6	A. Laguna Niguel Regional Park	1634	0	0	0	0	0	0	0	0	0	0	0	0	0	105.00
	B. Kite Hill	1634	629	0	629	0	0	0	0	0	0	0	0	0	0	9.80
	C. Kings Road	1646	94	0	94	0	0	0	0	0	0	0	0	0	0	0.10
	D. Fieldstone	1646	212	0	212	0	0	0	0	0	0	0	0	0	0	0.00
	E. Park Niguel	1646	0	77	77	0	0	0	0	0	0	0	0	0	0	0.10
	F. Crown Valley Community Park	1648	0	0	0	0	0	0	0	0	0	78,460	0	0	0	38.40
	G. Ivy Glen Lane	1648	201	0	201	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,136**	**77**	**1,213**	**0**	**0**	**0**	**0**	**0**	**0**	**78,460**	**0**	**0**	**0**	**153.40**

TABLE 2-2 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
7	A. Highlands North	1640	186	0	186	0	0	0	0	0	0	0	0	0	0	0.00
		1487	0	0	0	0	0	0	0	0	0	0	0	27,600	0	0.90
	B. Laguna Crest/Knoll	1640	317	48	365	0	0	0	0	0	0	0	0	0	0	2.40
	C. Niguel Vista/Foothill	1640	0	358	358	0	0	0	0	0	0	0	0	0	0	0.60
	D. Pointe Niguel/Hampton Village	1640	0	416	416	0	0	0	0	0	0	0	0	0	0	1.10
	E. Crown Valley Highlands	1640	297	170	467	0	0	0	0	0	0	0	0	24,388	0	4.30
	F. Niguel Woods	1640	126	0	126	0	0	0	0	0	0	0	0	0	788	6.40
		Total	**926**	**992**	**1,918**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51,988**	**788**	**15.70**
8	A. Jamaica/Capri	1639	0	255	255	0	0	0	0	0	0	0	0	0	0	1.14
	B. Niguel Road West	1639	149	0	149	0	0	0	0	0	0	0	0	0	0	0.00
	C. Pamillia/Coronado Point	1639	149	0	149	0	0	0	0	0	0	0	0	0	0	0.00
	D. Niguel Summit II	1639	11	165	176	0	0	0	0	0	0	0	0	0	0	0.00
	E. Niguel Summit	1654	442	0	442	0	0	0	0	0	0	0	0	0	0	0.24
	F. Crown Cove/Country Club Villas/El Niguel Terrace	1654	40	389	429	0	0	0	0	0	0	0	0	0	0	0.11
	G. Aliso and Wood Canyons Regional Park	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**791**	**809**	**1,600**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1.49**
9	A. Paseo Del Campo	1657	263	130	393	0	0	0	0	0	0	0	0	0	0	3.41
	B. Greens East	1657	30	0	30	0	0	0	0	0	0	0	0	0	0	72.80
	C. El Niguel Heights	1657	251	0	251	0	0	0	0	0	0	0	0	0	0	2.30
	D. Club House Corner	1657	0	0	0	3,660	16,657	0	20,317	0	0	0	0	0	0	0.00
	E. Club House South	1653	66	319	385	0	0	0	0	0	0	0	0	0	0	78.87
	F. Crest de Ville/South Peak	1653	311	0	311	0	0	0	0	0	0	0	0	0	0	1.10
	G. Club House Plaza	1653	0	0	0	7,606	43,981	0	51,587	0	0	0	0	0	0	0.00
		Total	**921**	**449**	**1,370**	**11,266**	**60,638**	**0**	**71,904**	**0**	**0**	**0**	**0**	**0**	**0**	**158.48**
10	A. Adelanto	1645	920	34	954	0	0	0	0	0	108	0	0	53,220	1,032	2.97
	B. The Grove Shopping Center	1645	0	0	0	0	0	0	0	0	0	0	0	0	90	0.00
	C. Chatelain	1649	120	176	296	0	0	0	0	0	0	0	0	0	0	0.18
	D. Hidden Hills North	1650	659	0	659	0	0	0	0	0	0	0	0	0	0	4.40
		1647	92	0	92	0	0	0	0	0	0	0	0	0	0	0.00
	E. La Hermosa	1649	316	0	316	0	0	0	0	0	0	0	0	0	0	0.13
	F. Niguel Ranch Drive	1650	0	189	189	0	0	0	0	0	0	0	0	0	0	3.26
	G. Hidden Hills South	1650	0	344	344	0	0	0	0	0	0	0	0	0	607	3.40
		Total	**2,107**	**743**	**2,850**	**0**	**0**	**0**	**0**	**0**	**108**	**0**	**0**	**53,220**	**1,729**	**14.34**

TABLE 2-2 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
11	A. Marina Hills Drive North Residential Attached	1650	0	984	984	0	0	0	0	0	0	0	0	0	0	1.65
		1647	0	303	303	0	0	0	0	0	0	0	0	0	0	0.00
	B. Marina Hills Drive North	1650	200	128	328	0	0	0	0	0	0	0	0	0	0	0.00
	C. Street of the Golden Lantern East	1656	323	0	323	0	0	0	0	0	0	9,651	0	0	0	0.84
		1659	294	144	438	0	0	0	0	0	0	0	0	0	0	0.00
	D. Marina Hills Drive Commercial	1655	0	0	0	31,322	243,447	0	274,769	0	0	0	0	0	0	0.00
	E. Street of the Golden Lantern West	1658	30	950	980	0	0	0	0	0	0	10,000	0	0	728	23.60
	F. Palisades	1658	206	0	206	0	0	0	0	0	0	0	0	0	0	4.60
	G. Marina Hills	1655	707	673	1,380	0	0	0	0	0	0	0	0	0	0	20.77
	H. Salt Creek Regional Park	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.95
	I. Beacon Hill and Golden Lantern	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,760**	**3,182**	**4,942**	**31,322**	**243,447**	**0**	**274,769**	**0**	**0**	**19,651**	**0**	**0**	**728**	**52.41**
12	A. Bear Brand Ranch	1666	158	0	158	0	0	0	0	0	0	0	0	0	0	0.20
	B. Cameray Point/Andorra	1666	54	114	168	0	0	0	0	0	0	0	0	0	0	0.20
	C. Bear Brand East	1666	266	0	266	0	0	0	0	0	0	0	0	0	0	0.90
	D. Bear Brand West	1665	450	0	450	0	0	0	0	0	0	0	0	0	0	1.70
	E. Beacon Hill	1662	98	0	98	0	0	0	0	0	0	0	0	0	0	0.00
		1664	476	290	766	0	0	0	0	0	0	0	0	0	0	7.90
	F. San Marin/Windrift	1664	36	136	172	0	0	0	0	0	0	0	0	0	728	3.30
	G. Beacon Hill Commercial Center	1664	0	0	0	0	0	0	0	0	78	0	0	0	0	0.00
	H. Bear Brand Hill	1664	168	0	168	0	0	0	0	0	0	0	0	0	0	0.50
		1667	151	105	256	0	0	0	0	0	0	0	0	0	0	0.00
	I. Bear Brand Residential Attached	1665	0	371	371	0	0	0	0	0	0	0	0	0	671	6.10
	J. Ocean Ranch II	1665	0	0	0	29,944	175,676	0	205,620	0	0	0	0	0	0	0.00
		Total	**1,857**	**1,016**	**2,873**	**29,944**	**175,676**	**0**	**205,620**	**0**	**78**	**0**	**0**	**0**	**1,399**	**20.80**
13	A. Laguna Sur/Monarch Point	1660	172	253	425	0	0	0	0	0	0	0	0	0	0	1.40
	B. Pacific Island	1661	114	626	740	0	0	0	0	0	0	0	0	0	0	4.60
	C. Laguna Woods/Niguel West	1661	192	0	192	0	0	0	0	0	0	0	0	0	0	0.90
	D. Hon	1661	1	0	1	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**479**	**879**	**1,358**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.90**

TABLE 2-2 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
14	A. Town Center	1652	0	0	0	29,166	162,186	166,159	357,511	0	0	14,400	0	38,814	0	0.00
	B. Crown Valley Center	1657	0	0	0	15,710	123,886	25,131	164,727	0	201	0	0	0	0	0.00
	C. Town Center Expansion	1654	0	275	275	14,999	84,994	60,597	160,590	0	0	64,855	0	0	0	0.00
	D. Alicia Parkway Center	1640	0	0	0	12,938	79,658	0	92,596	0	0	0	0	0	0	0.00
		Total	**0**	**275**	**275**	**72,813**	**450,724**	**251,887**	**775,424**	**0**	**201**	**79,255**	**0**	**38,814**	**0**	**0.00**
Total			**14,056**	**15,425**	**29,481**	**690,337**	**4,957,892**	**2,526,045**	**8,174,274**	**0**	**498**	**220,866**	**500**	**181,795**	**7,387**	**482.44**

TABLE 2-3

CURRENT GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
1	A. S&S Commercial	1624	0	0	0	42,422	240,394	0	282,816	0	0	0	150	0	0	0.00
	B. Plaza De La Paz Center	1624	0	0	0	4,873	27,614	0	32,487	0	0	0	0	0	0	0.00
	C. Chet Holifield Building	1624	0	0	0	0	0	1,080,000	1,080,000	0	0	0	0	0	0	0.00
	D. Birtcher North	1624	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	E. Birtcher South	1624	0	0	0	19,423	245,926	0	265,349	0	0	0	0	0	0	0.00
	F. Design Center	1624	0	0	0	3,555	20,146	0	23,701	0	0	0	0	0	0	0.00
	G. Aliso Creek Center	1634	0	0	0	6,188	35,065	0	41,253	0	0	0	0	0	0	0.00
		Total	**0**	**0**	**0**	**76,461**	**569,145**	**1,080,000**	**1,725,606**	**0**	**0**	**0**	**150**	**0**	**0**	**0.00**
2	A. Casa La Paz	1625	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Laguna Gardens	1625	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Aliso Niguel Terrance II	1626	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Village Niguel Gardens	1625	0	0	0	5,534	31,360	0	36,894	0	0	0	0	0	0	0.00
	E. Village Niguel Heights	1625	0	0	0	0	0	0	0	0	0	0	0	0	143	0.00
	F. Sea Country Senior and Community Center	1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	G. S&S Residential Attached	1626	0	60	60	0	0	0	0	0	0	0	0	0	0	0.00
	H. S&S Residential Detached	1626	20	0	20	0	0	0	0	0	0	0	0	0	0	0.00
	I. Lake Chateau	1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	J. Lake Park	1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	K. La Paz Road East Commercial	1625	0	0	0	824	4,671	0	5,495	0	0	0	0	0	0	0.00
		Total	**20**	**60**	**80**	**6,358**	**36,031**	**0**	**42,389**	**0**	**0**	**0**	**0**	**0**	**143**	**0.00**
3	A. Rancho Niguel Center	1628	0	0	0	4,384	24,844	0	29,228	0	0	0	0	0	778	0.00
		1636	0	0	0	1,686	9,555	0	11,241	0	0	0	0	0	0	0.00
	B. Rolling Hills	1633	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Colinas de Capistrano	1643	53	0	53	0	0	0	0	0	0	0	0	0	0	0.00
	D. Villa Mira	1633	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	E. Aloma Avenue	1633	0	30	30	0	0	0	0	0	0	0	0	0	0	0.00
	F. Aloma Avenue Commercial	1633	0	0	0	1,065	6,038	0	7,103	0	0	0	0	0	0	0.00
		Total	**53**	**30**	**83**	**7,135**	**40,437**	**0**	**47,572**	**0**	**0**	**0**	**0**	**0**	**778**	**0.00**

TABLE 2-3 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
4	A. Galvin Basin	1629	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Camino Capistrano Business Park	1629	0	0	0	16,226	91,946	0	108,172	0	0	0	0	0	0	0.00
	C. Hillside Office-Residential (Cabot Road Northwest)	1629	0	220	220	45,819	259,641	0	305,460	0	0	0	0	0	0	1.20
	D. Cabot Office-Residential	1629	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	E. Mixed-Use Village	1629	0	470	470	41,996	237,978	0	279,974	0	0	0	0	0	0	0.00
	F. Cabot South	1633	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	G. Crown Valley Retail Commercial – Residential	1629	0	142	142	8,247	46,732	0	54,979	0	0	0	0	0	0	0.00
	H. Transit Oriented Mixed-Use Corridor	1629	0	663	663	46,312	262,434	0	308,746	0	0	0	200	0	0	0.00
	I. Camino Capistrano Commercial Service	1629	0	0	0	4,133	23,422	0	27,555	0	0	0	0	0	0	0.00
	J. Star Drive	1643	0	0	0	2,382	13,501	0	15,883	0	0	0	0	0	0	0.00
	K. South Camino Capistrano	1643	0	0	0	7,221	40,918	0	48,139	0	0	0	117	0	0	0.00
		Total	**0**	**1,495**	**1,495**	**172,336**	**976,572**	**0**	**1,148,908**	**0**	**0**	**0**	**317**	**0**	**0**	**1.20**
5	A. Del Prado	1628	0	21	21	0	0	0	0	0	0	0	0	0	0	0.00
	B. Rancho Niguel North	1628	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Rancho Niguel	1635	0	0	0	408	2,310	0	2,718	0	0	0	0	0	0	0.00
	D. Tampico	1641	3	0	3	0	0	0	0	0	0	0	0	0	0	0.00
	E. Costa Brava	1641	0	16	16	0	0	0	0	0	0	0	0	0	0	0.00
	F. Rancho Niguel South	1636	0	0	0	0	0	650	650	0	0	0	0	0	192	0.00
	G. Nueva Vista North	1641	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	H. Crown Royale/Windrose	1641	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**3**	**37**	**40**	**408**	**2,310**	**650**	**3,368**	**0**	**0**	**0**	**0**	**0**	**192**	**0.00**
6	A. Laguna Niguel Regional Park	1634	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Kite Hill	1634	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Kings Road	1646	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Fieldstone	1646	12	0	12	0	0	0	0	0	0	0	0	0	0	0.00
	E. Park Niguel	1646	0	9	9	0	0	0	0	0	0	0	0	0	0	0.00
	F. Crown Valley Community Park	1648	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	G. Ivy Glen Lane	1648	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**12**	**9**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

TABLE 2-3 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
7	A. Highlands North	1640	1	0	1	0	0	0	0	0	0	0	0	0	0	0.00
		1487	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Laguna Crest/Knoll	1640	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Niguel Vista/Foothill	1640	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Pointe Niguel/Hampton Village	1640	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
	E. Crown Valley Highlands	1640	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	F. Niguel Woods	1640	0	0	0	0	0	0	0	0	0	0	0	0	238	0.00
		Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**238**	**0.04**
8	A. Jamaica/Capri	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
	B. Niguel Road West	1639	11	0	11	0	0	0	0	0	0	0	0	0	0	0.00
	C. Pamillia/Coronado Point	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Niguel Summit II	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	E. Niguel Summit	1654	15	0	15	0	0	0	0	0	0	0	0	0	0	0.00
	F. Crown Cove/Country Club Villas/El Niguel Terrace	1654	0	41	41	0	0	0	0	0	0	0	0	0	0	0.00
	G. Aliso and Wood Canyons Regional Park	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**26**	**41**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.04**
9	A. Paseo Del Campo	1657	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Greens East	1657	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. El Niguel Heights	1657	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Club House Corner	1657	0	0	0	326	1,847	0	2,173	0	0	0	0	0	0	0.00
	E. Club House South	1653	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	F. Crest de Ville/South Peak	1653	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	G. Club House Plaza	1653	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**0**	**0**	**0**	**326**	**1,847**	**0**	**2,173**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
10	A. Adelanto	1645	0	0	0	0	0	0	0	0	108	0	0	0	0	0.00
	B. The Grove Shopping Center	1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Chatelain	1649	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Hidden Hills North	1650	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		1647	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	E. La Hermosa	1649	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	F. Niguel Ranch Drive	1650	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	G. Hidden Hills South	1650	0	0	0	0	0	0	0	0	0	0	0	0	280	0.00
		Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**108**	**0**	**0**	**0**	**280**	**0.00**

TABLE 2-3 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
11	A. Marina Hills Drive North Residential Attached	1650	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		1647	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Marina Hills Drive North	1650	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Street of the Golden Lantern East	1656	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		1659	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Marina Hills Drive Commercial	1655	0	0	0	18,444	104,514	0	122,958	0	0	0	0	0	0	0.00
	E. Street of the Golden Lantern West	1658	0	0	0	0	0	0	0	0	0	0	0	0	332	0.00
	F. Palisades	1658	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	G. Marina Hills	1655	0	26	26	0	0	0	0	0	0	0	0	0	0	0.00
	H. Salt Creek Regional Park	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	I. Beacon Hill and Golden Lantern	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**0**	**26**	**26**	**18,444**	**104,514**	**0**	**122,958**	**0**	**0**	**0**	**0**	**0**	**332**	**0.00**
12	A. Bear Brand Ranch	1666	27	0	27	0	0	0	0	0	0	0	0	0	0	0.00
	B. Cameray Point/Andorra	1666	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Bear Brand East	1666	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Bear Brand West	1665	38	0	38	0	0	0	0	0	0	0	0	0	0	0.00
	E. Beacon Hill	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		1664	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	F. San Marin/Windrift	1664	0	0	0	0	0	0	0	0	0	0	0	0	182	0.00
	G. Beacon Hill Commercial Center	1664	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	H. Bear Brand Hill	1664	2	0	2	0	0	0	0	0	0	0	0	0	0	0.00
		1667	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	I. Bear Brand Residential Attached	1665	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	J. Ocean Ranch II	1665	0	0	0	877	4,967	0	5,844	0	0	0	0	0	0	0.00
		Total	**67**	**0**	**67**	**877**	**4,967**	**0**	**5,844**	**0**	**0**	**0**	**0**	**0**	**182**	**0.00**
13	A. Laguna Sur/Monarch Point	1660	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	B. Pacific Island	1661	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Laguna Woods/Niguel West	1661	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	D. Hon	1661	1	0	1	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

TABLE 2-3 (CONTINUED)

CURRENT GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
14	A. Town Center	1652	0	0	0	12,287	69,624	0	81,911	0	0	0	0	0	0	0.00
	B. Crown Valley Center	1657	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	C. Town Center Expansion	1654	0	275	275	14,999	84,994	60,597	160,590	0	0	-28,100[9]	0	0	0	0.00
	D. Alicia Parkway Center	1640	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**0**	**275**	**275**	**27,286**	**154,618**	**60,597**	**242,501**	**0**	**0**	**-28,100**	**0**	**0**	**0**	**0.00**
Total			**183**	**1,973**	**2,156**	**309,631**	**1,890,441**	**1,141,247**	**3,341,319**	**0**	**108**	**-28,100**	**467**	**0**	**2,145**	**1.28**

[9] The courthouse is to be demolished and converted to commercial space.

2.2 PROPOSED GENERAL PLAN BUILDOUT

The Proposed General Plan Buildout consists of the changes and reallocation of land uses to certain opportunity areas within the City of Laguna Niguel. ***Table 2-4*** presents the Proposed General Plan Buildout land use changes identified by Community Profile Area/TAZ and ***Table 2-5*** presents the Proposed General Plan Buildout land use summary table.

The Proposed General Plan Buildout would develop the following net land use changes as compared to the land uses included in the Current General Plan:

- +1,369 Residential Dwelling Units
    - -94 Single Family Dwelling Units
    - +1,463 Multifamily Dwelling Units
- -1,508,043 SF Commercial
    - -67,408 SF Restaurant
    - -710,635 SF Retail
    - -730,000 SF Medical Office/Office
- +300,000 SF Tech/Medical Campus
- +90 Hotel Rooms
- +4.80 Acre Park

Section 5.2 details the planned improvements to the circulation network under Proposed General Plan traffic conditions.

TABLE 2-4

PROPOSED GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
1	A. S&S Commercial	1624	0	500	500	-14,170	-80,297	0	-94,467	0	0	0	-150	0	0	0.00
	C. Chet Holifield Building	1624	0	500	500	40,000	20,000	-730,000	-670,000	300,000	0	0	120	0	0	4.80
	E. Birtcher South	1624	0	0	0	-16,008	-212,691	0	-228,699	0	0	0	0	0	0	0.00
	G. Aliso Creek Center	1634	0	0	0	-1,630	-9,239	0	-10,869	0	0	0	0	0	0	0.00
		Total	**0**	**1,000**	**1,000**	**8,192**	**-282,227**	**-730,000**	**-1,004,035**	**300,000**	**0**	**0**	**-30**	**0**	**0**	**4.80**
2	D. Village Niguel Gardens	1625	0	0	0	-4,690	-26,578	0	-31,268	0	0	0	0	0	0	0.00
	K. La Paz Road East Commercial	1625	0	0	0	-824	-4,671	0	-5,495	0	0	0	0	0	0	0.00
		Total	**0**	**0**	**0**	**-5,514**	**-31,249**	**0**	**-36,763**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
3	C. Colinas de Capistrano	1643	18	0	18	0	0	0	0	0	0	0	0	0	0	0.00
	F. Aloma Avenue Commercial	1633	0	0	0	-1,065	-6,038	0	-7,103	0	0	0	0	0	0	0.00
		Total	**18**	**0**	**18**	**-1,065**	**-6,038**	**0**	**-7,103**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
4	C. Hillside Office-Residential (Cabot Road Northwest)	1629	0	0	0	-27,524	-155,968	0	-183,492	0	0	0	0	0	0	0.00
	E. Mixed-Use Village	1629	0	0	0	-39,545	-224,094	0	-263,639	0	0	0	0	0	0	0.00
		Total	**0**	**0**	**0**	**-67,069**	**-380,062**	**0**	**-447,131**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
5	A. Del Prado	1628	0	-21	-21	0	0	0	0	0	0	0	0	0	0	0.00
	D. Tampico	1641	-3	0	-3	0	0	0	0	0	0	0	0	0	0	0.00
	E. Costa Brava	1641	0	-16	-16	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**-3**	**-37**	**-40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
6	D. Fieldstone	1646	-12	0	-12	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**-12**	**0**	**-12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
7	A. Highlands North	1640	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**-1**	**0**	**-1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
8	B. Niguel Road West	1639	-11	0	-11	0	0	0	0	0	0	0	0	0	0	0.00
	E. Niguel Summit	1654	-15	0	-15	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**-26**	**0**	**-26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
12	A. Bear Brand Ranch	1666	-29	0	-29	0	0	0	0	0	0	0	0	0	0	0.00
	D. Bear Brand West	1665	-38	0	-38	0	0	0	0	0	0	0	0	0	0	0.00
	H. Bear Brand Hill	1664	-2	0	-2	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**-69**	**0**	**-69**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
13	D. Hon	1661	-1	0	-1	0	0	0	0	0	0	0	120	0	0	0.00
		Total	**-1**	**0**	**-1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**120**	**0**	**0**	**0.00**

TABLE 2-4 (CONTINUED)

PROPOSED GENERAL PLAN BUILDOUT LAND USE CHANGES SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
14	A. Town Center	1652	0	250	250	-1,952	-11,059	0	-13,011	0	0	0	0	0	0	0.00
	B. Crown Valley Center	1657	0	250	250	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**0**	**500**	**500**	**-1,952**	**-11,059**	**0**	**-13,011**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Total			**-94**	**1,463**	**1,369**	**-67,408**	**-710,635**	**-730,000**	**-1,508,043**	**300,000**	**0**	**0**	**90**	**0**	**0**	**4.80**

TABLE 2-5

PROPOSED GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
1	A. S&S Commercial	1624	0	500	500	53,702	870,046	0	923,748	0	0	0	0	0	0	0.00
	B. Plaza De La Paz Center	1624	0	0	0	35,671	302,036	0	337,707	0	0	0	0	0	0	0.00
	C. Chet Holifield Building	1624	0	500	500	40,000	20,000	550,000	610,000	300,000	0	0	120	0	0	9.50
	D. Birtcher North	1624	0	0	0	0	0	491,570	491,570	0	0	0	0	0	0	0.00
	E. Birtcher South	1624	0	0	0	14,146	169,105	0	183,251	0	0	0	0	0	0	0.00
	F. Design Center	1624	0	0	0	6,399	224,885	0	231,284	0	0	0	0	0	0	0.00
	G. Aliso Creek Center	1634	0	0	0	17,771	134,149	0	151,920	0	0	0	0	0	0	4.30
		Total	**0**	**1,000**	**1,000**	**167,689**	**1,720,221**	**1,041,570**	**2,929,480**	**300,000**	**0**	**0**	**120**	**0**	**0**	**13.80**
2	A. Casa La Paz	1625	0	392	392	0	0	0	0	0	0	0	0	0	0	6.15
	B. Laguna Gardens	1625	0	372	372	0	0	0	0	0	0	0	0	0	0	0.14
	C. Aliso Niguel Terrance II	1626	0	243	243	0	0	0	0	0	0	0	0	0	0	0.26
	D. Village Niguel Gardens	1625	0	311	311	11,133	16,999	0	28,132	0	0	1,440	0	10,111	0	0.40
	E. Village Niguel Heights	1625	327	185	512	0	0	0	0	0	0	21,000	0	0	546	5.20
	F. Sea Country Senior and Community Center	1630	0	0	0	0	0	0	0	0	0	21,060	0	0	0	0.00
	G. S&S Residential Attached	1626	0	173	173	0	0	0	0	0	0	0	0	0	0	0.32
	H. S&S Residential Detached	1626	959	0	959	0	0	0	0	0	0	0	0	0	0	0.57
	I. Lake Chateau	1630	110	0	110	0	0	0	0	0	0	0	0	0	0	0.18
	J. Lake Park	1630	303	0	303	0	0	0	0	0	0	0	0	0	0	5.40
	K. La Paz Road East Commercial	1625	0	0	0	3,606	31,379	0	34,985	0	0	0	0	0	0	0.00
		Total	**1,699**	**1,676**	**3,375**	**14,739**	**48,378**	**0**	**63,117**	**0**	**0**	**43,500**	**0**	**10,111**	**546**	**18.62**
3	A. Rancho Niguel Center	1628	0	0	0	69,768	312,106	0	381,874	0	0	0	0	0	1,499	0.00
		1636	0	0	0	21,827	85,410	0	107,237	0	0	0	0	0	0	5.20
	B. Rolling Hills	1633	320	0	320	0	0	0	0	0	0	0	0	0	0	5.20
	C. Colinas de Capistrano	1643	539	192	731	0	0	0	0	0	0	0	0	0	0	0.54
	D. Villa Mira	1633	0	264	264	0	0	0	0	0	0	0	0	0	0	1.16
	E. Aloma Avenue	1633	174	30	204	0	0	0	0	0	0	0	0	0	0	9.00
	F. Aloma Avenue Commercial	1633	0	0	0	4,225	20,242	0	24,467	0	0	0	0	0	0	0.00
		Total	**1,033**	**486**	**1,519**	**95,820**	**417,758**	**0**	**513,578**	**0**	**0**	**0**	**0**	**0**	**1,499**	**21.10**

TABLE 2-5 (CONTINUED)

PROPOSED GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
4	A. Galvin Basin	1629	0	0	0	0	0	76,480	76,480	0	0	0	0	0	0	0.00
	B. Camino Capistrano Business Park	1629	0	0	0	16,226	91,946	215,028	323,200	0	0	0	0	0	0	0.00
	C. Hillside Office-Residential (Cabot Road Northwest)	1629	0	220	220	18,295	103,673	0	121,968	0	0	0	0	0	0	1.20
	D. Cabot Office-Residential	1629	0	709	709	0	0	0	0	0	0	0	0	0	0	0.00
	E. Mixed-Use Village	1629	0	1,118	1,118	18,970	107,493	0	126,463	0	111	0	0	0	0	0.00
	F. Cabot South	1633	0	142	142	0	0	173,900	173,900	0	0	0	0	0	0	0.00
	G. Crown Valley Retail Commercial – Residential	1629	0	142	142	37,146	210,493	0	247,639	0	0	0	0	0	0	0.00
	H. Transit Oriented Mixed-Use Corridor	1629	0	663	663	60,660	343,740	0	404,400	0	0	0	200	0	0	0.00
	I. Camino Capistrano Commercial Service	1629	0	0	0	17,146	97,164	24,430	138,740	0	0	0	0	0	0	0.00
	J. Star Drive	1643	0	0	0	21,279	120,581	0	141,860	0	0	0	0	0	0	0.00
	K. South Camino Capistrano	1643	0	0	0	8,723	49,427	0	58,150	0	0	0	150	0	0	0.00
		Total	**0**	**2,994**	**2,994**	**198,445**	**1,124,517**	**489,838**	**1,812,800**	**0**	**111**	**0**	**350**	**0**	**0**	**1.20**
5	A. Del Prado	1628	0	423	423	0	0	0	0	0	0	0	0	0	0	0.77
	B. Rancho Niguel North	1628	0	1,090	1,090	0	0	0	0	0	0	0	0	0	0	0.85
	C. Rancho Niguel	1635	233	0	233	2,843	16,957	0	19,800	0	0	0	0	27,662	0	8.50
	D. Tampico	1641	151	92	243	0	0	0	0	0	0	0	0	0	0	0.00
	E. Costa Brava	1641	0	176	176	0	0	0	0	0	0	0	0	0	0	0.28
	F. Rancho Niguel South	1636	488	0	488	0	0	12,750	12,750	0	0	0	0	0	698	3.80
	G. Nueva Vista North	1641	210	0	210	0	0	0	0	0	0	0	0	0	0	0.00
	H. Crown Royale/Windrose	1641	280	29	309	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,362**	**1,810**	**3,172**	**2,843**	**16,957**	**12,750**	**32,550**	**0**	**0**	**0**	**0**	**27,662**	**698**	**14.20**
6	A. Laguna Niguel Regional Park	1634	0	0	0	0	0	0	0	0	0	0	0	0	0	105.00
	B. Kite Hill	1634	629	0	629	0	0	0	0	0	0	0	0	0	0	9.80
	C. Kings Road	1646	94	0	94	0	0	0	0	0	0	0	0	0	0	0.10
	D. Fieldstone	1646	200	0	200	0	0	0	0	0	0	0	0	0	0	0.00
	E. Park Niguel	1646	0	77	77	0	0	0	0	0	0	0	0	0	0	0.10
	F. Crown Valley Community Park	1648	0	0	0	0	0	0	0	0	0	78,460	0	0	0	38.40
	G. Ivy Glen Lane	1648	201	0	201	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,124**	**77**	**1,201**	**0**	**0**	**0**	**0**	**0**	**0**	**78,460**	**0**	**0**	**0**	**153.40**

TABLE 2-5 (CONTINUED)

PROPOSED GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
7	A. Highlands North	1640	185	0	185	0	0	0	0	0	0	0	0	0	0	0.00
		1487	0	0	0	0	0	0	0	0	0	0	0	27,600	0	0.90
	B. Laguna Crest/Knoll	1640	317	48	365	0	0	0	0	0	0	0	0	0	0	2.40
	C. Niguel Vista/Foothill	1640	0	358	358	0	0	0	0	0	0	0	0	0	0	0.60
	D. Pointe Niguel/Hampton Village	1640	0	416	416	0	0	0	0	0	0	0	0	0	0	1.10
	E. Crown Valley Highlands	1640	297	170	467	0	0	0	0	0	0	0	0	24,388	0	4.30
	F. Niguel Woods	1640	126	0	126	0	0	0	0	0	0	0	0	0	788	6.40
		Total	**925**	**992**	**1,917**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51,988**	**788**	**15.70**
8	A. Jamaica/Capri	1639	0	255	255	0	0	0	0	0	0	0	0	0	0	1.14
	B. Niguel Road West	1639	138	0	138	0	0	0	0	0	0	0	0	0	0	0.00
	C. Pamillia/Coronado Point	1639	149	0	149	0	0	0	0	0	0	0	0	0	0	0.00
	D. Niguel Summit II	1639	11	165	176	0	0	0	0	0	0	0	0	0	0	0.00
	E. Niguel Summit	1654	427	0	427	0	0	0	0	0	0	0	0	0	0	0.24
	F. Crown Cove/Country Club Villas/El Niguel Terrace	1654	40	389	429	0	0	0	0	0	0	0	0	0	0	0.11
	G. Aliso and Wood Canyons Regional Park	1639	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**765**	**809**	**1,574**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1.49**
9	A. Paseo Del Campo	1657	263	130	393	0	0	0	0	0	0	0	0	0	0	3.41
	B. Greens East	1657	30	0	30	0	0	0	0	0	0	0	0	0	0	72.80
	C. El Niguel Heights	1657	251	0	251	0	0	0	0	0	0	0	0	0	0	2.30
	D. Club House Corner	1657	0	0	0	3,660	16,657	0	20,317	0	0	0	0	0	0	0.00
	E. Club House South	1653	66	319	385	0	0	0	0	0	0	0	0	0	0	78.87
	F. Crest de Ville/South Peak	1653	311	0	311	0	0	0	0	0	0	0	0	0	0	1.10
	G. Club House Plaza	1653	0	0	0	7,606	43,981	0	51,587	0	0	0	0	0	0	0.00
		Total	**921**	**449**	**1,370**	**11,266**	**60,638**	**0**	**71,904**	**0**	**0**	**0**	**0**	**0**	**0**	**158.48**
10	A. Adelanto	1645	920	34	954	0	0	0	0	0	108	0	0	53,220	1,032	2.97
	B. The Grove Shopping Center	1645	0	0	0	0	0	0	0	0	0	0	0	0	90	0.00
	C. Chatelain	1649	120	176	296	0	0	0	0	0	0	0	0	0	0	0.18
	D. Hidden Hills North	1650	659	0	659	0	0	0	0	0	0	0	0	0	0	4.40
		1647	92	0	92	0	0	0	0	0	0	0	0	0	0	0.00
	E. La Hermosa	1649	316	0	316	0	0	0	0	0	0	0	0	0	0	0.13
	F. Niguel Ranch Drive	1650	0	189	189	0	0	0	0	0	0	0	0	0	0	3.26
	G. Hidden Hills South	1650	0	344	344	0	0	0	0	0	0	0	0	0	607	3.40
		Total	**2,107**	**743**	**2,850**	**0**	**0**	**0**	**0**	**0**	**108**	**0**	**0**	**53,220**	**1,729**	**14.34**

TABLE 2-5 (CONTINUED)

PROPOSED GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
11	A. Marina Hills Drive North Residential Attached	1650	0	984	984	0	0	0	0	0	0	0	0	0	0	1.65
		1647	0	303	303	0	0	0	0	0	0	0	0	0	0	0.00
	B. Marina Hills Drive North	1650	200	128	328	0	0	0	0	0	0	0	0	0	0	0.00
	C. Street of the Golden Lantern East	1656	323	0	323	0	0	0	0	0	0	9,651	0	0	0	0.84
		1659	294	144	438	0	0	0	0	0	0	0	0	0	0	0.00
	D. Marina Hills Drive Commercial	1655	0	0	0	31,322	243,447	0	274,769	0	0	0	0	0	0	0.00
	E. Street of the Golden Lantern West	1658	30	950	980	0	0	0	0	0	0	10,000	0	0	728	23.60
	F. Palisades	1658	206	0	206	0	0	0	0	0	0	0	0	0	0	4.60
	G. Marina Hills	1655	707	673	1,380	0	0	0	0	0	0	0	0	0	0	20.77
	H. Salt Creek Regional Park	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.95
	I. Beacon Hill and Golden Lantern	1662	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
		Total	**1,760**	**3,182**	**4,942**	**31,322**	**243,447**	**0**	**274,769**	**0**	**0**	**19,651**	**0**	**0**	**728**	**52.41**
12	A. Bear Brand Ranch	1666	129	0	129	0	0	0	0	0	0	0	0	0	0	0.20
	B. Cameray Point/Andorra	1666	54	114	168	0	0	0	0	0	0	0	0	0	0	0.20
	C. Bear Brand East	1666	266	0	266	0	0	0	0	0	0	0	0	0	0	0.90
	D. Bear Brand West	1665	412	0	412	0	0	0	0	0	0	0	0	0	0	1.70
	E. Beacon Hill	1662	98	0	98	0	0	0	0	0	0	0	0	0	0	0.00
		1664	476	290	766	0	0	0	0	0	0	0	0	0	0	7.90
	F. San Marin/Windrift	1664	36	136	172	0	0	0	0	0	0	0	0	0	728	3.30
	G. Beacon Hill Commercial Center	1664	0	0	0	0	0	0	0	0	78	0	0	0	0	0.00
	H. Bear Brand Hill	1664	166	0	166	0	0	0	0	0	0	0	0	0	0	0.50
		1667	151	105	256	0	0	0	0	0	0	0	0	0	0	0.00
	I. Bear Brand Residential Attached	1665	0	371	371	0	0	0	0	0	0	0	0	0	671	6.10
	J. Ocean Ranch II	1665	0	0	0	29,944	175,676	0	205,620	0	0	0	0	0	0	0.00
		Total	**1,788**	**1,016**	**2,804**	**29,944**	**175,676**	**0**	**205,620**	**0**	**78**	**0**	**0**	**0**	**1,399**	**20.80**
13	A. Laguna Sur/Monarch Point	1660	172	253	425	0	0	0	0	0	0	0	0	0	0	1.40
	B. Pacific Island	1661	114	626	740	0	0	0	0	0	0	0	0	0	0	4.60
	C. Laguna Woods/Niguel West	1661	192	0	192	0	0	0	0	0	0	0	0	0	0	0.90
	D. Hon	1661	0	0	0	0	0	0	0	0	0	0	120	0	0	0.00
		Total	**478**	**879**	**1,357**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**120**	**0**	**0**	**6.90**

TABLE 2-5 (CONTINUED)

PROPOSED GENERAL PLAN BUILDOUT LAND USE SUMMARY

Community Profile Area	Subarea	TAZ	Households (DU)			Commercial (SF)				Tech/ Medical Campus (SF)	Managed Care (Beds)	Public/ Institutional (SF)	Hotel (Rooms)	Church (SF)	K-12 School (Students)	Park (Acres)
			Single Family Households (DU)	Multi-Family Households (DU)	Total Households (DU)	Restaurant (SF)	Retail (SF)	Medical Office/Office (SF)	Total Commercial (SF)							
14	A. Town Center	1652	0	250	250	27,214	151,127	166,159	344,500	0	0	14,400	0	38,814	0	0.00
	B. Crown Valley Center	1657	0	250	250	15,710	123,886	25,131	164,727	0	201	0	0	0	0	0.00
	C. Town Center Expansion	1654	0	275	275	14,999	84,994	60,597	160,590	0	0	64,855	0	0	0	0.00
	D. Alicia Parkway Center	1640	0	0	0	12,938	79,658	0	92,596	0	0	0	0	0	0	0.00
		Total	**0**	**775**	**775**	**70,861**	**439,665**	**251,887**	**762,413**	**0**	**201**	**79,255**	**0**	**38,814**	**0**	**0.00**
Total			**13,962**	**16,888**	**30,850**	**622,929**	**4,247,257**	**1,796,045**	**6,666,231**	**300,000**	**498**	**220,866**	**590**	**181,795**	**7,387**	**492.44**

3.0 EXISTING CONDITIONS

3.1 EXISTING STREET NETWORK



The principal local network of streets in the City of Laguna Niguel has been included in this analysis, as well as streets under the jurisdiction of the Cities of Laguna Hills, Aliso Viejo and Mission Viejo, and Caltrans.

Figure 3-1 presents an inventory of the existing roadway conditions within the study area evaluated in this report. The number of travel lanes and intersection controls for the key area study intersections are identified. It should be noted that during the time of traffic count data collection, construction of the Orange County Segment of I-5 South County Improvements project, which includes enhancements to the Crown Valley Parkway and Avery Parkway I-5 Ramps as well as the intersections surrounding the Avery Parkway Ramps, was underway. As a result, the following intersections had temporary intersection geometries that are reflected in the Existing traffic conditions analysis detailed in *Section 3.6:*

- *Intersection 24. I-5 SB Ramps at Crown Valley Parkway:* Second westbound exclusive left-turn lane was closed for construction.

Figure 3-2 shows the current City of Laguna Niguel General Plan Circulation Element.

3.2 PUBLIC TRANSIT

3.2.1 ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA) OC BUS

The Orange County Transportation Authority (OCTA) operates the bus transit services (OC Bus) within the City. The current operating routes within the City's vicinity are as follows:

OCTA Route 85:

- Route 85 provides service to the Cities of Mission Viejo and Laguna Niguel via Marguerite Parkway and Crown Valley Parkway.
- During the weekday AM and PM peak hours, Route 85 has approximate headways of 60 minutes in the northbound and southbound directions.

OCTA Route 87:

- Route 87 provides service to the Cities of Mission Viejo, Rancho Santa Margarita, Laguna Woods, Laguna Hills, Aliso Viejo and Laguna Niguel via Alicia Parkway.
- During the weekday AM and PM peak hours, Route 87 has approximate headways of 65 minutes in the northbound and southbound directions.

OCTA Route 90:

- Route 90 provides service to the Cities of Tustin, Irvine, Laguna Woods, Aliso Viejo, Laguna Hills, Laguna Niguel and Dana Point via Irvine Center Drive, Moulton Parkway and Golden Lantern Street.
- During the weekday AM and PM peak hours, Route 90 has approximate headways between 45 and 50 minutes in the northbound and southbound directions. During the weekend AM and PM

peak hours, Route 90 has approximate headways of 80 minutes in the northbound and southbound directions.

OCTA Route 91:

- Route 91 provides service to the Cities of Laguna Hills, Laguna Woods, Laguna Niguel, Mission Viejo, San Juan Capistrano, Dana Point and San Clemente via Paseo De Valencia, Camino Capistrano and Del Obispo Street.
- During the weekday AM and PM peak hours, Route 91 has approximate headways between 40 and 50 minutes in the northbound and southbound directions. During the weekend AM and PM peak hours, Route 91 has approximate headways between 30 and 45 minutes in the northbound and southbound directions.

OC Bus Service Area



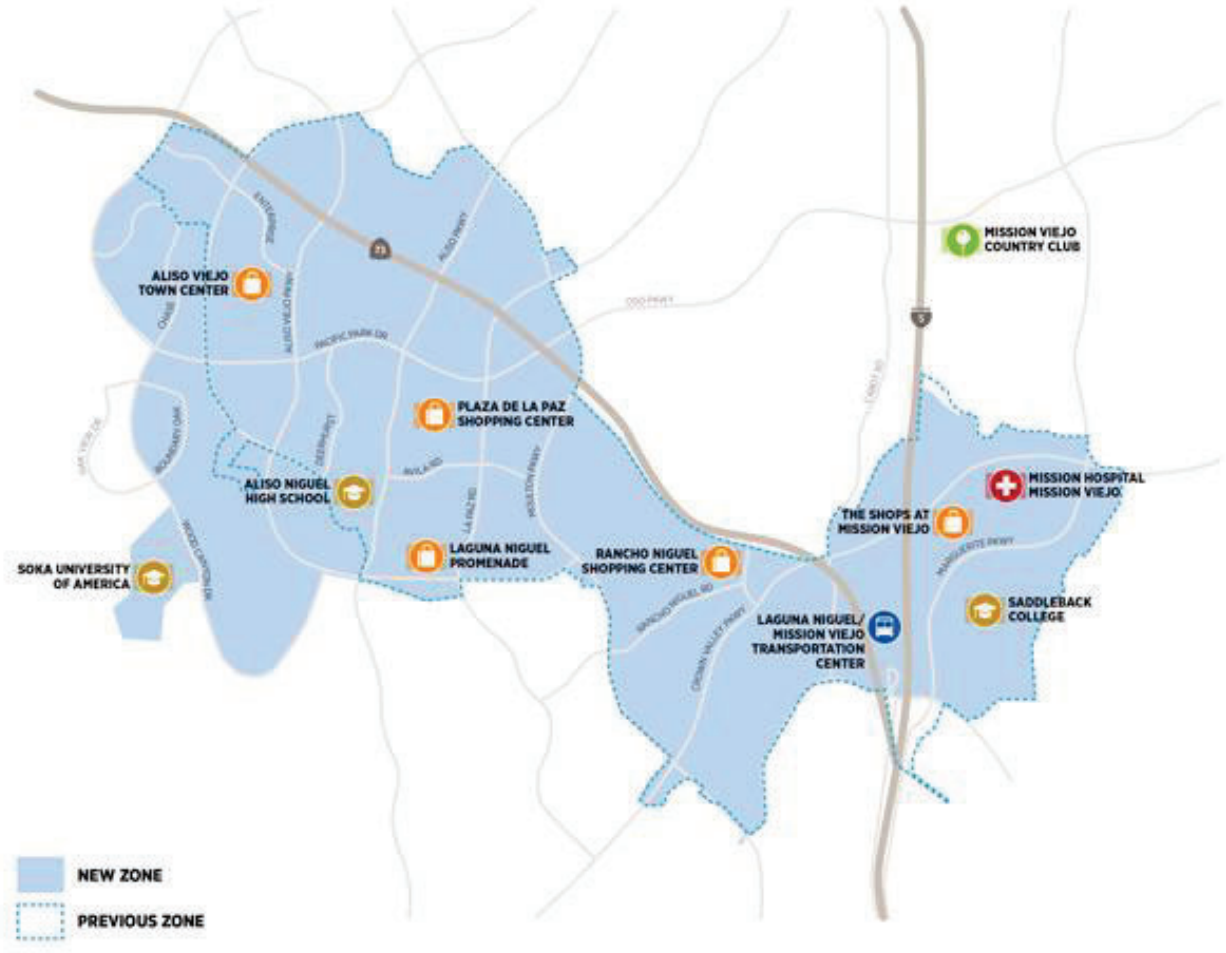
Source: OCTA

The image above shows the OCTA bus routes and Metrolink train stations within the vicinity. ***Figure 3-3*** presents both the OCTA bus routes within the City as well as the bus stops along the routes.

3.2.2 OC FLEX

OC Flex is a pilot program operated by OCTA that offers a paid shared-ride service for parts of Aliso Viejo, Laguna Niguel and Mission Viejo. Users access the service through the OC Flex Mobile Application. Starting and ending points must be within the OC Flex service area zone and other customers may be picked up and dropped off while the user is onboard. The average wait time for pickup is estimated to be between 15 and 30 minutes.

OC Flex Service Area



Source: OCTA

3.2.3 LAGUNA NIGUEL SUMMER TROLLEY

The Laguna Niguel Summer Trolley is a free summer public transportation service that operates between Memorial Day and Labor Day each year. The bi-directional fixed route includes two trolley vehicles. The

Trolley Program is part of the Cooperative Agreement with OCTA for the Project V Community Based Transit Circular Program.

There are four (4) Trolley stops located at Crown Valley Park, the Library/Civic Center, Ritz Carlton Drive and PCH & Niguel Road. The stop at Ritz Carlton Drive has connections to the free trolleys operated by the Cities of Dana Point and Laguna Beach. Riders can expect a trolley at each stop about every 20 minutes, from Thursday to Sunday as well as the summer holidays.

3.2.4 METROLINK RAIL SERVICES

The Mission Viejo/Laguna Niguel Train Station is located in the northeast of the City. It serves as a stop for Metrolink commuter lines and provides connections to OCTA bus routes. The current station lines are as follows:

Inland Empire – Orange County Line:

- Inland Empire – Orange County Line provides service to the corridor from Oceanside to San Bernardino.
- During the weekday, Inland Empire – Orange County Line has seven (7) trains daily in the northbound direction and six (6) trains daily in the southbound direction. During the weekend, Inland Empire – Orange County Line has two (2) trains daily in the northbound and southbound directions.

Orange County Line:

- Orange County Line provides service to the corridor from San Clemente to Los Angeles Union Station.
- During the weekday, Orange County Line has eight (8) trains daily in the northbound and southbound directions. During the weekend, Orange County Line has four (4) trains daily in the northbound and southbound directions.

3.3 BICYCLE FACILTIES

The State transportation system recognizes four primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), Bicycle Routes (Class III) and Cycle Tracks (Class IV). Bicycle Paths (Class I) are exclusive car free facilities for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel, that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designated preferred routes through corridors with high demand. Cycle Tracks (Class IV) are exclusive bike facilities that combine the experience of a separated path with the on-street infrastructure of a conventional bike lane and is physically separated from motor traffic and distinct from the sidewalk.

The City of Laguna Niguel has existing bicycle facilities that include both paved and unpaved multi-use paths on sidewalks and trails, Class II bike lanes and Class III bike routes.

3.4 PEDESTRIAN FACILITIES/TRAILS MASTER PLAN

Public sidewalks are provided on one or both sides of major arterials throughout the City with the following exception:

- Pacific Island Drive, between Ocean Way and Crown Valley Parkway

The City of Laguna Niguel has seven (7) scenic trails that measure approximately 80 miles throughout the City. The seven (7) trails are as follows:

- Aliso Summit Trail
- Colinas Bluff Trail
- Laguna Ridge Trail
- Long View Park Trail
- Niguel Trail
- Oso Creek Trail
- Salt Creek Trail

3.5 EXISTING AREA TRAFFIC VOLUMES

Existing AM and PM peak hour traffic volumes for the fifty-five (55) key study intersections and thirty-four (34) key roadway segments evaluated in this report, were collected by *Counts Unlimited, Inc.* in January 2022. It should be noted that during count collection, the Orange County Segment of I-5 South County Improvements project was under construction and the geometry for the I-5/Crown Valley Parkway ramp intersections were modified temporarily, affecting travel lanes along Crown Valley Parkway as mentioned previously in *Section 3.1*. ***Appendix A*** contains the existing intersection turning movement traffic count data.

Figures 3-4 and ***3-5*** present the existing AM and PM peak hour traffic volumes, respectively, for the fifty-five (55) existing key study intersections. ***Figure 3-6*** presents the existing average daily traffic volumes for the thirty-four (34) key roadway segments.

3.6 EXISTING LEVEL OF SERVICE RESULTS

3.6.1 INTERSECTIONS

Table 3-1 summarizes the existing peak hour service level calculations for the fifty-five (55) key study intersections based on existing traffic volumes and current street geometry. Review of *Table 3-1* indicates that based on the LOS criteria defined in this report, all existing intersections currently operate at an acceptable LOS during both AM and PM peak hours of a “typical” weekday.

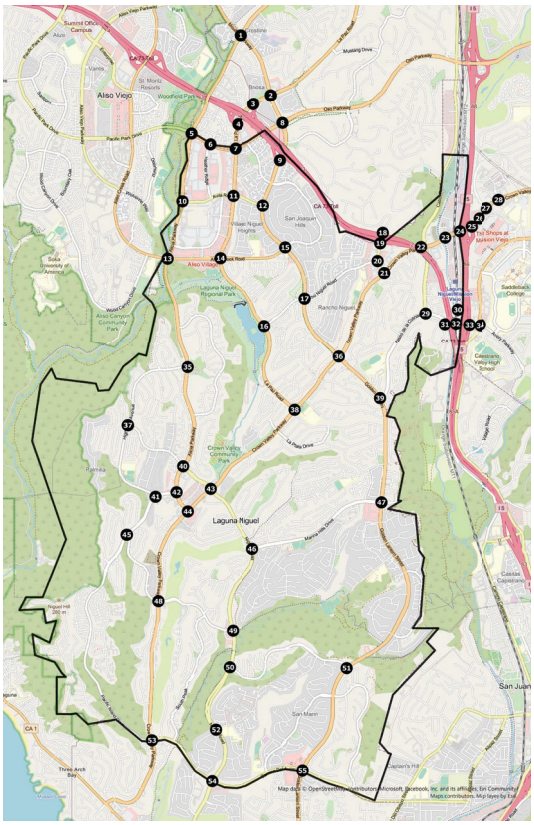
To supplement the level of service results as presented in *Table 3-1*, ***Figures 3-7*** and ***3-8*** graphically present the Existing traffic conditions level of service results for the AM and PM peak hours, respectively.

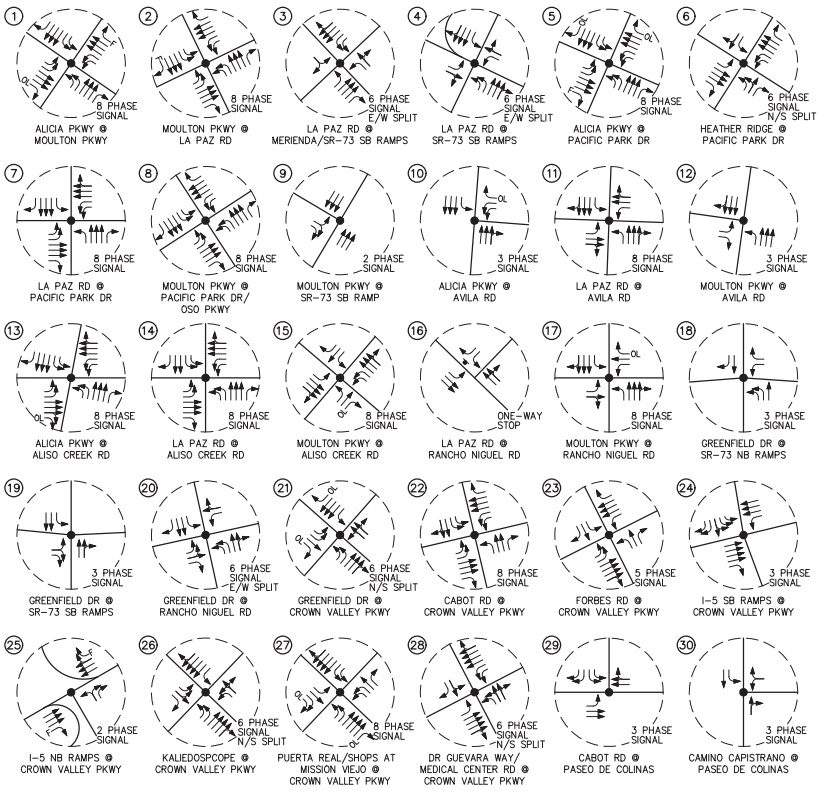
Appendix B contains the ICU/Delay and LOS calculation worksheets for the Existing traffic conditions.

3.6.2 ROADWAY SEGMENTS

Table 3-2 summarizes the existing daily level of service results at the key study roadway segments during a "typical" weekday for Existing traffic conditions. *Table 3-2* presents the daily roadway segment capacities, as well as the existing number of travel lanes per roadway segment. The Existing daily traffic volumes, Volume to Capacity (V/C) ratio and the level of service (LOS) of each roadway segment is listed. Review of *Table 3-2* indicates for the Existing traffic conditions, all thirty-four (34) key study roadway segments currently operate at acceptable levels of service on a daily basis.

To supplement the level of service results as presented in *Table 3-2*, ***Figure 3-9*** graphically presents the Existing traffic conditions level of service results for the daily traffic volumes.





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LLG

N NO SCALE

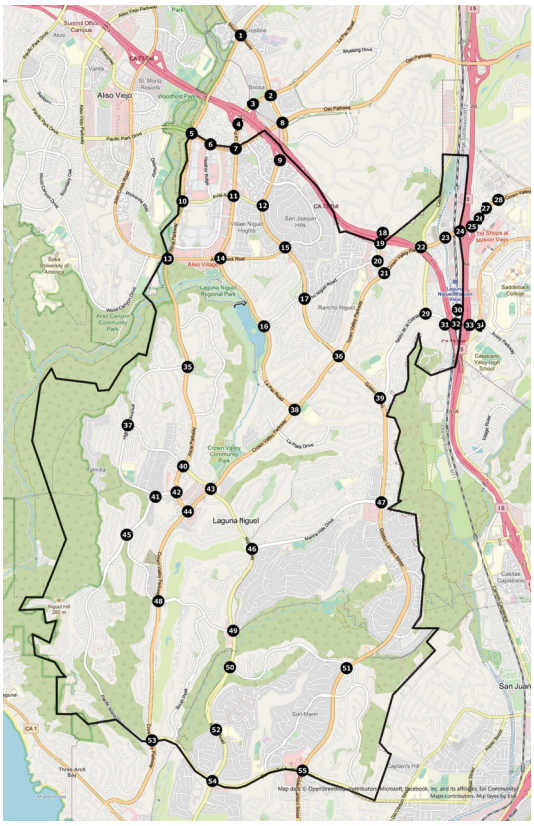
KEY

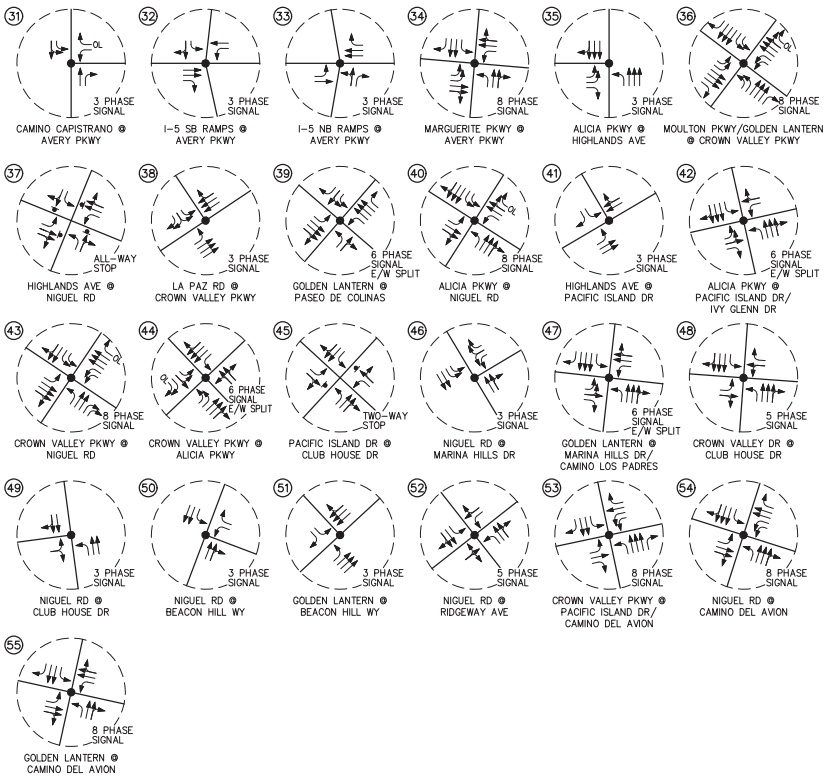
= APPROACH LANE ASSIGNMENT
= TRAFFIC SIGNAL, = STOP SIGN
OL = OVERLAP
F = FREE-RIGHT
# = STUDY INTERSECTION
= CITY BOUNDARY

FIGURE 3-1A

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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LLG

N NO SCALE

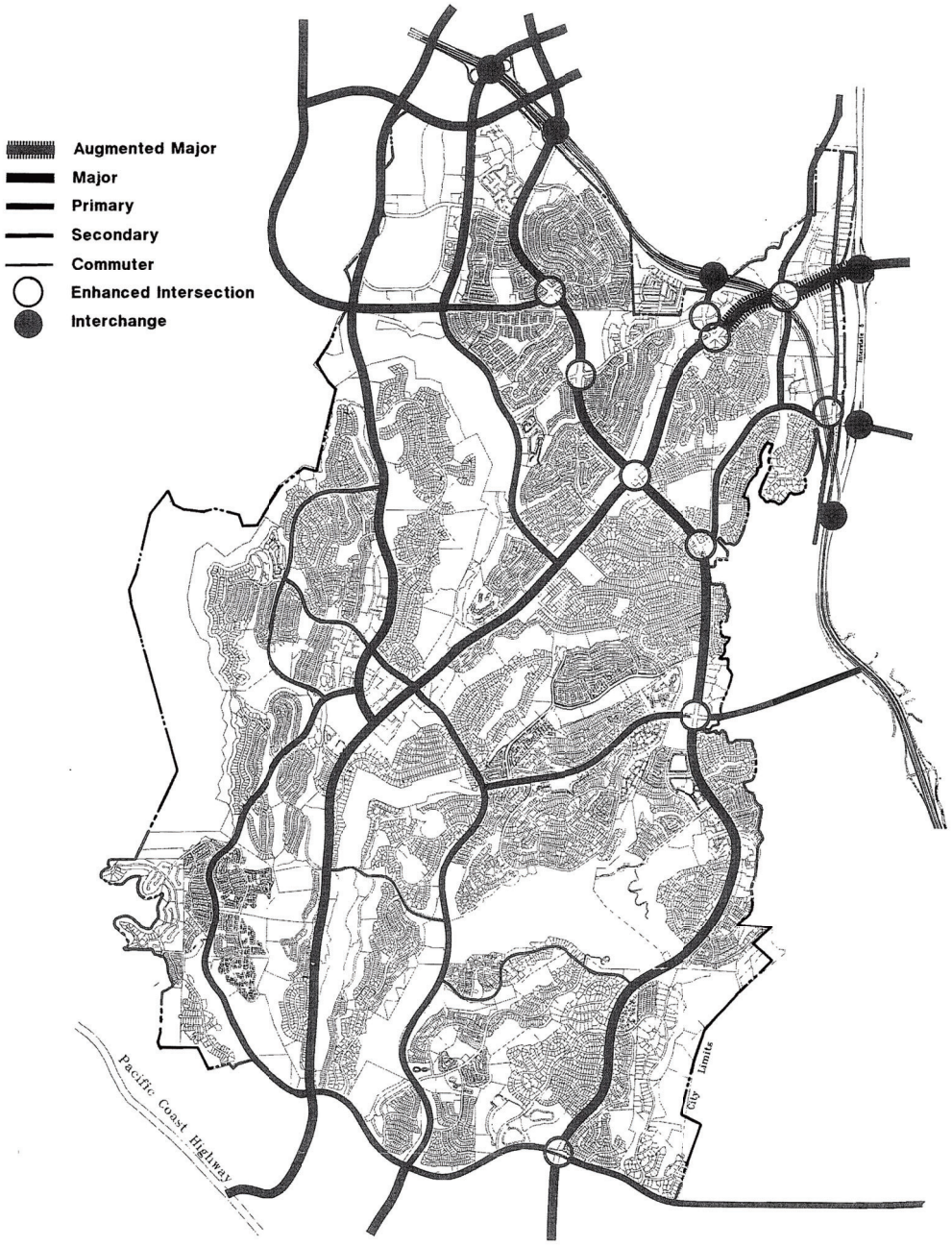
KEY

= APPROACH LANE ASSIGNMENT
= TRAFFIC SIGNAL, ▼ = STOP SIGN
OL = OVERLAP
F = FREE-RIGHT
# = STUDY INTERSECTION
= CITY BOUNDARY

FIGURE 3-1B

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



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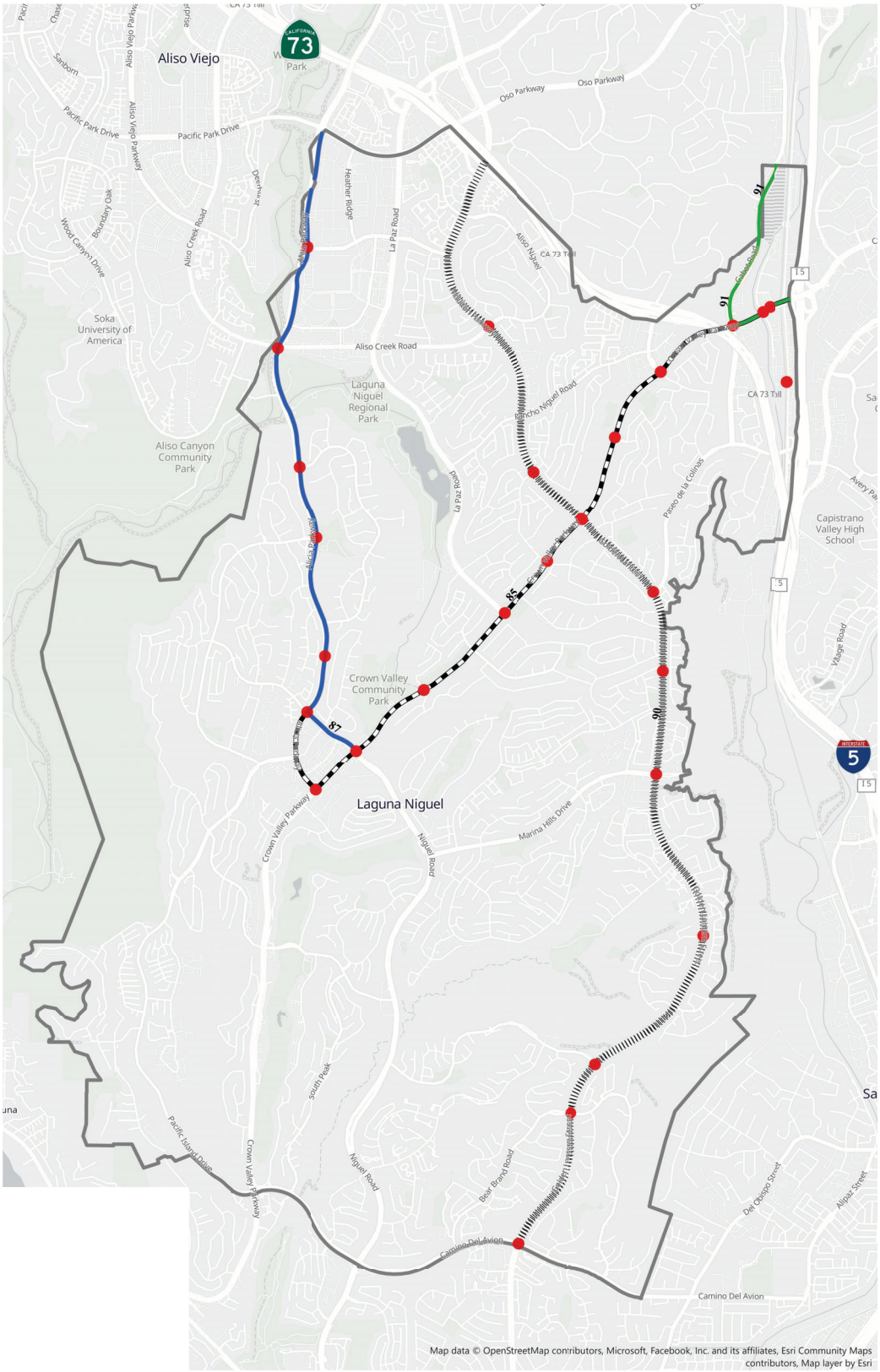
SOURCE: CITY OF LAGUNA NIGUEL

LLG N NO SCALE

FIGURE 3-2

CITY OF LAGUNA NIGUEL
CURRENT GENERAL PLAN CIRCULATION ELEMENT
CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



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LLG

NO SCALE

SOURCE: OCTA

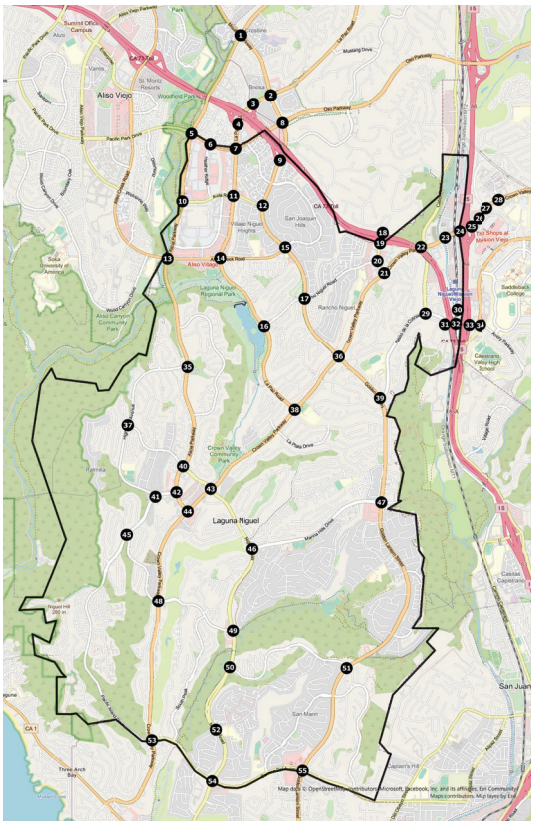
KEY

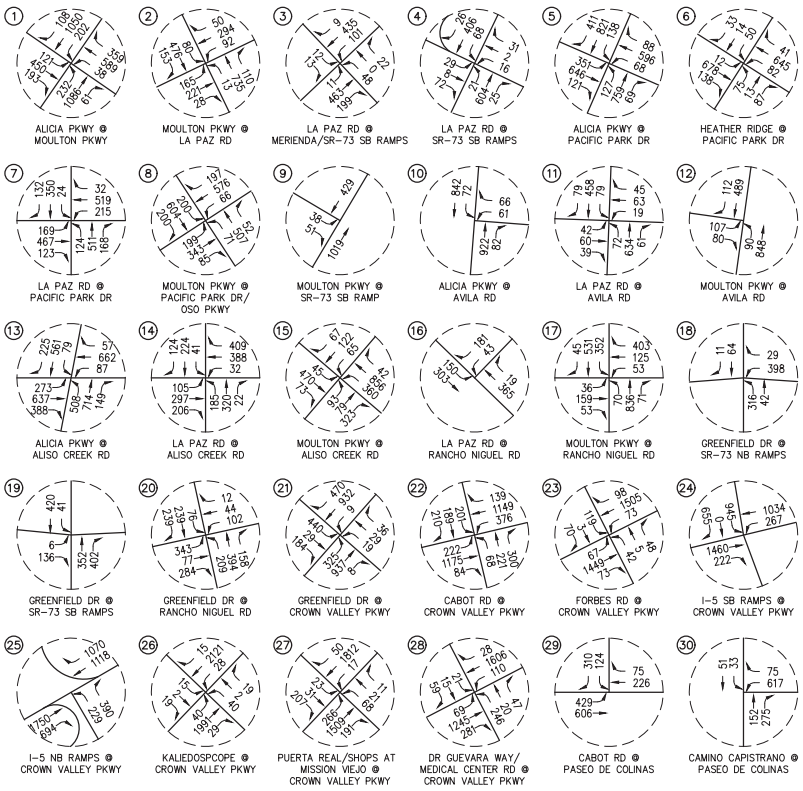
- Bus Stops
- Laguna Niguel
- OCTA 85
- OCTA 87
- OCTA 90
- OCTA 91

FIGURE 3–3

OCTA BUS ROUTES AND BUS STOPS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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N NO SCALE

KEY

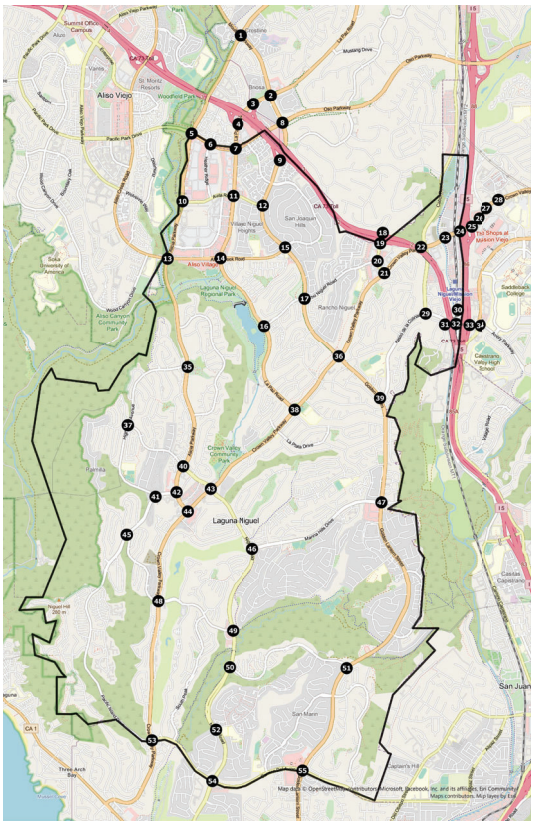
(#) = STUDY INTERSECTION

= CITY BOUNDARY

FIGURE 3-4A

EXISTING AM PEAK HOUR VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



(31) CAMINO CAPISTRANO @ AVERY PKWY

(32) I-5 SB RAMPS @ AVERY PKWY

(33) I-5 NB RAMPS @ AVERY PKWY

(34) MARGUERITE PKWY @ AVERY PKWY

(35) ALICIA PKWY @ HIGHLANDS AVE

(36) MOULTON PKWY/GOLDEN LANTERN @ CROWN VALLEY PKWY

(37) HIGHLANDS AVE @ NIGUEL RD

(38) LA PAZ RD @ CROWN VALLEY PKWY

(39) GOLDEN LANTERN @ PASEO DE COLINAS

(40) ALICIA PKWY @ NIGUEL RD

(41) HIGHLANDS AVE @ PACIFIC ISLAND DR

(42) ALICIA PKWY @ PACIFIC ISLAND DR/ IVY GLENN DR

(43) CROWN VALLEY PKWY @ NIGUEL RD

(44) CROWN VALLEY PKWY @ ALICIA PKWY

(45) PACIFIC ISLAND DR @ CLUB HOUSE DR

(46) NIGUEL RD @ MARINA HILLS DR

(47) GOLDEN LANTERN @ MARINA HILLS DR/ CAMINO LOS PADRES

(48) CROWN VALLEY DR @ CLUB HOUSE DR

(49) NIGUEL RD @ CLUB HOUSE DR

(50) NIGUEL RD @ BEACON HILL WY

(51) GOLDEN LANTERN @ BEACON HILL WY

(52) NIGUEL RD @ RIDGEWAY AVE

(53) CROWN VALLEY PKWY @ PACIFIC ISLAND DR/ CAMINO DEL AVION

(54) NIGUEL RD @ CAMINO DEL AVION

(55) GOLDEN LANTERN @ CAMINO DEL AVION

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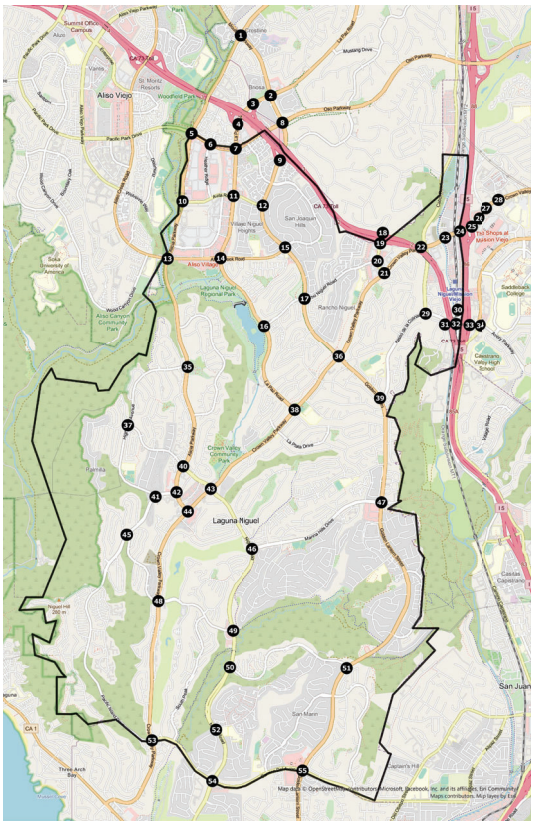
N NO SCALE

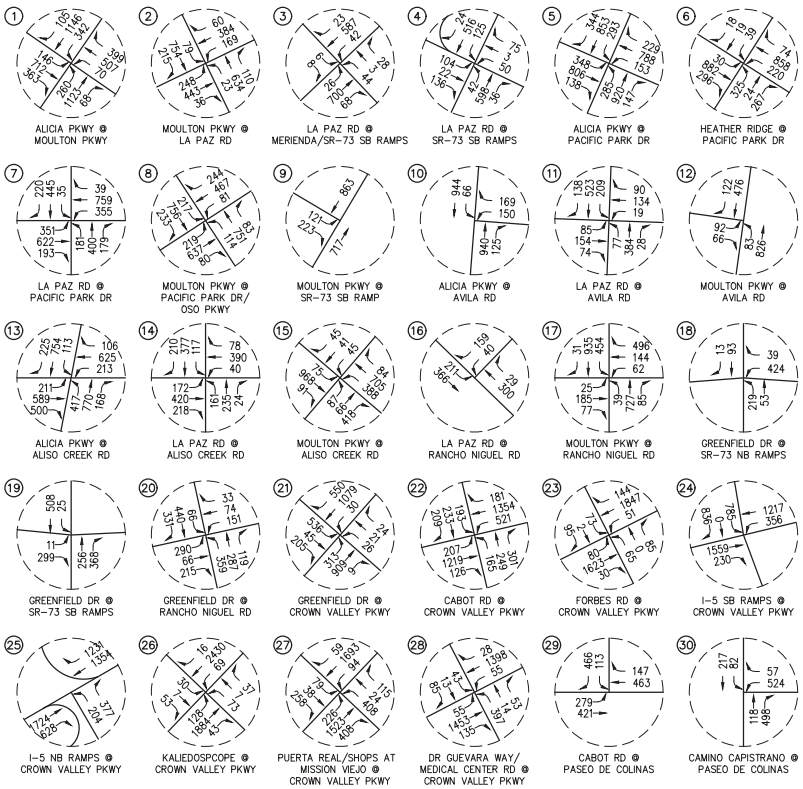
KEY
(#) = STUDY INTERSECTION
= CITY BOUNDARY

FIGURE 3-4B

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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LLG

N NO SCALE

KEY

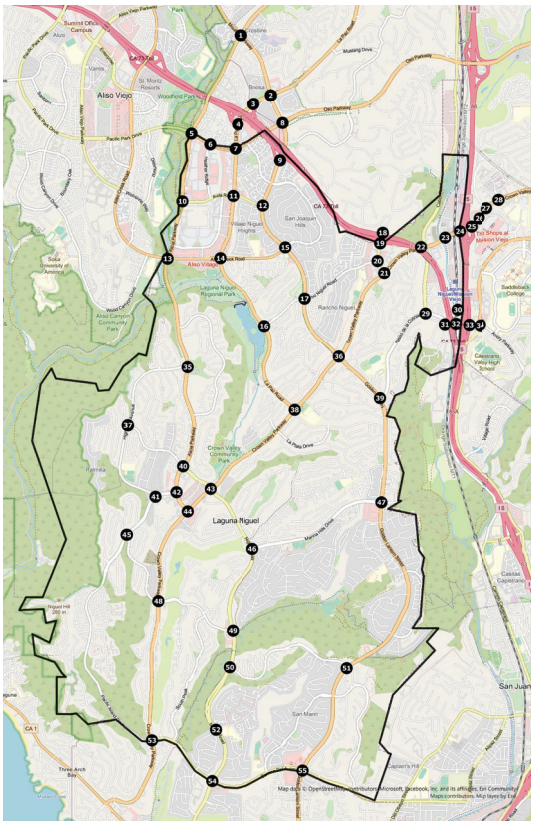
(#) = STUDY INTERSECTION

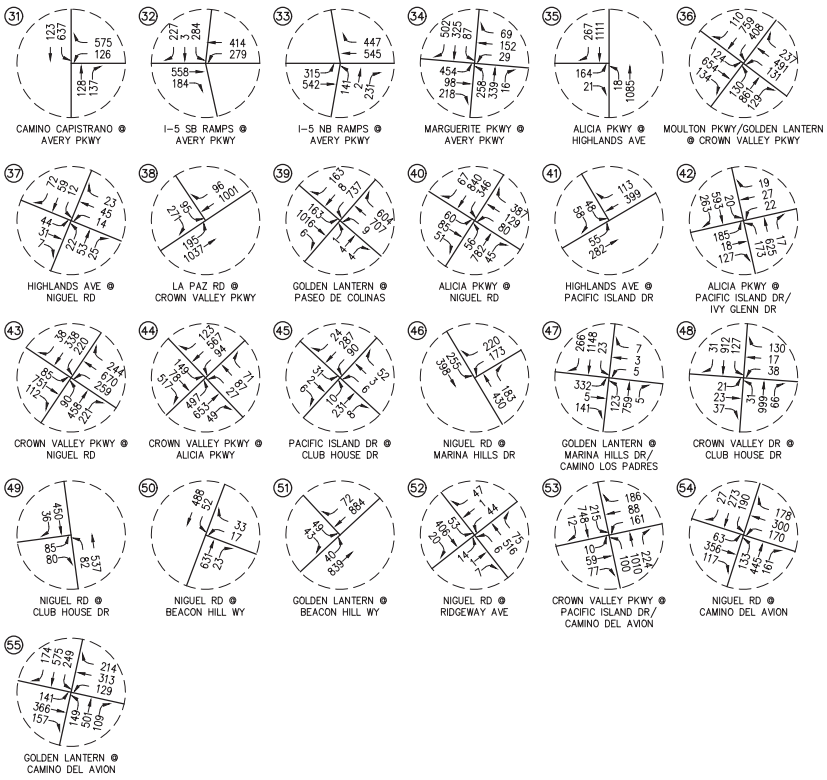
= CITY BOUNDARY

FIGURE 3-5A

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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LLG

N NO SCALE

KEY

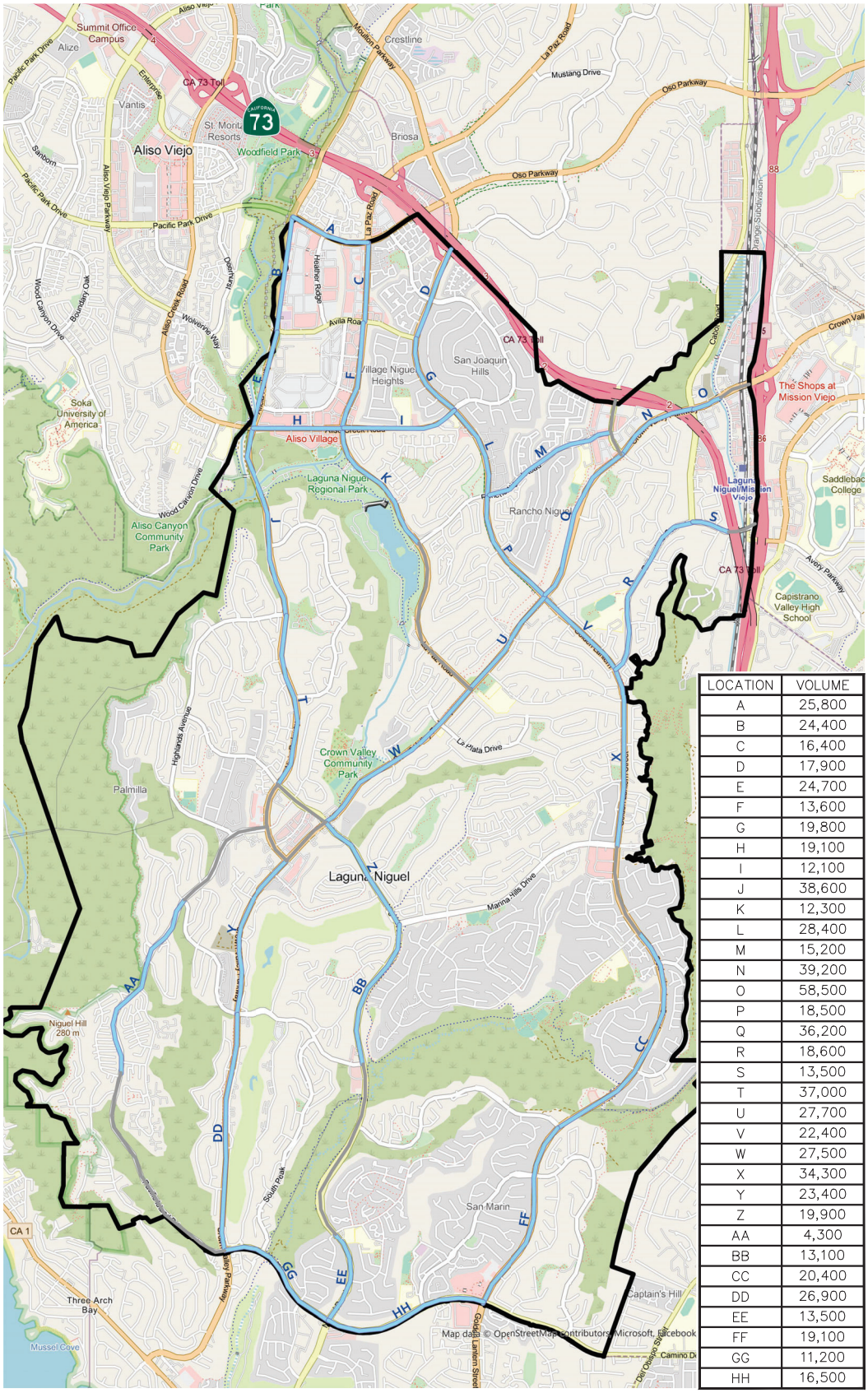
(#) = STUDY INTERSECTION

= CITY BOUNDARY

FIGURE 3-5B

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



LOCATION	VOLUME
A	25,800
B	24,400
C	16,400
D	17,900
E	24,700
F	13,600
G	19,800
H	19,100
I	12,100
J	38,600
K	12,300
L	28,400
M	15,200
N	39,200
O	58,500
P	18,500
Q	36,200
R	18,600
S	13,500
T	37,000
U	27,700
V	22,400
W	27,500
X	34,300
Y	23,400
Z	19,900
AA	4,300
BB	13,100
CC	20,400
DD	26,900
EE	13,500
FF	19,100
GG	11,200
HH	16,500

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N NO SCALE

KEY

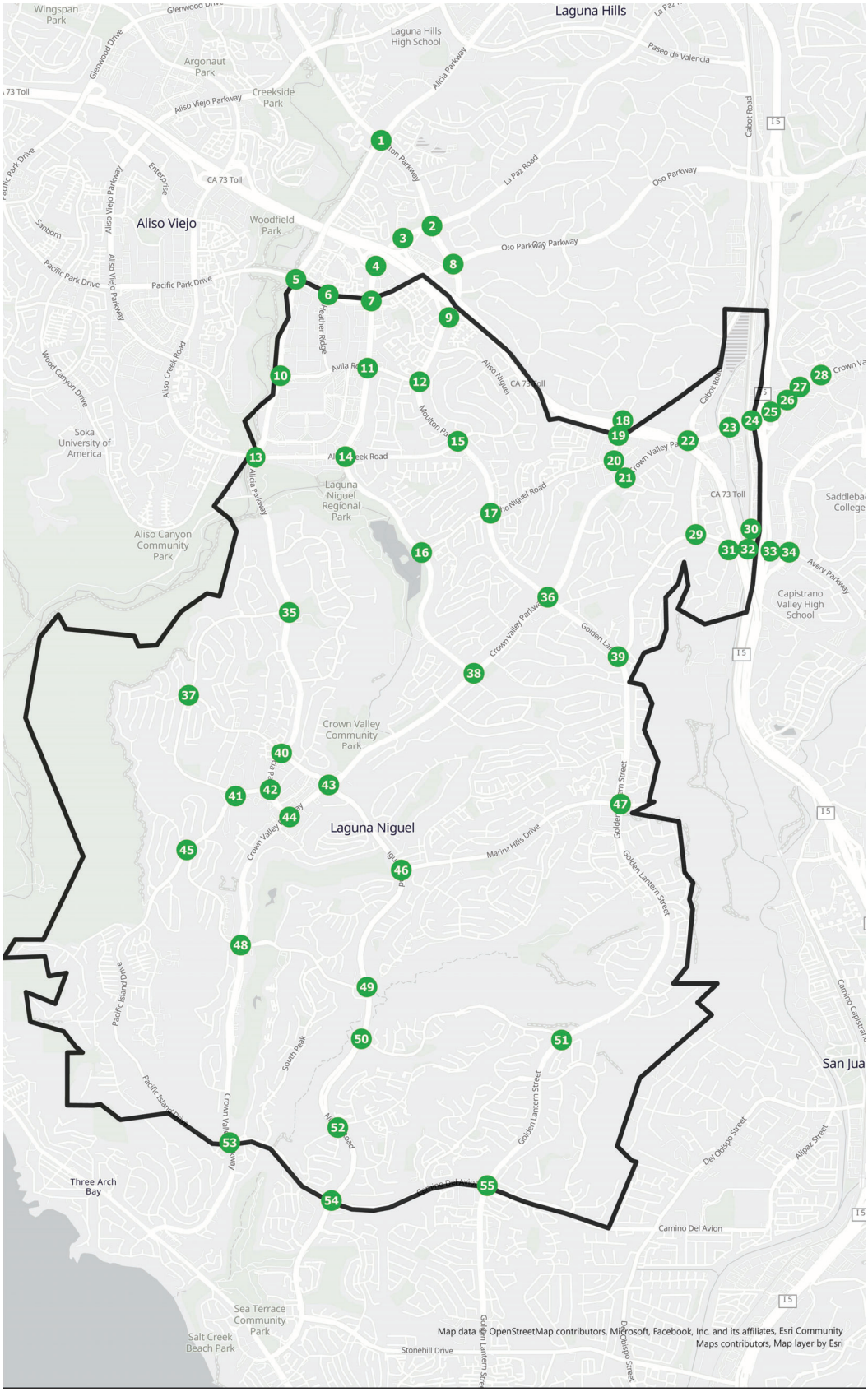
= STUDY ROADWAY SEGMENT

= CITY BOUNDARY

FIGURE 3-6

EXISTING DAILY TRAFFIC VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



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KEY

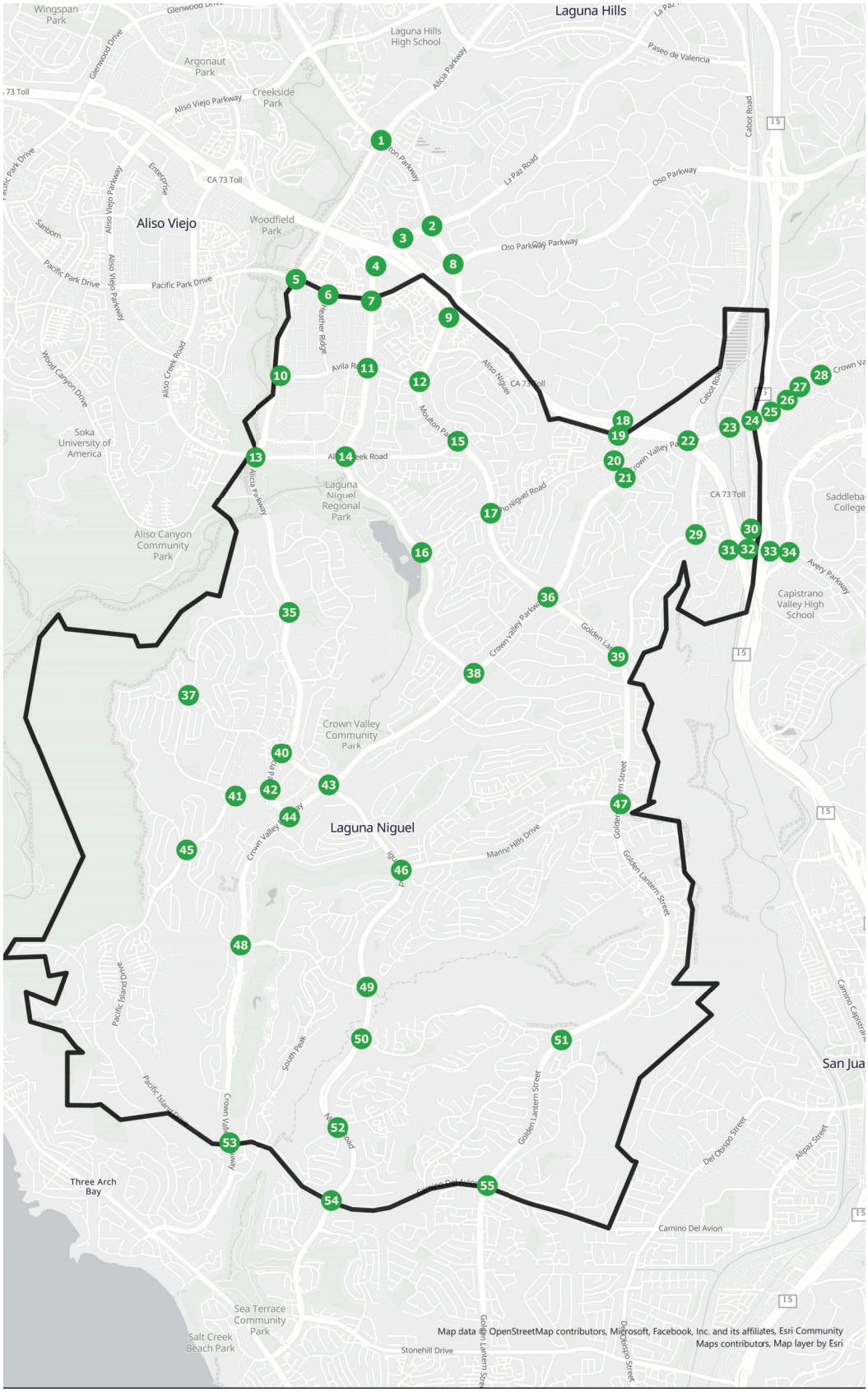
= LOS E/F
= LOS D
= LOS A/B/C
(#) = STUDY INTERSECTION
= CITY BOUNDARY

NO SCALE

FIGURE 3-7

EXISTING AM PEAK HOUR LEVEL OF SERVICE RESULTS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



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KEY

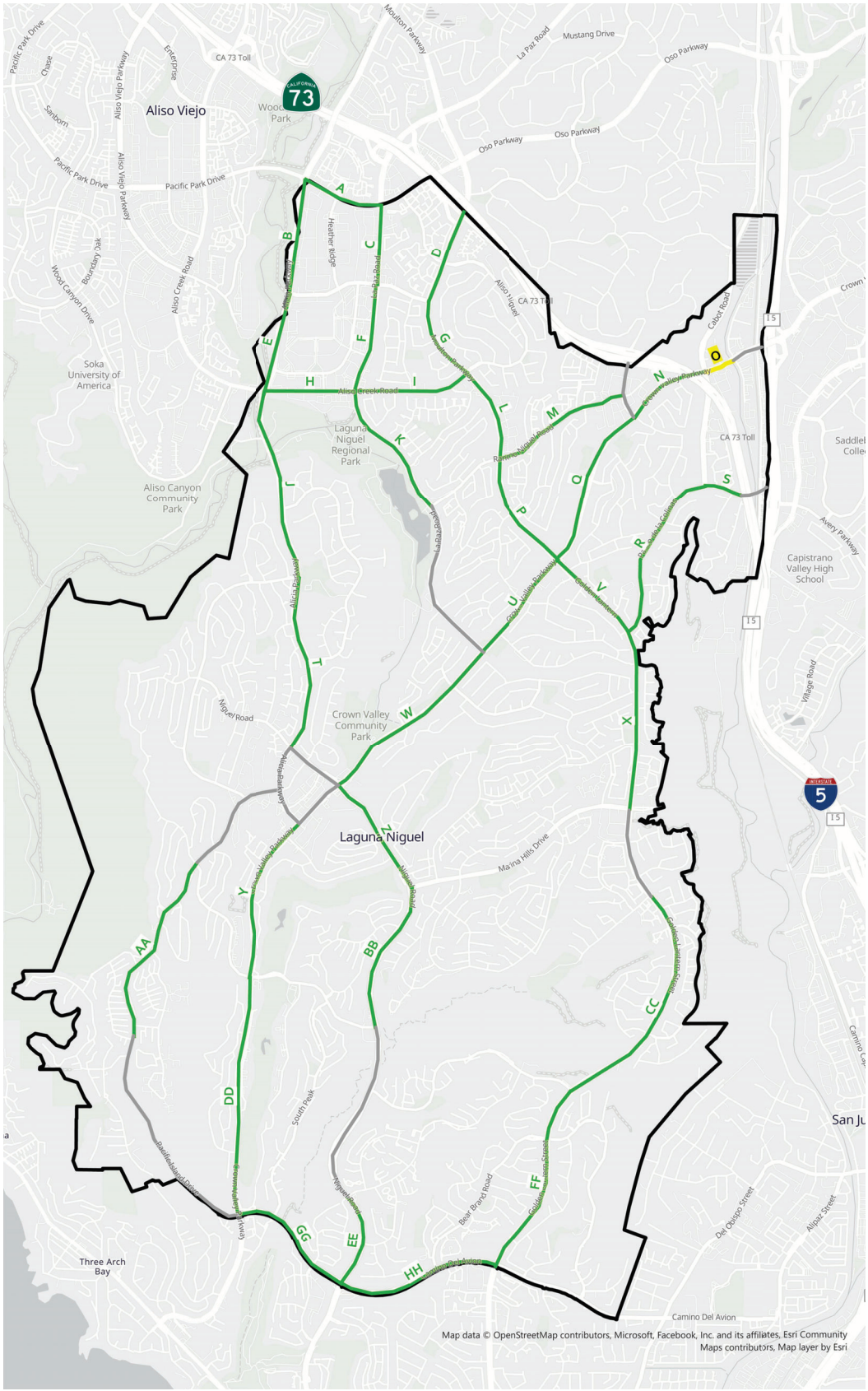
= LOS E/F
= LOS D
= LOS A/B/C
(#) = STUDY INTERSECTION
= CITY BOUNDARY

NO SCALE

FIGURE 3-8

EXISTING PM PEAK HOUR LEVEL OF SERVICE RESULTS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



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KEY

= LOS E/F
= LOS D
= LOS A/B/C
= STUDY ROADWAY SEGMENT
= CITY BOUNDARY

NO SCALE

FIGURE 3–9

EXISTING DAILY ROADWAY SEGMENT LEVEL OF SERVICE RESULTS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL

TABLE 3-1

EXISTING PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[10]

Key Intersection		Jurisdiction	LOS Standard	Time Period	Control Type	ICU / Delay	LOS
1.	Alicia Parkway at Moulton Parkway	Laguna Hills	D	AM	8∅ Traffic	0.48	A
				PM	Signal	0.53	A
2.	Moulton Parkway at La Paz Road	Laguna Hills	D	AM	8∅ Traffic	0.32	A
				PM	Signal	0.35	A
3.	La Paz Road at Merienda/SR-73 NB Ramps	Caltrans	D	AM	6∅ Traffic	0.24	A
				PM	Signal	0.23	A
4.	La Paz Road at SR-73 SB Ramps	Caltrans	D	AM	6∅ Traffic	0.28	A
				PM	Signal	0.39	A
5.	Alicia Parkway at Pacific Park Drive	Aliso Viejo	C	AM	8∅ Traffic	0.47	A
				PM	Signal	0.57	A
6.	Heather Ridge at Pacific Park Drive	Laguna Niguel/ Aliso Viejo	C	AM	6∅ Traffic	0.29	A
				PM	Signal	0.47	A
7.	La Paz Road at Pacific Park Drive	Laguna Niguel/ Aliso Viejo	C	AM	8∅ Traffic	0.36	A
				PM	Signal	0.55	A
8.	Moulton Parkway at Pacific Park Drive/Oso Parkway	Laguna Hills	D	AM	8∅ Traffic	0.38	A
				PM	Signal	0.47	A
9.	Moulton Parkway at SR-73 SB Ramps	Caltrans	D	AM	2∅ Traffic	0.28	A
				PM	Signal	0.32	A
10.	Alicia Parkway at Avila Road	Laguna Niguel	D	AM	3∅ Traffic	0.31	A
				PM	Signal	0.36	A
11.	La Paz Road at Avila Road	Laguna Niguel	D	AM	8∅ Traffic	0.29	A
				PM	Signal	0.37	A
12.	Moulton Parkway at Avila Road	Laguna Niguel	D	AM	3∅ Traffic	0.28	A
				PM	Signal	0.27	A
13.	Alicia Parkway at Aliso Creek Road	Laguna Niguel	D	AM	8∅ Traffic	0.55	A
				PM	Signal	0.56	A
14.	La Paz Road at Rancho Niguel Road	Laguna Niguel	D	AM	8∅ Traffic	0.37	A
				PM	Signal	0.36	A
15.	Moulton Parkway at Rancho Niguel Road	Laguna Niguel	D	AM	8∅ Traffic	0.39	A
				PM	Signal	0.53	A

Notes:

- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions
- ICU = Intersection Capacity Utilization
- s/v = seconds per vehicle (delay)
- **Bold ICU/Delay** and **LOS** values indicate deficient service levels based on LOS standards

[10] *Appendix B* contains the ICU/Delay and LOS calculation worksheets for the Existing traffic conditions.

TABLE 3-1 (CONTINUED)

EXISTING PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[11]

Key Intersection		Jurisdiction	LOS Standard	Time Period	Control Type	ICU / Delay	LOS
16.	La Paz Road at Rancho Niguel Road	Laguna Niguel	D	AM	One-Way	11.3 s/v	B
				PM	Stop	11.3 s/v	B
17.	Moulton Parkway at Rancho Niguel Road	Laguna Niguel	D	AM	8∅ Traffic	0.59	A
				PM	Signal	0.67	B
18.	Greenfield Drive at SR-73 NB Ramps	Caltrans	D	AM	3∅ Traffic	0.42	A
				PM	Signal	0.42	A
19.	Greenfield Drive at SR-73 SB Ramps	Caltrans	D	AM	3∅ Traffic	0.35	A
				PM	Signal	0.34	A
20.	Greenfield Drive at Rancho Niguel Road	Laguna Niguel	D	AM	6∅ Traffic	0.48	A
				PM	Signal	0.57	A
21.	Greenfield Drive at Crown Valley Parkway	Laguna Niguel	D	AM	6∅ Traffic	0.48	A
				PM	Signal	0.53	A
22.	Cabot Road at Crown Valley Parkway	Laguna Niguel	D	AM	8∅ Traffic	0.63	B
				PM	Signal	0.68	B
23.	Forbes Road at Crown Valley Parkway	Laguna Niguel	D	AM	5∅ Traffic	0.46	A
				PM	Signal	0.53	A
24.	I-5 SB Ramps at Crown Valley Parkway	Caltrans	D	AM	3∅ Traffic	0.61	B
				PM	Signal	0.74	C
25.	I-5 NB Ramps at Crown Valley Parkway	Caltrans	D	AM	2∅ Traffic	0.58	A
				PM	Signal	0.56	A
26.	Kaleidoscope at Crown Valley Parkway	Mission Viejo	D	AM	6∅ Traffic	0.41	A
				PM	Signal	0.51	A
27.	Puerta Real/Shops at Mission Viejo at Crown Valley Parkway	Mission Viejo	D	AM	8∅ Traffic	0.44	A
				PM	Signal	0.52	A
28.	Dr Guevara Way/Medical Center Rd at Crown Valley Parkway	Mission Viejo	D	AM	6∅ Traffic	0.44	A
				PM	Signal	0.47	A
29.	Cabot Road at Paseo de Colinas	Laguna Niguel	D	AM	3∅ Traffic	0.48	A
				PM	Signal	0.53	A
30.	Camino Capistrano at Paseo de Colinas	Laguna Niguel	D	AM	3∅ Traffic	0.73	C
				PM	Signal	0.80	C

Notes:

- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions
- ICU = Intersection Capacity Utilization
- s/v = seconds per vehicle (delay)
- **Bold ICU/Delay** and **LOS** values indicate deficient service levels based on LOS standards

[11] *Appendix B* contains the ICU/Delay and LOS calculation worksheets for the Existing traffic conditions.

TABLE 3-1 (CONTINUED)

EXISTING PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[12]

Key Intersection		Jurisdiction	LOS Standard	Time Period	Control Type	ICU / Delay	LOS
31.	Camino Capistrano at Avery Parkway	Laguna Niguel	D	AM	3∅ Traffic	0.38	A
				PM	Signal	0.51	A
32.	I-5 SB Ramps at Avery Parkway	Caltrans	D	AM	3∅ Traffic	0.46	A
				PM	Signal	0.55	A
33.	I-5 NB Ramps at Avery Parkway	Caltrans	D	AM	3∅ Traffic	0.57	A
				PM	Signal	0.63	B
34.	Marguerite Parkway at Avery Parkway	Mission Viejo	D	AM	8∅ Traffic	0.58	A
				PM	Signal	0.70	B
35.	Alicia Parkway at Highlands Avenue	Laguna Niguel	D	AM	3∅ Traffic	0.35	A
				PM	Signal	0.38	A
36.	Moulton Parkway/Golden Lantern at Crown Valley Parkway	Laguna Niguel	D	AM	8∅ Traffic	0.52	A
				PM	Signal	0.51	A
37.	Highlands Avenue at Niguel Road	Laguna Niguel	D	AM	All-Way	9.6 s/v	A
				PM	Stop	8.4 s/v	A
38.	La Paz Road at Crown Valley Parkway	Laguna Niguel	D	AM	3∅ Traffic	0.41	A
				PM	Signal	0.46	A
39.	Golden Lantern at Paseo de Colinas	Laguna Niguel	D	AM	6∅ Traffic	0.78	C
				PM	Signal	0.73	C
40.	Alicia Parkway at Niguel Road	Laguna Niguel	D	AM	8∅ Traffic	0.40	A
				PM	Signal	0.48	A
41.	Highlands Avenue at Pacific Island Drive	Laguna Niguel	D	AM	3∅ Traffic	0.25	A
				PM	Signal	0.27	A
42.	Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive	Laguna Niguel	D	AM	6∅ Traffic	0.36	A
				PM	Signal	0.42	A
43.	Crown Valley Parkway at Niguel Road	Laguna Niguel	D	AM	8∅ Traffic	0.52	A
				PM	Signal	0.65	B
44.	Crown Valley Parkway at Alicia Parkway	Laguna Niguel	D	AM	6∅ Traffic	0.34	A
				PM	Signal	0.47	A
45.	Pacific Island Drive at Club House Drive	Laguna Niguel	D	AM	Two-Way	12.4 s/v	B
				PM	Stop	16.0 s/v	C

Notes:

- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions
- ICU = Intersection Capacity Utilization
- s/v = seconds per vehicle (delay)
- **Bold ICU/Delay** and **LOS** values indicate deficient service levels based on LOS standards

[12] *Appendix B* contains the ICU/Delay and LOS calculation worksheets for the Existing traffic conditions.

TABLE 3-1 (CONTINUED)

EXISTING PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[13]

Key Intersection		Jurisdiction	LOS Standard	Time Period	Control Type	ICU / Delay	LOS
46.	Niguel Road at Marina Hills Drive	Laguna Niguel	D	AM	3∅ Traffic	0.35	A
				PM	Signal	0.38	A
47.	Golden Lantern at Marina Hills Drive/Camino Los Padres	Laguna Niguel	D	AM	6∅ Traffic	0.43	A
				PM	Signal	0.45	A
48.	Crown Valley Parkway at Club House Drive	Laguna Niguel	D	AM	5∅ Traffic	0.30	A
				PM	Signal	0.42	A
49.	Niguel Road at Club House Drive	Laguna Niguel	D	AM	3∅ Traffic	0.28	A
				PM	Signal	0.34	A
50.	Niguel Road at Beacon Hill	Laguna Niguel	D	AM	3∅ Traffic	0.26	A
				PM	Signal	0.29	A
51.	Golden Lantern at Beacon Hill Way	Laguna Niguel	D	AM	3∅ Traffic	0.30	A
				PM	Signal	0.29	A
52.	Niguel Road at Ridgeway Avenue	Laguna Niguel	D	AM	5∅ Traffic	0.36	A
				PM	Signal	0.29	A
53.	Crown Valley Parkway at Pacific Island Drive/Camino Del Avion	Laguna Niguel	D	AM	8∅ Traffic	0.40	A
				PM	Signal	0.49	A
54.	Niguel Road at Camino Del Avion	Laguna Niguel	D	AM	8∅ Traffic	0.49	A
				PM	Signal	0.47	A
55.	Golden Lantern at Camino Del Avion	Laguna Niguel	D	AM	8∅ Traffic	0.62	B
				PM	Signal	0.61	B

Notes:

- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions
- ICU = Intersection Capacity Utilization
- s/v = seconds per vehicle (delay)
- **Bold ICU/Delay** and **LOS** values indicate deficient service levels based on LOS standards

[13] *Appendix B* contains the ICU/Delay and LOS calculation worksheets for the Existing traffic conditions.

TABLE 3-2

EXISTING DAILY ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

Key Roadway Segment		Jurisdiction	Type of Arterial	LOS E Capacity[14] (VPD)	Lanes	Existing Traffic Conditions		
						Daily Volume	V/C Ratio	LOS
A.	Pacific Park Drive, *between* Alicia Parkway and La Paz Road	Laguna Niguel	Major	56,300	6D	25,800	0.46	A
B.	Alicia Parkway, *between* Pacific Park Drive and Avila Road	Laguna Niguel	Major	56,300	6D	24,400	0.43	A
C.	La Paz Road, *between* Pacific Park Drive and Avila Road	Laguna Niguel	Major	56,300	6D	16,400	0.29	A
D.	Moulton Parkway, *north of* Avila Road	Laguna Niguel	Major	56,300	6D	17,900	0.32	A
E.	Alicia Parkway, *between* Avila Road and Aliso Creek Road	Laguna Niguel	Major	56,300	6D	24,700	0.44	A
F.	La Paz Road, *between* Avila Road and Aliso Creek Road	Laguna Niguel	Major	56,300	6D	13,600	0.24	A
G.	Moulton Parkway, *between* Avila Road and Aliso Creek Road	Laguna Niguel	Major	56,300	6D	19,800	0.35	A
H.	Aliso Creek Road, *between* Alicia Parkway and La Paz Road	Laguna Niguel	Major	56,300	6D	19,100	0.34	A
I.	Aliso Creek Road, *between* La Paz Road and Moulton Parkway	Laguna Niguel	Primary	37,500	4D	12,100	0.32	A
J.	Alicia Parkway, *between* Aliso Creek Road and Highlands Avenue	Laguna Niguel	Major	56,300	6D	38,600	0.69	B
K.	La Paz Road, *between* Aliso Creek Road and Rancho Niguel Road	Laguna Niguel	Primary	37,500	4D	12,300	0.33	A
L.	Moulton Parkway, *between* Aliso Creek Road and Rancho Niguel Road	Laguna Niguel	Major	53,600	6D	28,400	0.53	A
M.	Rancho Niguel Road, *between* Moulton Parkway and Greenfield Drive	Laguna Niguel	Commuter	22,000	2D	15,200	0.69	B

Notes:

- VPD = Vehicles per Day
- V/C = Volume over Capacity
- LOS = Level of Service, please refer to *Table 1-3* for the LOS definitions
- **Bold V/C** and **LOS values** indicate deficient service levels based on LOS standards

[14] Source: *General Plan for the City of Laguna Niguel, August 4, 1992.*

TABLE 3-2 (CONTINUED)

EXISTING DAILY ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

Key Roadway Segment		Jurisdiction	Type of Arterial	LOS E Capacity[15] (VPD)	Lanes	Existing Traffic Conditions		
						Daily Volume	V/C Ratio	LOS
N.	Crown Valley Parkway, *between* Greenfield Drive and Cabot Road	Laguna Niguel	Major	56,300	6D	39,200	0.70	C
O.	Crown Valley Parkway, *between* Cabot Road and Forbes Road	Laguna Niguel	Major	65,700	7D	58,500	0.89	D
P.	Moulton Parkway, *between* Rancho Niguel Road and Crown Valley Parkway	Laguna Niguel	Major	56,300	6D	18,500	0.33	A
Q.	Crown Valley Parkway, *between* Moulton Parkway/Golden Lantern and Greenfield Drive	Laguna Niguel	Major	56,300	6D	36,200	0.64	B
R.	Paseo de Colinas, *between* Golden Lantern and Cabot Road	Laguna Niguel	Primary	37,500	4D	18,600	0.50	A
S.	Paseo de Colinas, *between* Cabot Road and Camino Capistrano	Laguna Niguel	Primary	37,500	4D	13,500	0.36	A
T.	Alicia Parkway, *between* Highlands Avenue and Niguel Road	Laguna Niguel	Major	56,300	6D	37,000	0.66	B
U.	Crown Valley Parkway, *between* La Paz Road and Moulton Parkway/Golden Lantern	Laguna Niguel	Major	56,300	6D	27,700	0.49	A
V.	Golden Lantern, *between* Crown Valley Parkway and Paseo de Colinas	Laguna Niguel	Major	56,300	6D	22,400	0.40	A
W.	Crown Valley Parkway, *between* Niguel Road and La Paz Road	Laguna Niguel	Major	56,300	6D	27,500	0.49	A
X.	Golden Lantern, *between* Paseo de Colinas and Marina Hills Drive/Camino Los Padres	Laguna Niguel	Major	56,300	6D	34,300	0.61	B
Y.	Crown Valley Parkway, *between* Alicia Parkway and Club House Drive	Laguna Niguel	Major	56,300	6D	23,400	0.42	A
Z.	Niguel Road, *between* Crown Valley Parkway and Marina Hills Drive	Laguna Niguel	Primary	37,500	4D	19,900	0.53	A

Notes:

- VPD = Vehicles per Day
- V/C = Volume over Capacity
- LOS = Level of Service, please refer to *Table 1-3* for the LOS definitions
- **Bold V/C** and **LOS values** indicate deficient service levels based on LOS standards

[15] Source: *General Plan for the City of Laguna Niguel, August 4, 1992.*

TABLE 3-2 (CONTINUED)

EXISTING DAILY ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

Key Roadway Segment		Jurisdiction	Type of Arterial	LOS E Capacity[16] (VPD)	Lanes	Existing Traffic Conditions		
						Daily Volume	V/C Ratio	LOS
AA.	Pacific Island Drive, *between* Club House Drive and Starview Lane	Laguna Niguel	Primary	37,500	4D	4,300	0.11	A
BB.	Niguel Road, *between* Marina Hills Drive and Club House Drive	Laguna Niguel	Primary	37,500	4D	13,100	0.35	A
CC.	Golden Lantern, *between* Chapparosa Park Road and Beacon Hill Way	Laguna Niguel	Primary	37,500	4D	20,400	0.54	A
DD.	Crown Valley Parkway, *between* Club House Drive and Pacific Island Drive/Camino Del Avion	Laguna Niguel	Major	56,300	6D	26,900	0.48	A
EE.	Niguel Road, *between* Ridgeway Avenue and Camino Del Avion	Laguna Niguel	Primary	37,500	4D	13,500	0.36	A
FF.	Golden Lantern, *between* Beacon Hill Way and Camino Del Avion	Laguna Niguel	Major	56,300	6D	19,100	0.34	A
GG.	Camino Del Avion, *between* Crown Valley Parkway and Niguel Road	Laguna Niguel	Primary	37,500	4D	11,200	0.30	A
HH.	Camino Del Avion, *between* Niguel Road and Golden Lantern	Laguna Niguel	Primary	37,500	4D	16,500	0.44	A

Notes:

- VPD = Vehicles per Day
- V/C = Volume over Capacity
- LOS = Level of Service, please refer to *Table 1-3* for the LOS definitions
- **Bold V/C** and **LOS values** indicate deficient service levels based on LOS standards

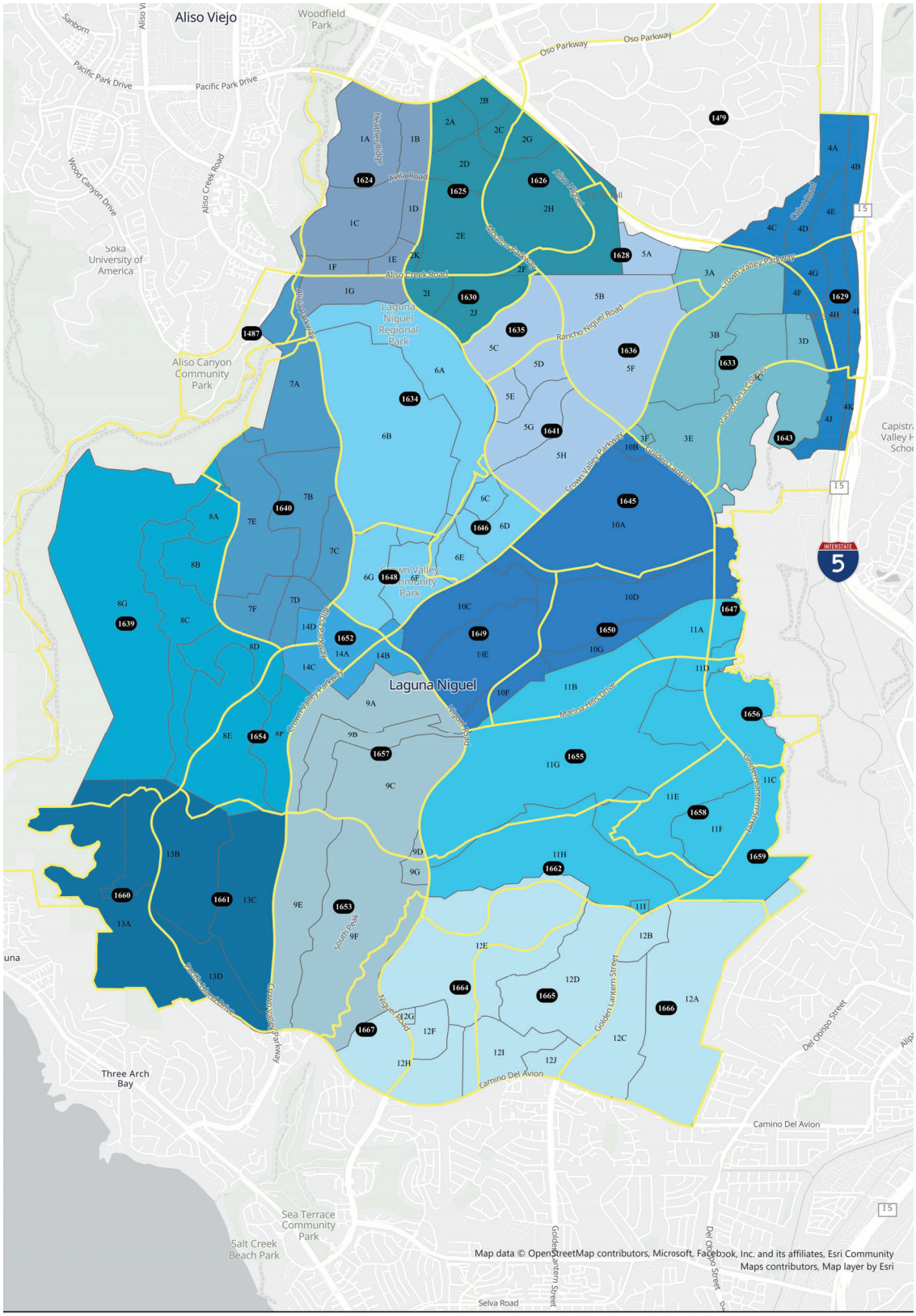
[16] Source: *General Plan for the City of Laguna Niguel, August 4, 1992.*

4.0 TRAFFIC FORECASTING METHODOLOGY



The traffic forecasting methodology for the Current General Plan Buildout and Proposed General Plan Buildout traffic scenarios has been developed utilizing a Citywide traffic analysis model, which was tiered off the Orange County Transportation Analysis Model (OCTAM). As part of the refinement of OCTAM for City use, appropriate socio-economic data (SED) was allocated to the OCTAM Traffic Analysis Zones (TAZ's) based on the land uses of the City for the base year (Year 2016), future Current General Plan Buildout (Year 2045) and future Proposed General Plan Buildout (Year 2045) scenarios as presented in the previous tables. Orange County population and floor area ratio (FAR) conversion factors that are allocated for the region have been utilized to develop SED data for the refined City model. County rates have also been used for converting square feet to employment for updating the SED data within the City's TAZ's. Furthermore, the roadway netowork within the City was refined and the transit network was updated.

Figure 4-1 shows the TAZ's within the City of Laguna Niguel as provided in the OCTAM.



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SOURCE: OCTAM

LLG

NO SCALE

FIGURE 4-1

OCTAM TAZ MAP

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE TRAFFIC STUDY, LAGUNA NIGUEL

5.0 GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

5.1 CURRENT GENERAL PLAN BUILDOUT PLANNED IMPROVEMENTS

5.1.1 INTERSECTIONS

The following planned improvements are associated with the Orange County Segment of I-5 South County Improvements project, which includes enhancements to the Crown Valley Parkway and Avery Parkway I-5 Ramps as well as the intersections surrounding the Avery Parkway Ramps. These improvements have been included in the background of the Current General Plan Buildout traffic conditions and are consistent with the final construction geometry provided by the I-5 Improvements project led by Caltrans and OCTA:

- *Intersection 24. I-5 SB Ramps at Crown Valley Parkway:* Widen and restripe Crown Valley Parkway to provide a fifth eastbound through lane and a second westbound exclusive left-turn lane.
- *Intersection 25. I-5 NB Ramps at Crown Valley Parkway:* Widen and restripe the I-5 ramp to provide two northbound exclusive left-turn lanes. Widen and restripe Crown Valley Parkway to provide an eastbound through/right turn lane. Widen and restripe the loop on-ramp to provide a second southbound departure lane.
- *Intersection 30. Camino Capistrano at Paseo de Colinas:* Widen and restripe Camino Capistrano to provide two northbound exclusive right-turn lanes. Widen and restripe Paseo de Colinas to provide a westbound exclusive left-turn lane.
- *Intersection 31. Camino Capistrano at Avery Parkway:* Widen and restripe Camino Capistrano to provide a second northbound exclusive right-turn lane and a second southbound exclusive southbound left-turn lane. Widen and restripe Avery Parkway to provide a second exclusive westbound right-turn lane.
- *Intersection 32. I-5 SB Ramps at Avery Parkway:* Widen and restripe the I-5 off-ramp to provide a second southbound exclusive left-turn lane and a second southbound exclusive right-turn lane. Restripe the southbound shared through/right-turn to an exclusive right-turn lane. Widen and restripe the I-5 on-ramp to provide a second southbound departure lane. Widen and restripe Avery Parkway to provide three additional eastbound through lanes, three additional eastbound departure lanes, a second westbound exclusive left-turn lane, two additional westbound through lanes, and a third westbound departure lane.
- *Intersection 33. I-5 NB Ramps at Avery Parkway:* Widen and restripe the I-5 off-ramp to provide a northbound shared left-turn/right-turn lane and a northbound exclusive right-turn lane. Restripe the northbound shared left-turn/through to an exclusive left-turn lane. Widen and restripe the I-5 on-ramp to provide a third northbound departure lane. Widen and restripe Avery Parkway to provide a second eastbound exclusive left-turn lane, two additional eastbound through lanes, two additional eastbound departure lanes, two additional westbound through lanes, and three additional westbound departure lanes.
- *Intersection 34. Marguerite Parkway at Avery Parkway:* Widen and restripe Marguerite Parkway to provide a second northbound exclusive left-turn lane. Widen and restripe Avery Parkway to provide an eastbound exclusive right-turn lane and a westbound right-turn lane.

The following planned improvements are associated with the Gateway Specific Plan:

- *Intersection 22. Cabot Road at Crown Valley Parkway:* Restripe Cabot Road to convert the second northbound through lane to a shared through/right-turn lane. Widen and restripe Cabot Road to provide an exclusive southbound right-turn lane. Restripe Crown Valley Parkway to convert the exclusive eastbound right-turn lane to a shared through/right-turn lane. Restripe Crown Valley Parkway to provide a westbound shared through/right-turn. Widen and restripe Crown Valley Parkway to provide a fourth westbound departure lane, which would drop to three travel lanes prior to the SR-73 overpass.

  It should be noted that the Gateway Specific Plan proposed the widening of Crown Valley Parkway to eight travel lanes from Greenfield Drive to the I-5 Freeway, as noted in the *General Plan for the City of Laguna Niguel Chapter 2 – Land Use Element*. However, due to a combination of substantial roadway widening costs, the need for improvements beyond the existing right-of-way limits, and the forecasted roadway operations, the widening is no longer planned to extend to Greenfield Drive. To provide a conservative analysis and per City staff direction, this widening has not been assumed to extend to Greenfield Drive. Further, please note that this is also reflected under the Proposed General Plan Buildout traffic conditions.

The following planned improvements are associated with the Crown Valley Westbound Widening project:

- *Intersection 23. Forbes Road at Crown Valley Parkway:* Widen and restripe Crown Valley Parkway to provide a second exclusive westbound left-turn lane and a fourth westbound through lane. Widen and restripe the south leg of Forbes Road to provide a second exclusive northbound left-turn lane, remove the northbound through lane, convert the northbound exclusive right-turn lane to a shared through/right-turn lane, and provide a second southbound departure lane. Widen and restripe the north leg of Forbes Road to provide a second exclusive southbound left-turn lane.

5.1.2 ROADWAY SEGMENTS

The following planned improvements are associated with the City of Laguna Niguel General Plan Circulation Element as shown previously in *Figure 3-2* that are not currently constructed in the existing circulation network:

- *Marina Hills Drive – Camino Los Padres Extension:* This roadway would extend from the existing easterly terminus of Camino Los Padres to Camino Capistrano. This extension is included in the Current General Plan Buildout as a Primary roadway.
- *Segment O. Crown Valley Parkway, between Cabot Road and Forbes Road:* This segment is associated with the Crown Valley Westbound Widening project and will be widened to eight travel lanes. The increase in capacity will require an OCTA MPAH Amendment.
- *Segment CC. Golden Lantern, between Chapparosa Park Road and Beacon Hill Way:* This segment is designated as a Major roadway and will be widened to six travel lanes.

Figure 5-1 presents an inventory of the Current General Plan Buildout roadway conditions and intersection controls within the study area evaluated in this report with the planned improvements.

5.2 PROPOSED GENERAL PLAN BUILDOUT IMPROVEMENTS

5.2.1 INTERSECTIONS

In addition to the intersection improvements listed previously in *Section 5.1.1,* the following Proposed General Plan Buildout improvements are associated with the proposed OCTA Master Plan of Arterial Highways (MPAH) Amendment to reduce the capacity of La Paz Road from Aliso Creek Road to Kings Road:

- *Intersection 16. La Paz Road at Rancho Niguel Road:* Restripe the south leg of La Paz Road to remove the northbound through lane and the second southbound departure lane. Restripe the north leg of La Paz Road to remove the second southbound through lane and the second northbound departure lane.

5.2.2 ROADWAY SEGMENTS

The Proposed General Plan Buildout proposes to remove the following planned improvements from the Current General Plan Circulation Element:

- *Marina Hills Drive – Camino Los Padres Extension:* This roadway would extend from the existing easterly terminus of Camino Los Padres to Camino Capistrano. This extension is included in the Current General Plan Buildout as a Primary roadway. The removal of this extension will require an OCTA MPAH Amendment.
- *Segment CC. Golden Lantern, between Chapparosa Park Road and Beacon Hill Way:* This segment is designated as a Major roadway and will be widened to six travel lanes. The removal of this designation will require an OCTA MPAH Amendment.

The following Proposed General Plan Buildout improvements are associated with the proposed OCTA MPAH Amendment to reduce the capacity of La Paz Road from Aliso Creek Road to Kings Road:

- *Segment K. La Paz Road, between Aliso Creek Road and Rancho Niguel Road:* Reduce this segment from four travel lanes to two travel lanes.

Figure 5-2 presents an inventory of the Proposed General Plan Buildout roadway conditions and intersection controls within the study area evaluated in this report with the planned improvements.

5.3 CURRENT GENERAL PLAN BUILDOUT TRAFFIC VOLUMES

The Current General Plan Buildout traffic volumes were obtained by post-processing the future peak hour approach and departure traffic volumes based on the relationship of the base year validation model run output to the base year ground traffic counts and represent the Current General Plan Buildout traffic conditions utilizing the Citywide traffic analysis model, which was tiered off the OCTAM.

It should be noted that intersection and roadway segments volumes for the Current General Plan Buildout traffic conditions may increase or decrease from Existing traffic conditions due to changes in land use and circulation network changes, resulting in modifications to travel patterns.

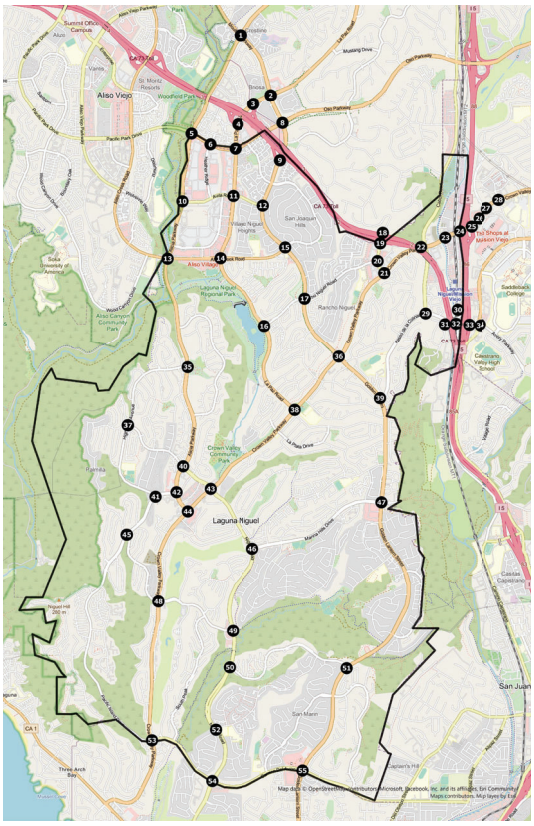
Figures 5-3 and ***5-4*** present the Current General Plan Buildout traffic conditions AM and PM peak hour traffic volumes at the fifty-five (55) key study intersections, respectively. ***Figure 5-5*** presents the Current General Plan Buildout average daily traffic volumes for the thirty-four (34) key roadway segments.

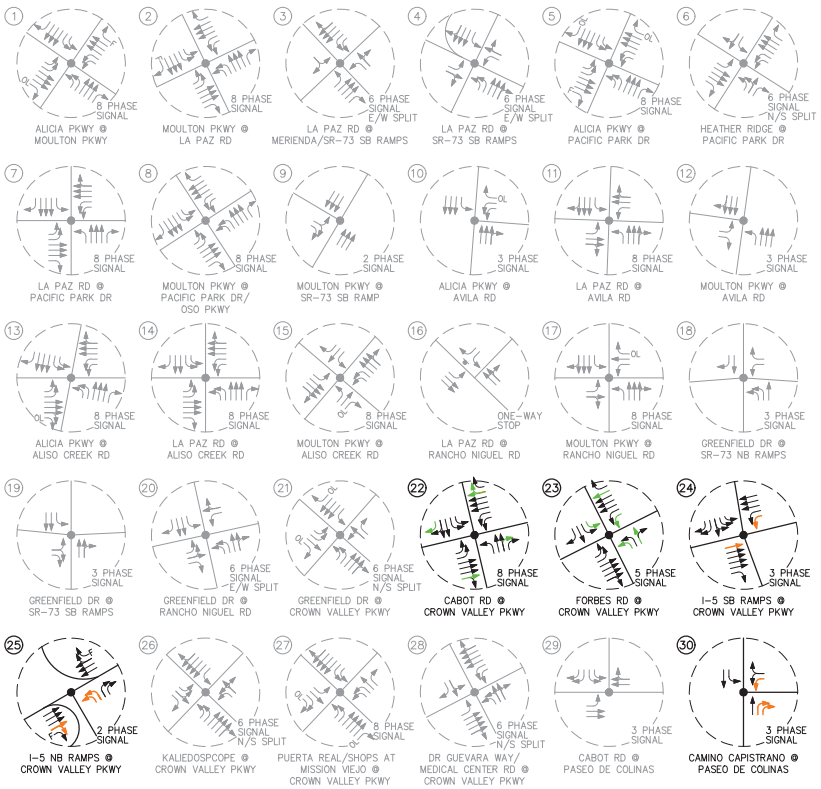
5.4 PROPOSED GENERAL PLAN BUILDOUT TRAFFIC VOLUMES

Similar to the volume forecasting methodology for the Current General Plan Buildout traffic conditions, the Proposed General Plan Buildout traffic volumes were obtained by post-processing the future peak hour approach and departure traffic volumes based on the relationship of the base year validation model run output to the base year ground traffic counts and represent the Proposed General Plan Buildout traffic conditions utilizing the Citywide traffic analysis model, which was tiered off the OCTAM.

It should be noted that intersection and roadway segments volumes for the Proposed General Plan Buildout traffic conditions may increase or decrease from Existing and Current General Plan Buildout traffic conditions due to changes in land use and circulation network changes, resulting in modifications to travel patterns.

Figures 5-6 and ***5-7*** present the Proposed General Plan Buildout traffic conditions AM and PM peak hour traffic volumes at the fifty-five (55) key study intersections, respectively. ***Figure 5-8*** presents the Proposed General Plan Buildout average daily traffic volumes for the thirty-four (34) key roadway segments.





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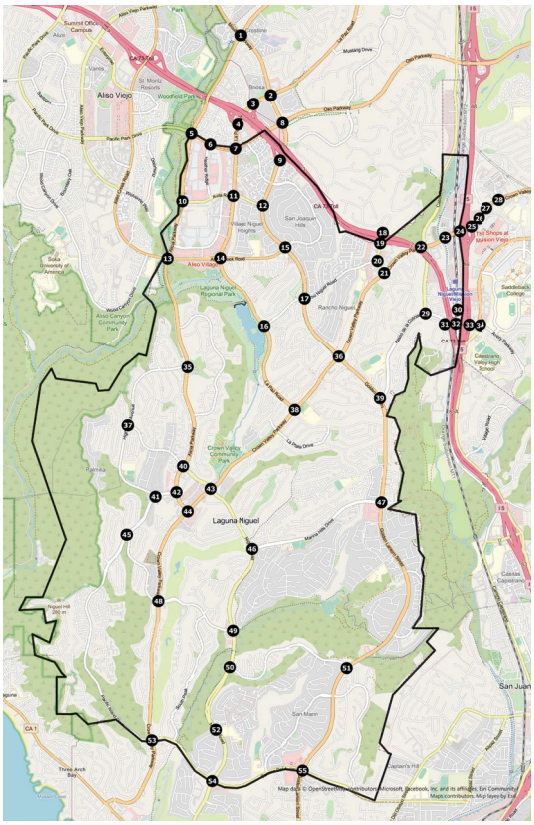
KEY

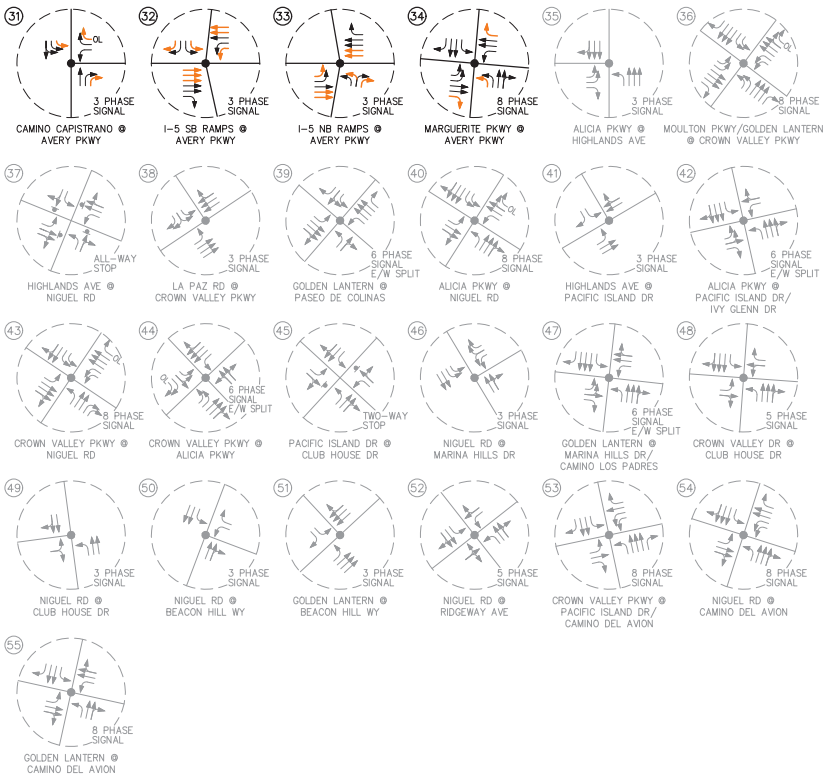
= APPROACH LANE ASSIGNMENT
= GENERAL PLAN BUILDOUT IMPROVEMENTS
= OCTA/CALTRANS IMPROVEMENTS
= TRAFFIC SIGNAL, = STOP SIGN
OL = OVERLAP
F = FREE-RIGHT
# = STUDY INTERSECTION
= CITY BOUNDARY

FIGURE 5-1A

CURRENT GENERAL PLAN BUILDOUT ROADWAY CONDITIONS AND INTERSECTION CONTROLS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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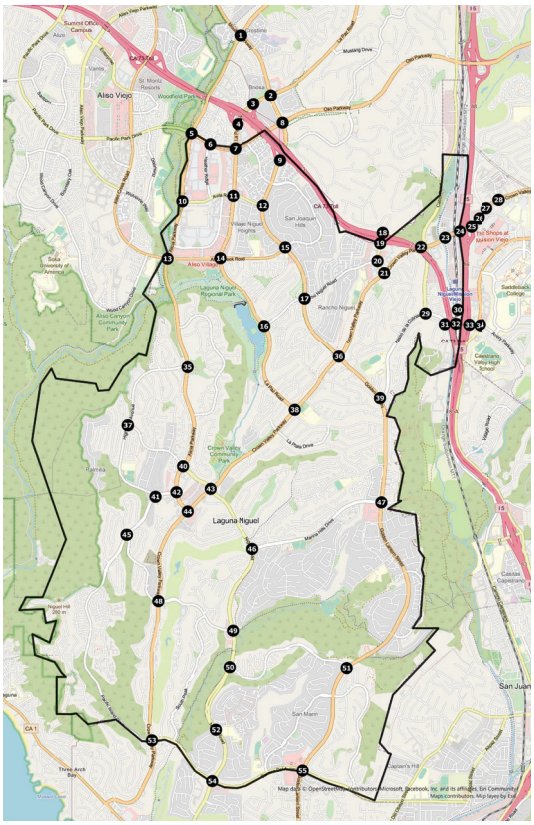
KEY

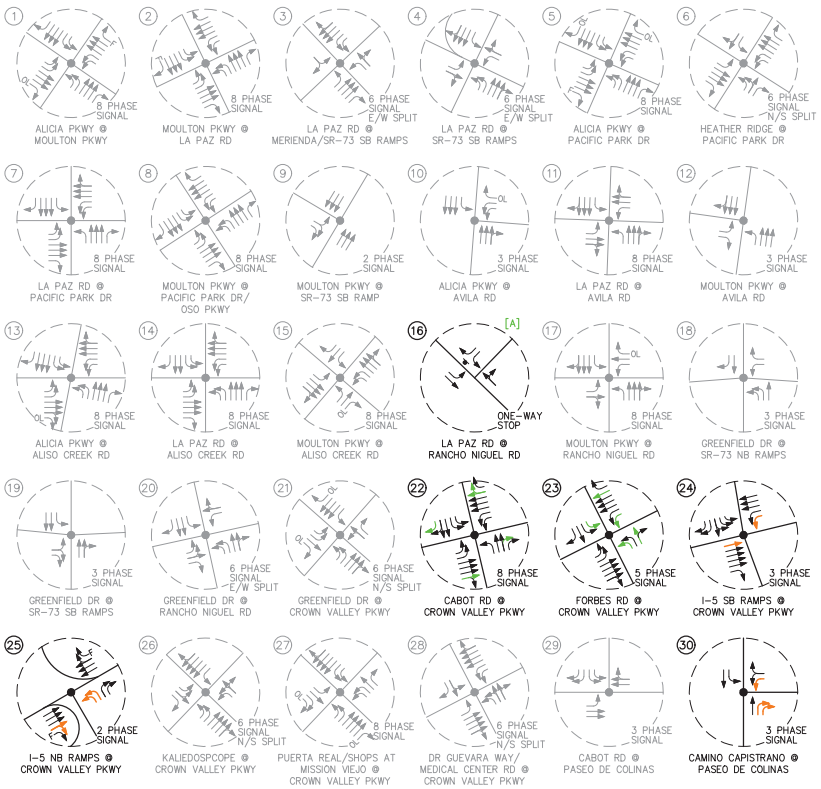
- = APPROACH LANE ASSIGNMENT
- = GENERAL PLAN BUILDOUT IMPROVEMENTS
- = OCTA/CALTRANS IMPROVEMENTS
- = TRAFFIC SIGNAL, = STOP SIGN
- OL = OVERLAP
- F = FREE-RIGHT
- # = STUDY INTERSECTION
- = CITY BOUNDARY

FIGURE 5-1B

CURRENT GENERAL PLAN BUILDOUT ROADWAY CONDITIONS AND INTERSECTION CONTROLS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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NOTE [A]: REDUCE LA PAZ ROAD FROM FOUR TRAVEL LANES TO TWO TRAVEL LANES

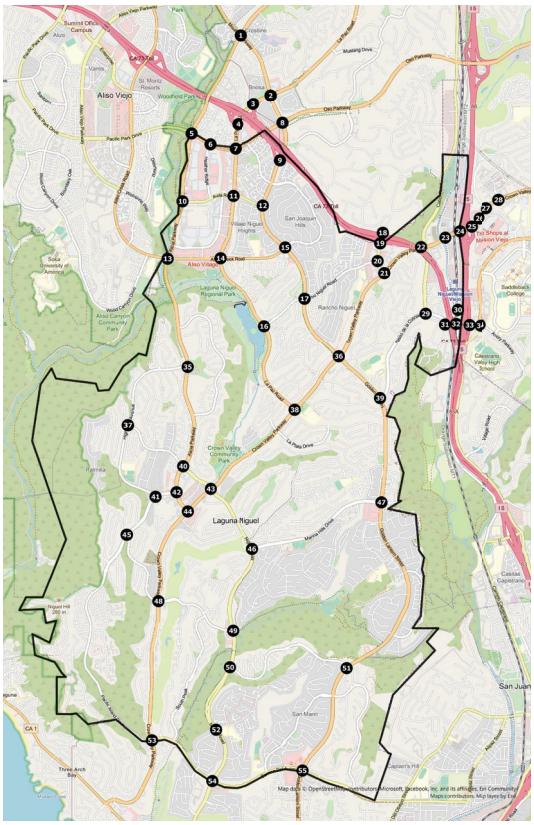
KEY

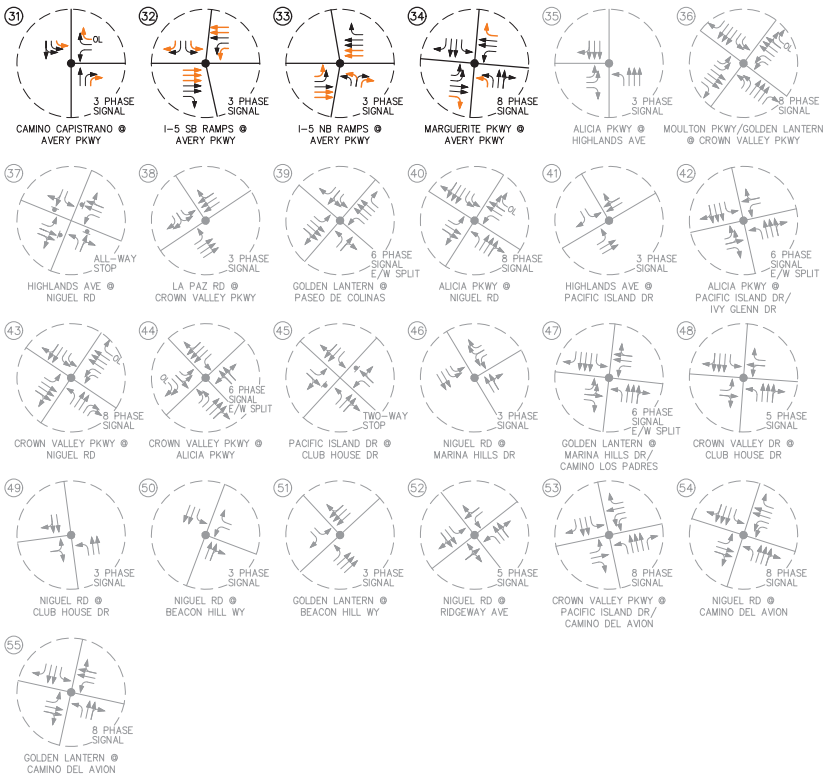
= APPROACH LANE ASSIGNMENT
= GENERAL PLAN BUILDOUT IMPROVEMENTS
= OCTA/CALTRANS IMPROVEMENTS
= TRAFFIC SIGNAL, = STOP SIGN
OL = OVERLAP
F = FREE-RIGHT
# = STUDY INTERSECTION
= CITY BOUNDARY

FIGURE 5-2A

PROPOSED GENERAL PLAN BUILDOUT ROADWAY CONDITIONS AND INTERSECTION CONTROLS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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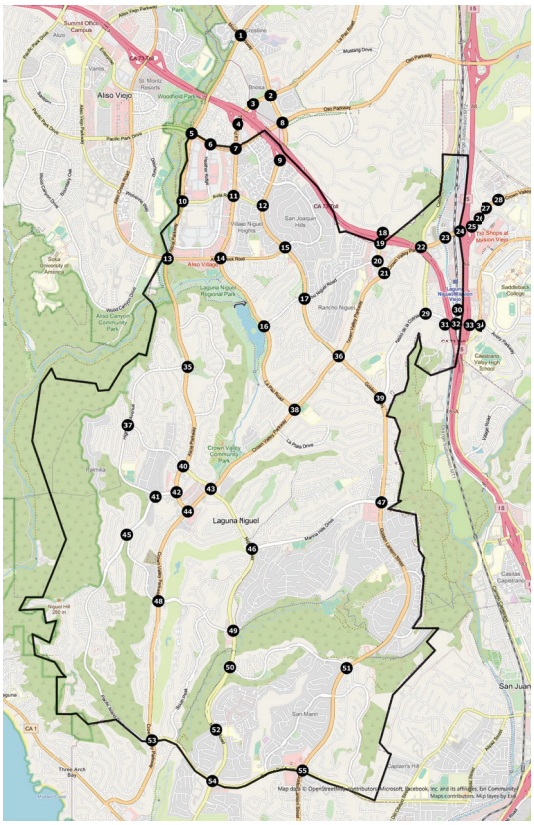
KEY

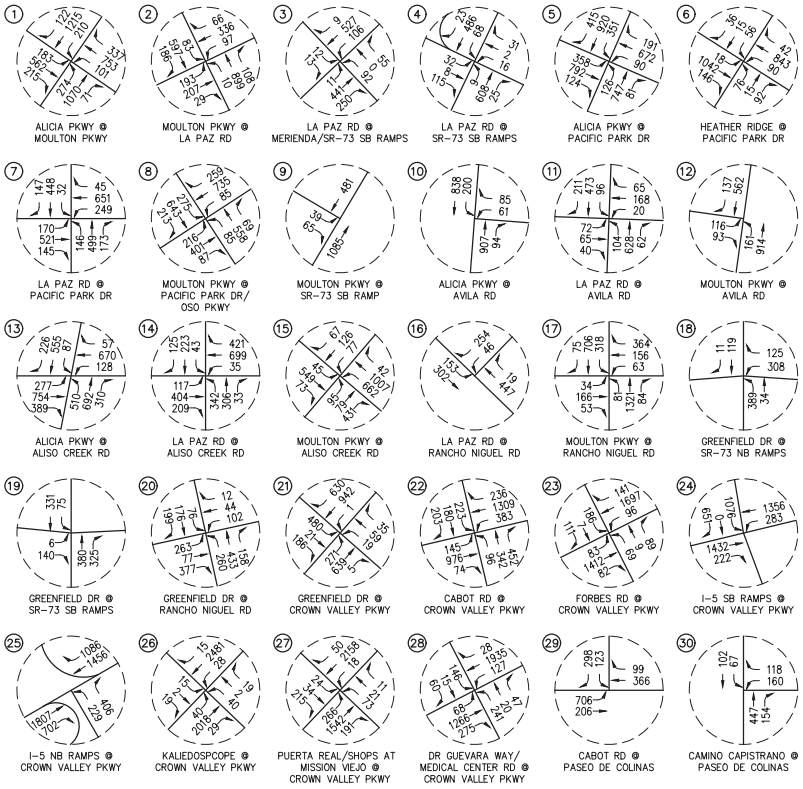
- = APPROACH LANE ASSIGNMENT
- = GENERAL PLAN BUILDOUT IMPROVEMENTS
- = OCTA/CALTRANS IMPROVEMENTS
- ● = TRAFFIC SIGNAL, ▼ = STOP SIGN
- OL = OVERLAP
- F = FREE-RIGHT
- (#) = STUDY INTERSECTION
- = CITY BOUNDARY

FIGURE 5-2B

PROPOSED GENERAL PLAN BUILDOUT ROADWAY CONDITIONS AND INTERSECTION CONTROLS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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N NO SCALE

KEY

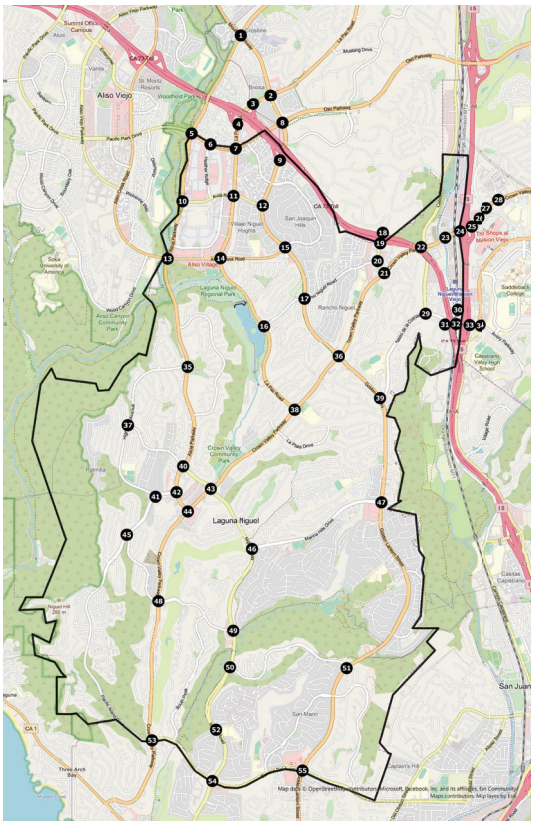
(#) = STUDY INTERSECTION

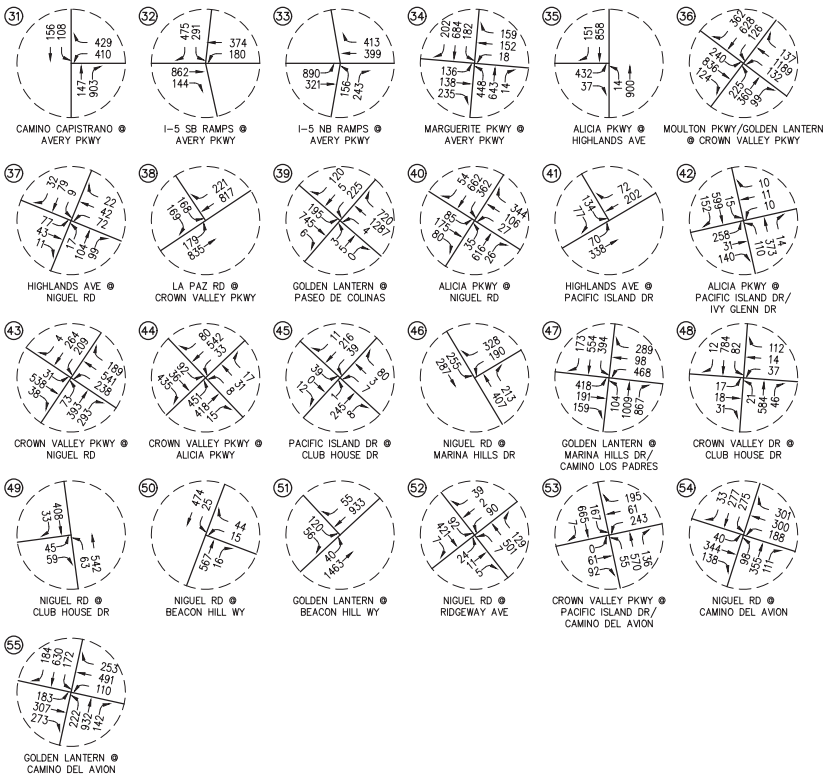
= CITY BOUNDARY

FIGURE 5-3A

CURRENT GENERAL PLAN BUILDOUT AM PEAK HOUR TRAFFIC VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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N NO SCALE

KEY

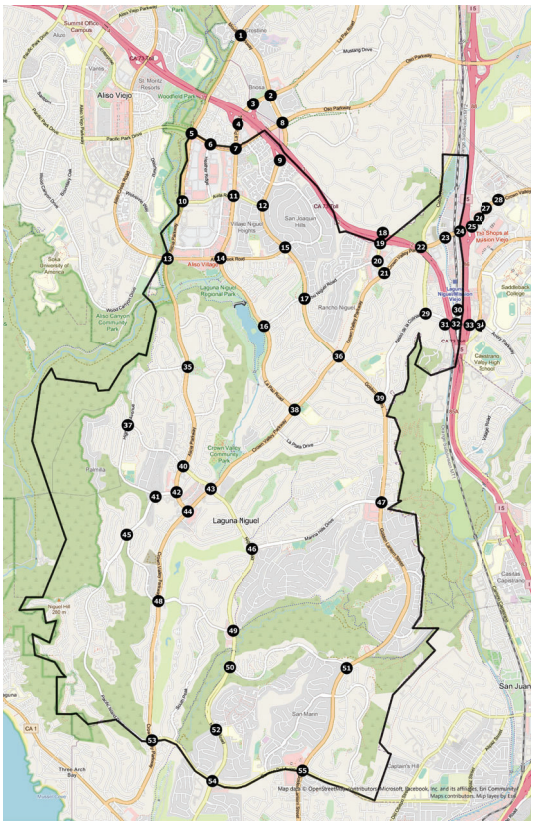
(#) = STUDY INTERSECTION

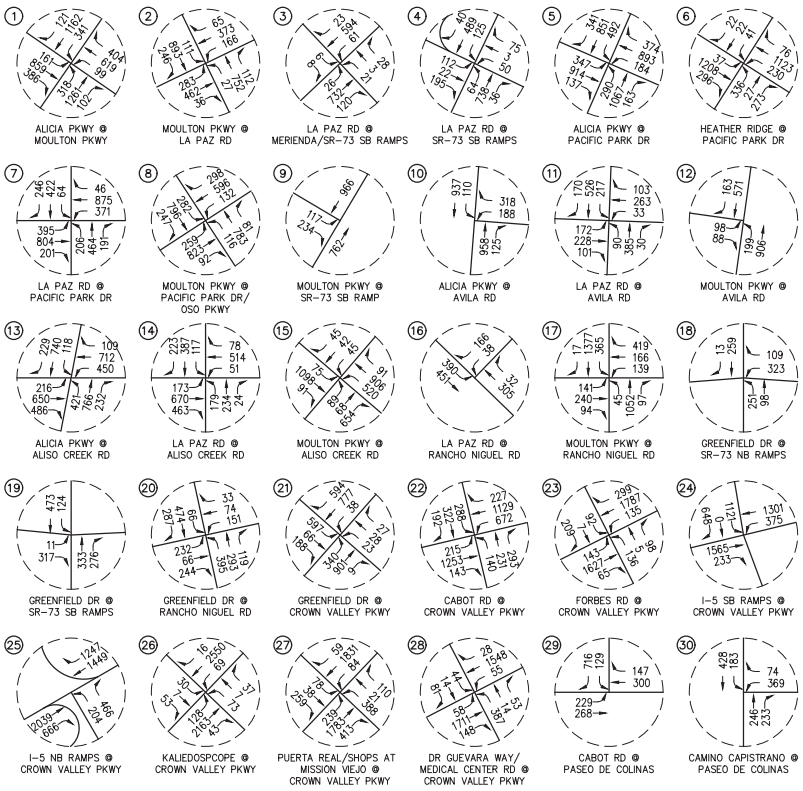
= CITY BOUNDARY

FIGURE 5-3B

CURRENT GENERAL PLAN BUILDOUT AM PEAK HOUR TRAFFIC VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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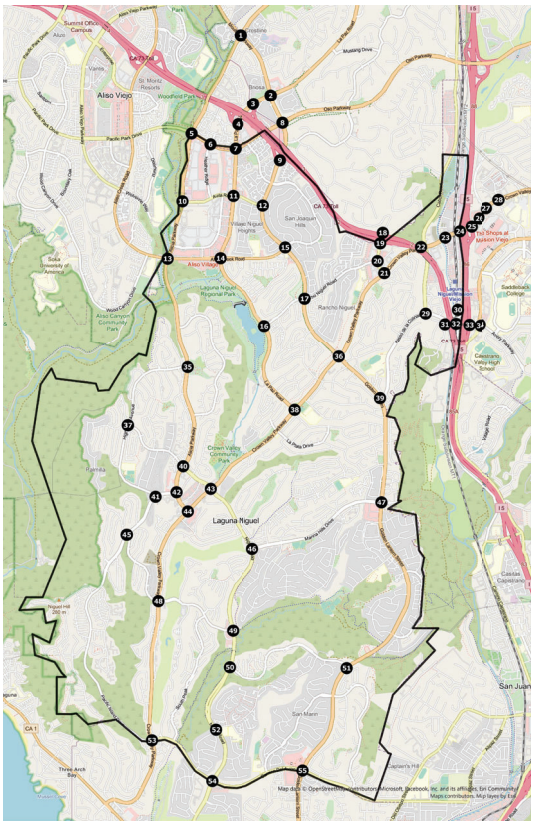
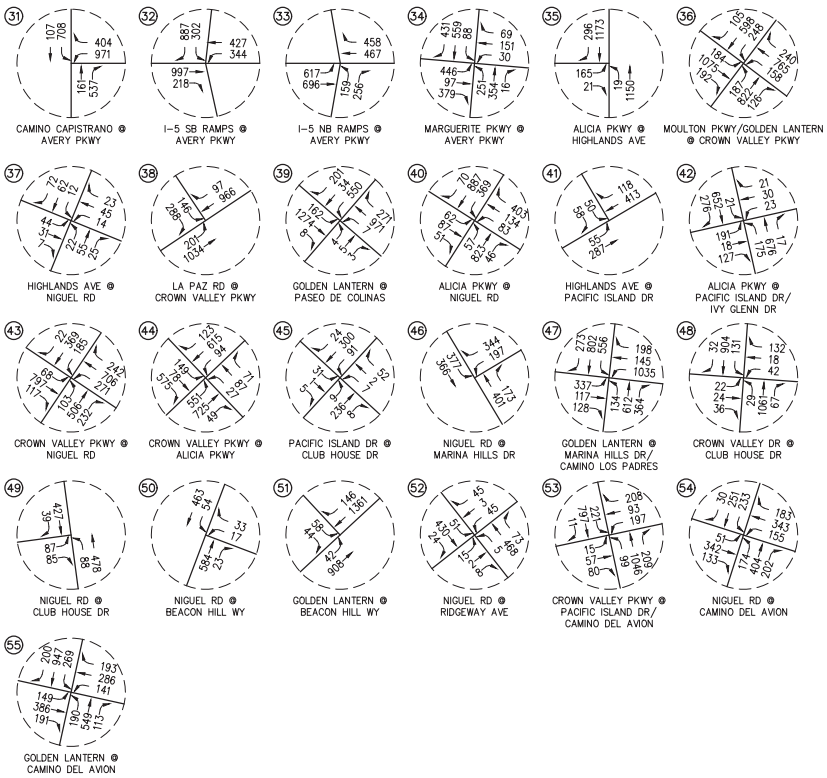
N NO SCALE

KEY
(#) = STUDY INTERSECTION
= CITY BOUNDARY

FIGURE 5-4A

CURRENT GENERAL PLAN BUILDOUT
PM PEAK HOUR TRAFFIC VOLUMES
CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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KEY

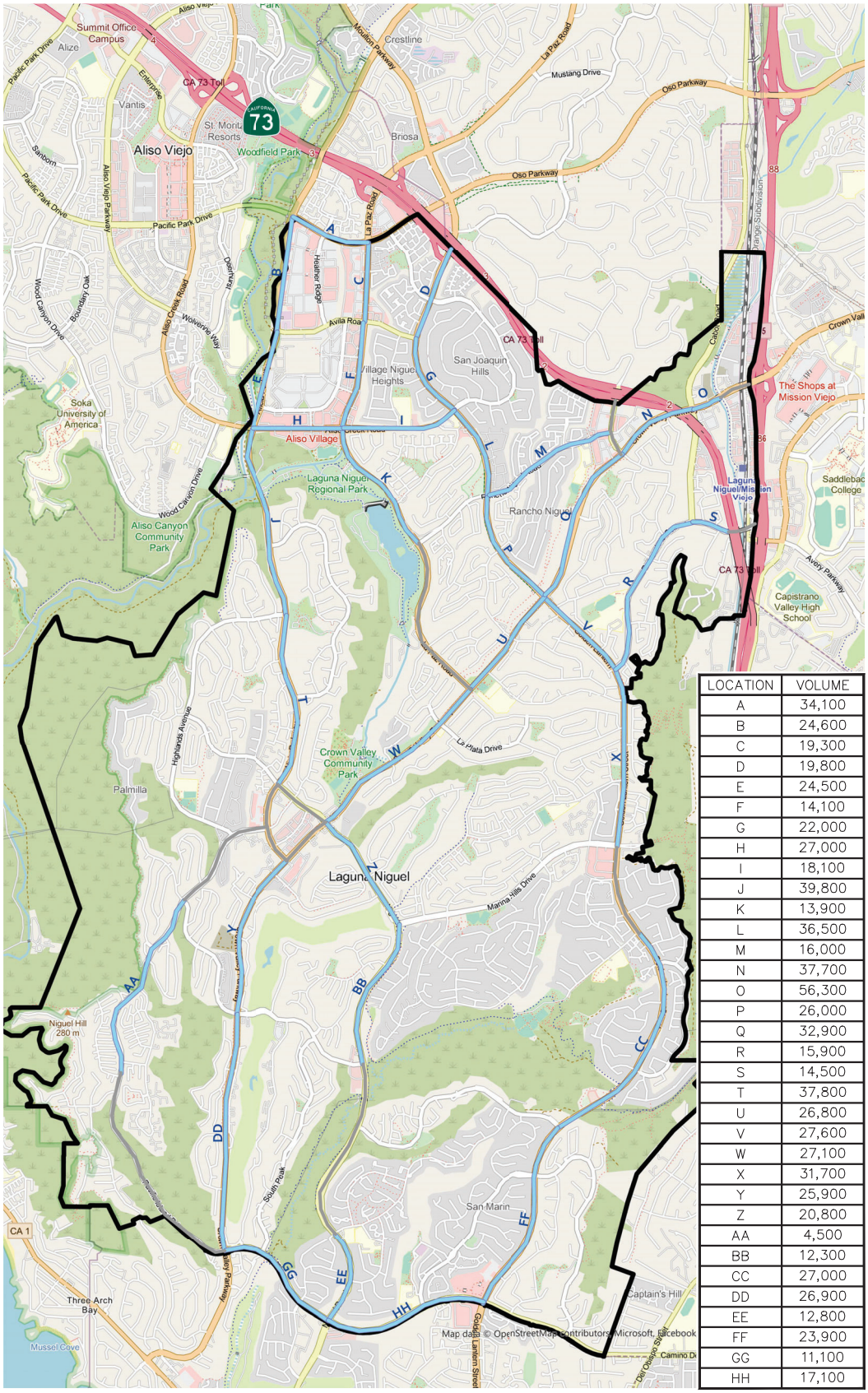
(#) = STUDY INTERSECTION

= CITY BOUNDARY

FIGURE 5-4B

CURRENT GENERAL PLAN BUILDOUT
PM PEAK HOUR TRAFFIC VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



LOCATION	VOLUME
A	34,100
B	24,600
C	19,300
D	19,800
E	24,500
F	14,100
G	22,000
H	27,000
I	18,100
J	39,800
K	13,900
L	36,500
M	16,000
N	37,700
O	56,300
P	26,000
Q	32,900
R	15,900
S	14,500
T	37,800
U	26,800
V	27,600
W	27,100
X	31,700
Y	25,900
Z	20,800
AA	4,500
BB	12,300
CC	27,000
DD	26,900
EE	12,800
FF	23,900
GG	11,100
HH	17,100

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N NO SCALE

KEY

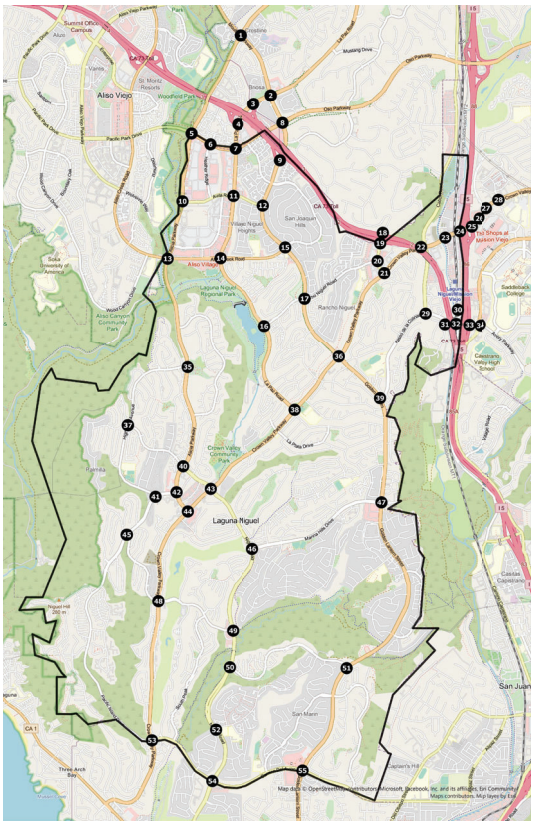
= STUDY ROADWAY SEGMENT

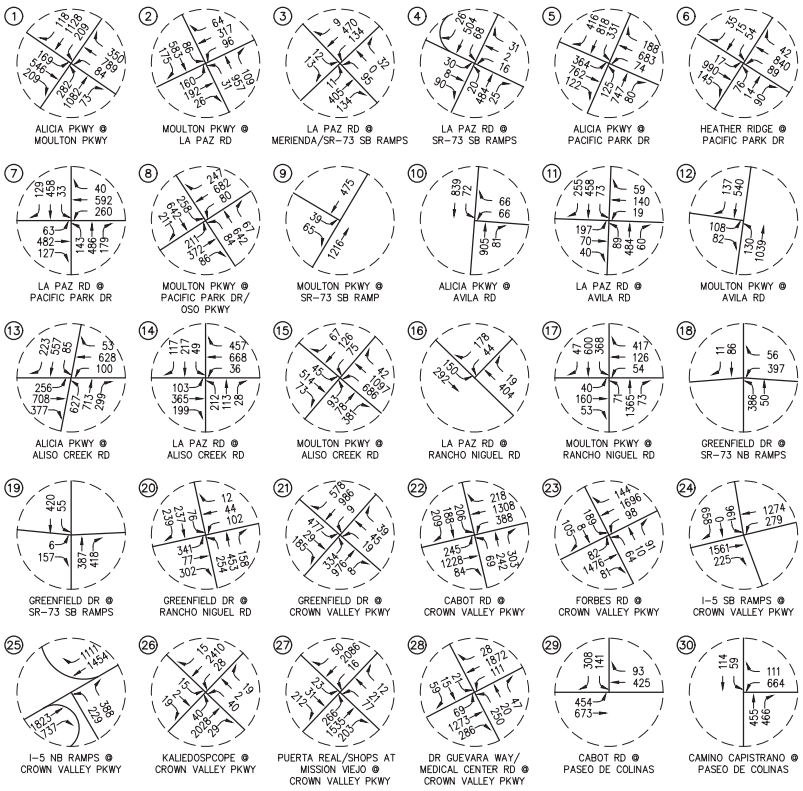
= CITY BOUNDARY

FIGURE 5-5

CURRENT GENERAL PLAN BUILDOUT DAILY TRAFFIC VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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KEY

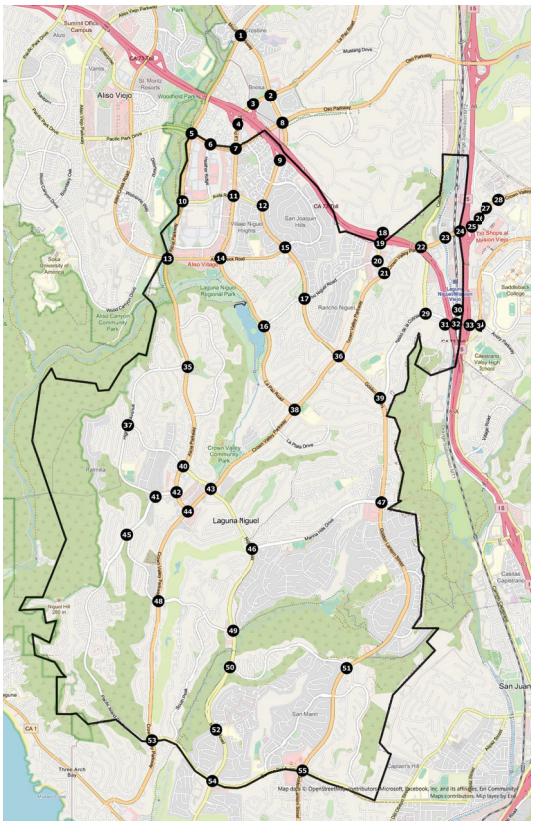
(#) = STUDY INTERSECTION

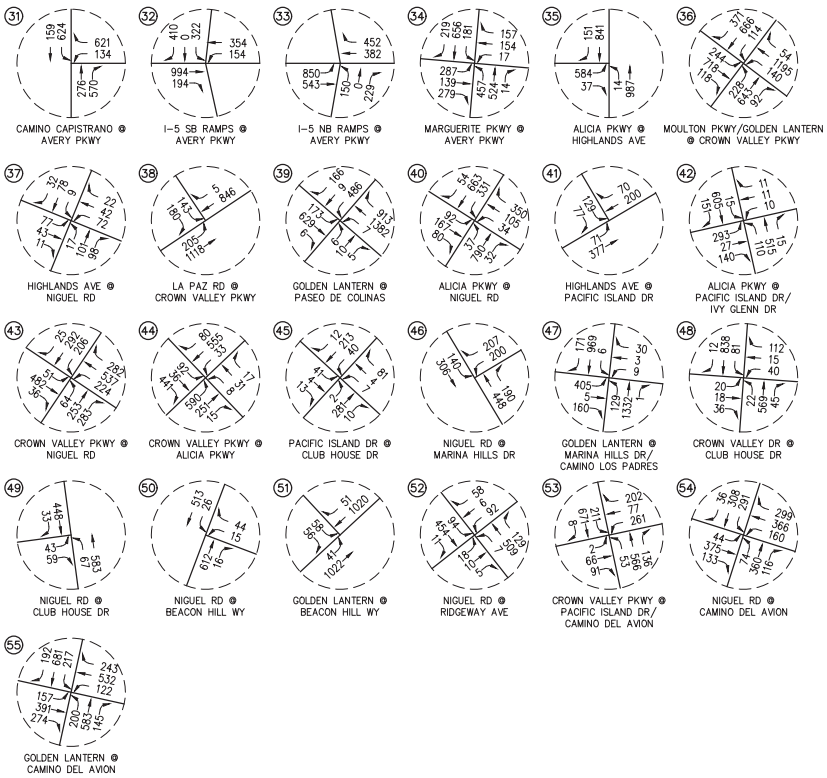
= CITY BOUNDARY

FIGURE 5-6A

PROPOSED GENERAL PLAN BUILDOUT
AM PEAK HOUR TRAFFIC VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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LLG

N NO SCALE

KEY

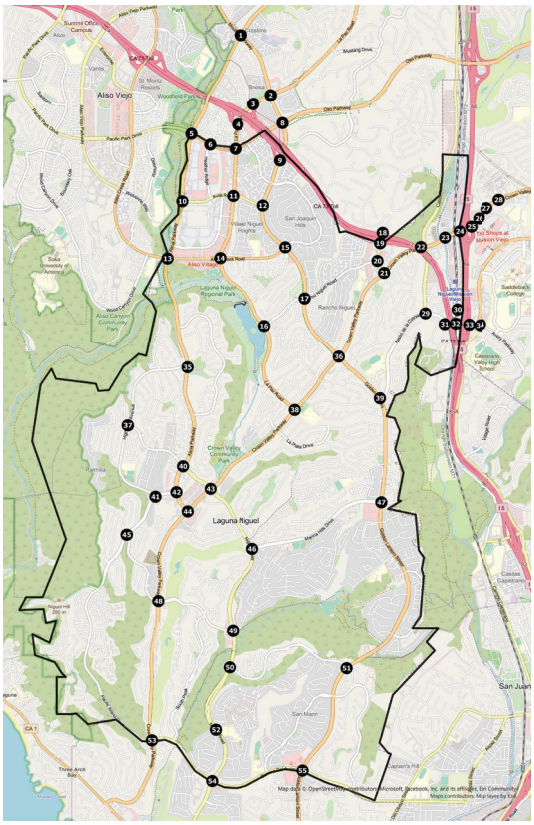
(#) = STUDY INTERSECTION

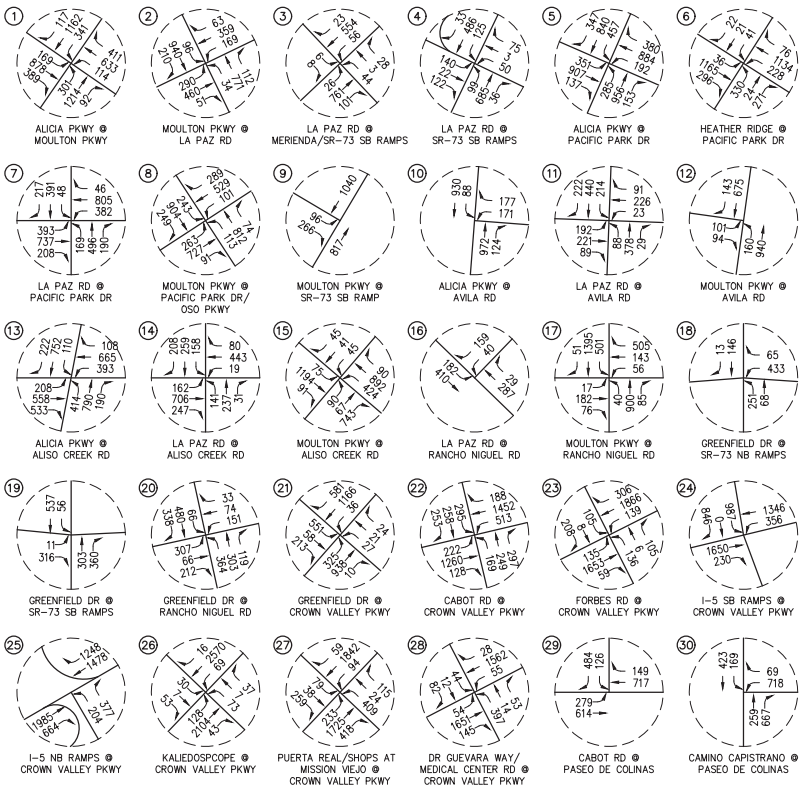
= CITY BOUNDARY

FIGURE 5-6B

PROPOSED GENERAL PLAN BUILDOUT AM PEAK HOUR TRAFFIC VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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LLG

N NO SCALE

KEY

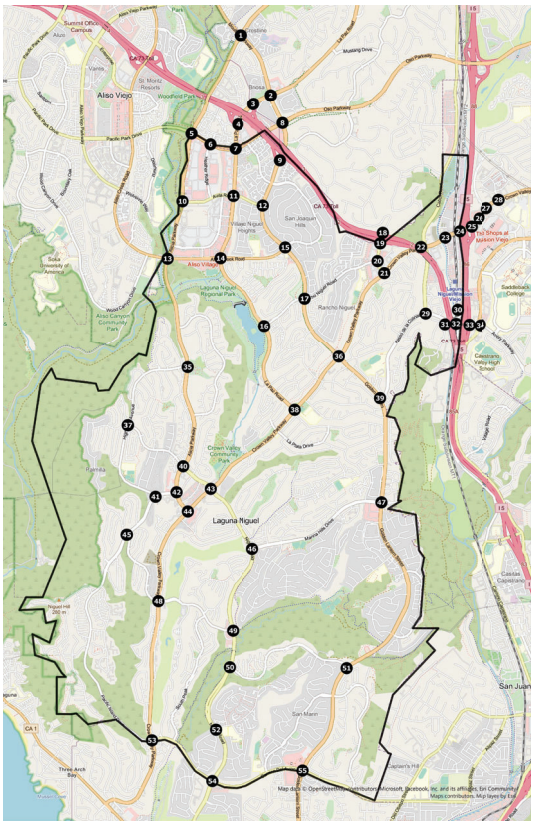
(#) = STUDY INTERSECTION

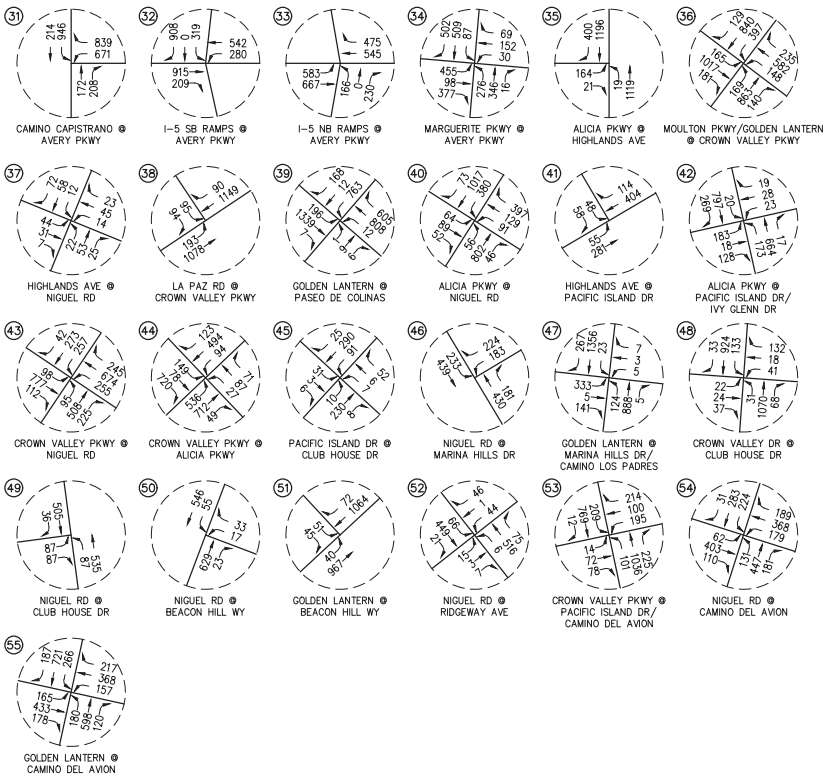
= CITY BOUNDARY

FIGURE 5-7A

PROPOSED GENERAL PLAN BUILDOUT
PM PEAK HOUR TRAFFIC VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL





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LLG

N NO SCALE

KEY

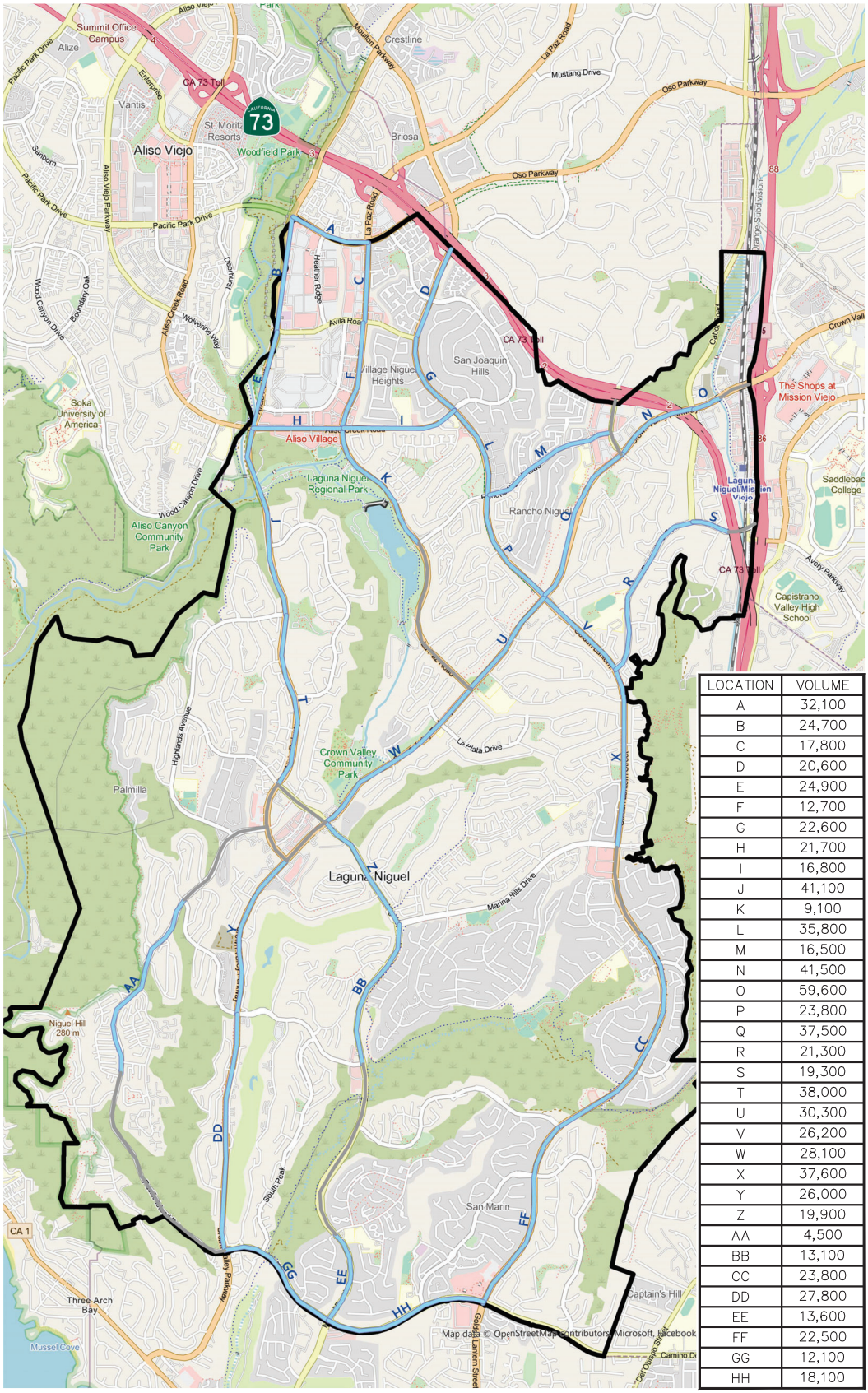
(#) = STUDY INTERSECTION

= CITY BOUNDARY

FIGURE 5-7B

PROPOSED GENERAL PLAN BUILDOUT
PM PEAK HOUR TRAFFIC VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



LOCATION	VOLUME
A	32,100
B	24,700
C	17,800
D	20,600
E	24,900
F	12,700
G	22,600
H	21,700
I	16,800
J	41,100
K	9,100
L	35,800
M	16,500
N	41,500
O	59,600
P	23,800
Q	37,500
R	21,300
S	19,300
T	38,000
U	30,300
V	26,200
W	28,100
X	37,600
Y	26,000
Z	19,900
AA	4,500
BB	13,100
CC	23,800
DD	27,800
EE	13,600
FF	22,500
GG	12,100
HH	18,100

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LLG

N NO SCALE

KEY

= STUDY ROADWAY SEGMENT

= CITY BOUNDARY

FIGURE 5-8

PROPOSED GENERAL PLAN BUILDOUT DAILY TRAFFIC VOLUMES

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL

6.0 GENERAL PLAN BUILDOUT TRAFFIC IMPACT ANALYSIS

The relative impact of the Proposed General Plan Buildout during the daily and AM and PM peak hours was evaluated based on analysis of future operating conditions at the key study intersections and key roadway segments for both the Current General Plan Buildout and Proposed General Plan Buildout traffic conditions. The previously discussed capacity analysis procedures were utilized to investigate the future service level characteristics at each study intersection. The relative impacts of the Project at each key intersection was then evaluated using the LOS standards defined in this report.

6.1 GENERAL PLAN BUILDOUT INTERSECTION CAPACITY ANALYSIS

Table 6-1 summarizes the AM and PM peak hour Level of Service results at the key study intersections for the Current General Plan Buildout and Proposed General Plan Buildout traffic conditions. The first column (1) of ICU/Delay and LOS values in *Table 6-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-1*). The second column (2) lists forecast Current General Plan Buildout traffic conditions based on future intersection geometry and planned improvements included in the Current General Plan. The third column (3) lists forecast Proposed General Plan Buildout traffic conditions based on future intersection geometry and planned improvements included in the Proposed General Plan. The fourth column (4) indicates whether the traffic associated with the Proposed General Plan Buildout traffic conditions will have a deficient LOS based on the impact criteria mentioned in this report.

6.1.1 CURRENT GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

Review of column (2) of *Table 6-1* indicates that two (2) of the fifty-five (55) key study intersections are forecast to operate at a deficient LOS under the Current General Plan Buildout traffic conditions based on the LOS standards defined in this report with the completion of the planned improvements detailed previously in *Section 5.1.1*. The remaining key study intersections are forecast to continue operate at an acceptable LOS under Current General Plan Buildout traffic conditions. The locations projected to operate at a deficient LOS are as follows:

	AM Peak Hour		PM Peak Hour	
Key Intersection	ICU/Delay	LOS	ICU/Delay	LOS
31. Camino Capistrano at Paseo de Colinas	--	--	0.94	E
47. Golden Lantern at Marina Hills Drive/Camino Los Padres	1.10	F	1.31	F

To supplement the level of service results as presented in *Table 6-1*, ***Figures 6-1*** and ***6-2*** graphically present the Current General Plan Buildout traffic conditions level of service results for the AM and PM peak hours, respectively.

Appendix C contains the ICU/Delay and LOS calculation worksheets for the Current General Plan Buildout traffic conditions.

6.1.2 PROPOSED GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

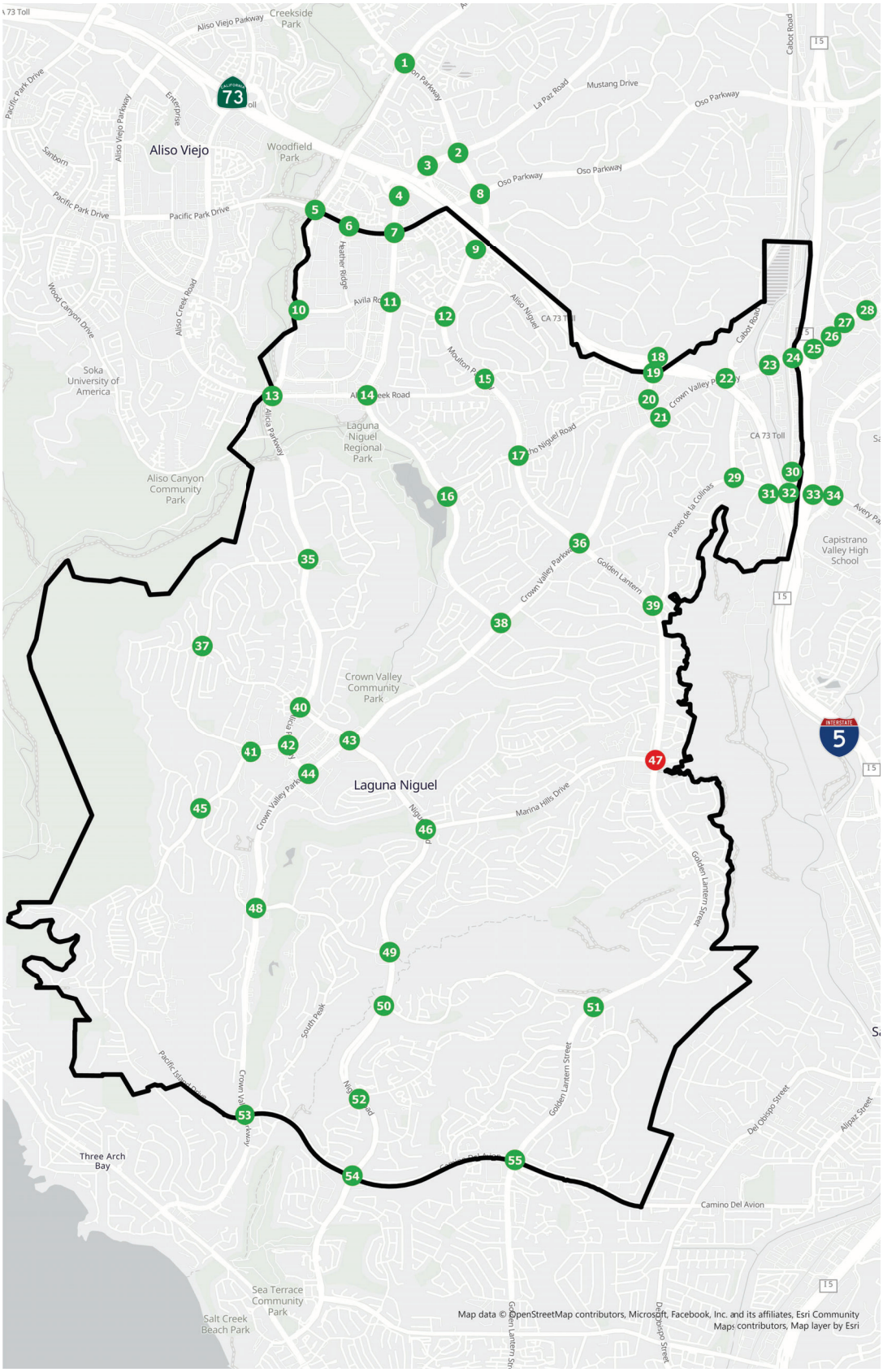
Review of columns (3) and (4) of *Table 6-1* indicates that all fifty-five (55) key study intersections are forecast to operate at an acceptable LOS under the Proposed General Plan Buildout traffic conditions

based on the LOS standards defined in this report with the completion of the planned improvements detailed previously in *Section 5.2.1*.

It should be noted that traffic patterns vary and result in varying LOS at analyzed locations based on the modifications to the circulation roadway network, socioeconomic data, and land uses between the Current General Plan and Proposed General Plan traffic conditions. In particular, the intersections of Camino Capistrano at Paseo de Colinas and Golden Lantern at Marina Hills Drive/Camino Los Padres improve with the removal of the Marina Hills Drive-Camino Los Padres Extension, as traffic patterns vary from those with the Current General Plan's roadway network improvements.

To supplement the level of service results as presented in *Table 6-1*, ***Figures 6-3*** and ***6-4*** graphically present the Proposed General Plan Buildout traffic conditions level of service results for the AM and PM peak hours, respectively.

Appendix C contains the Delay/LOS calculation worksheets for the Proposed General Plan Buildout traffic conditions.



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KEY

= LOS E/F
= LOS D
= LOS A/B/C

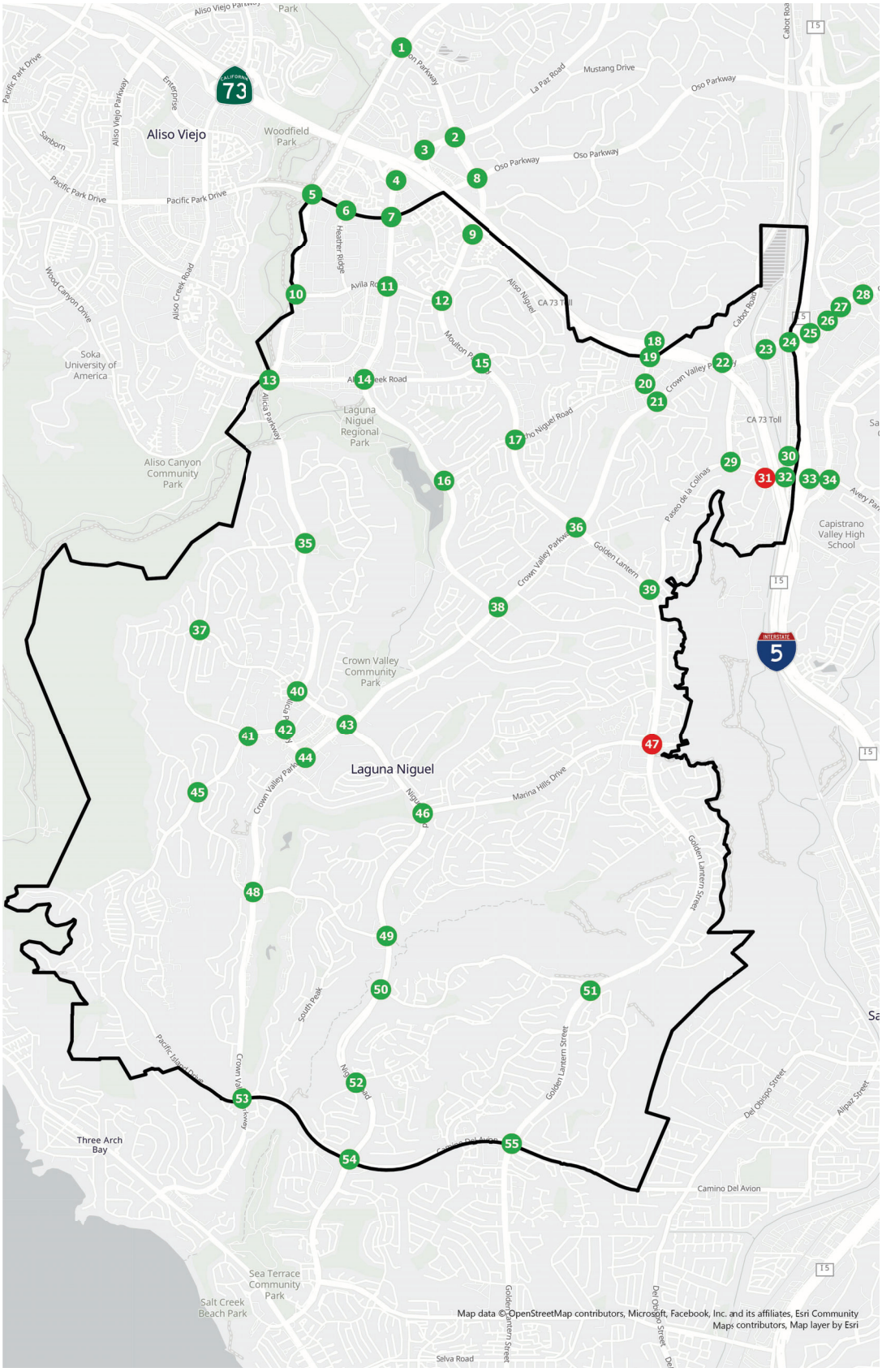
(#) = STUDY INTERSECTION
= CITY BOUNDARY

NO SCALE

FIGURE 6–1

CURRENT GENERAL PLAN BUILDOUT AM PEAK HOUR LEVEL OF SERVICE RESULTS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



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KEY

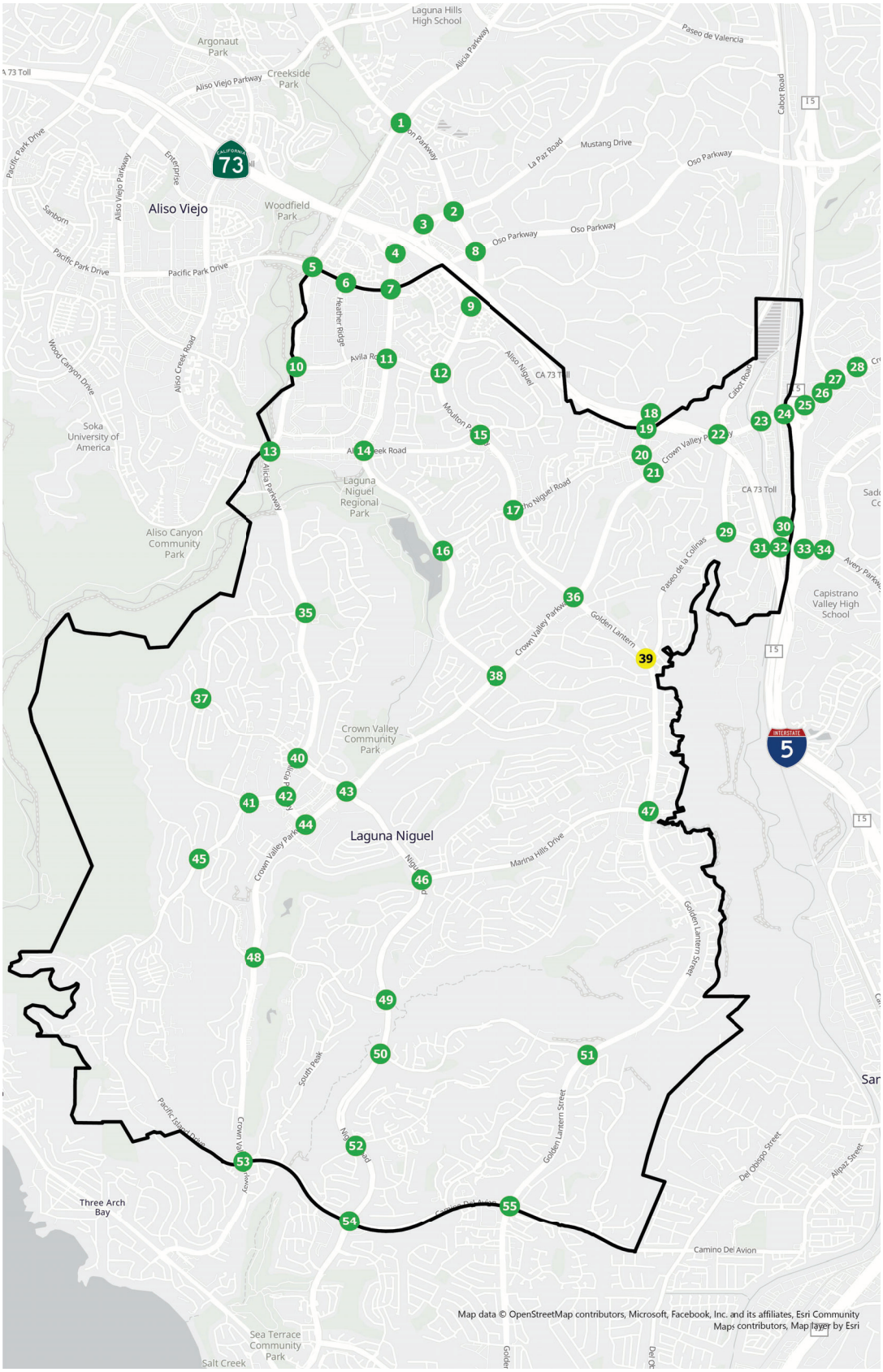
= LOS E/F
= LOS D
= LOS A/B/C
(#) = STUDY INTERSECTION
= CITY BOUNDARY

NO SCALE

FIGURE 6-2

CURRENT GENERAL PLAN BUILDOUT PM PEAK HOUR LEVEL OF SERVICE RESULTS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



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KEY

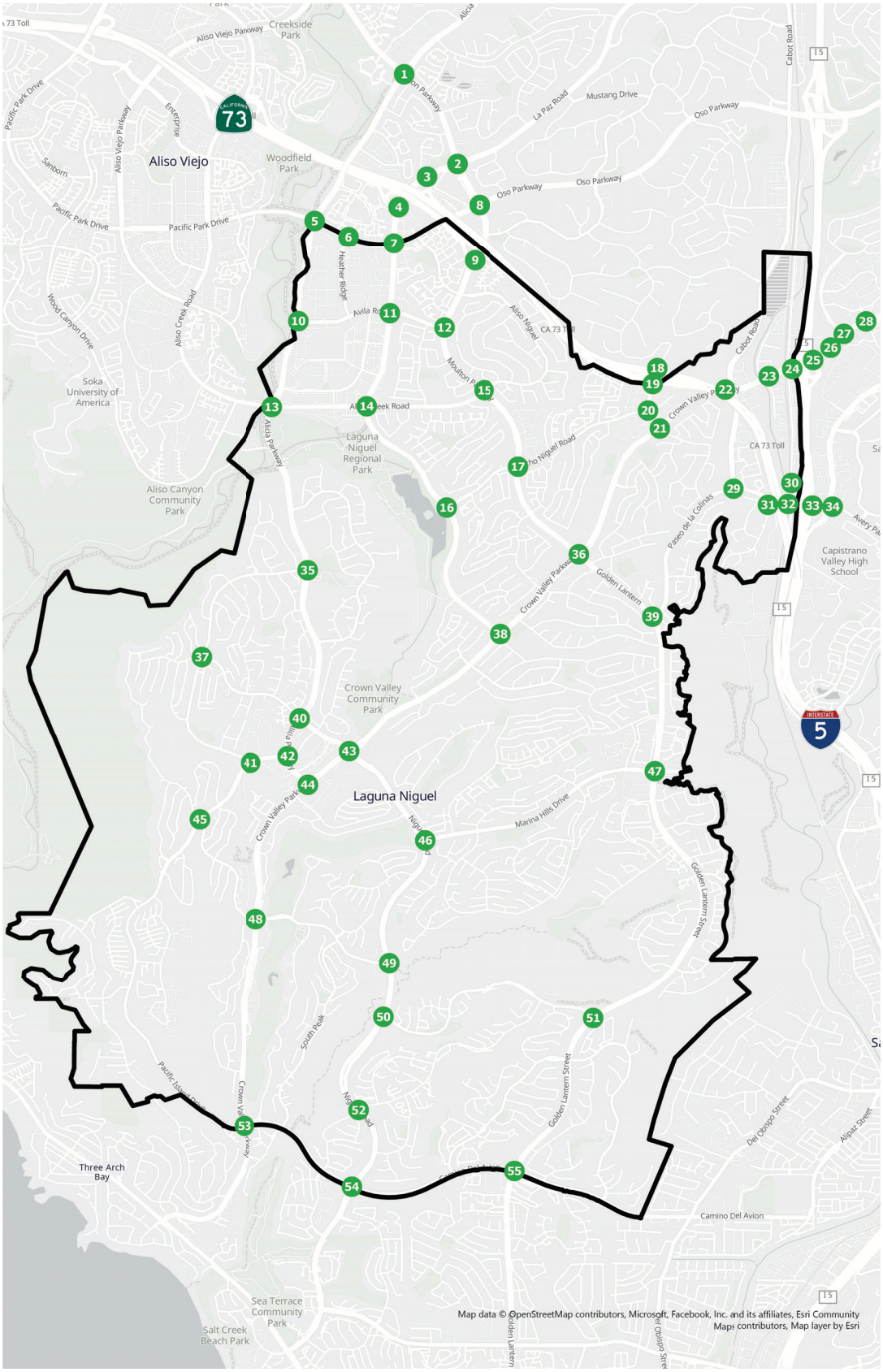
= LOS E/F
= LOS D
= LOS A/B/C

(#) = STUDY INTERSECTION
= CITY BOUNDARY

NO SCALE

FIGURE 6-3

PROPOSED GENERAL PLAN BUILDOUT
AM PEAK HOUR LEVEL OF SERVICE RESULTS
CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



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KEY

= LOS E/F
= LOS D
= LOS A/B/C

(#) = STUDY INTERSECTION
= CITY BOUNDARY

NO SCALE

FIGURE 6-4

PROPOSED GENERAL PLAN BUILDOUT PM PEAK HOUR LEVEL OF SERVICE RESULTS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL

TABLE 6-1

GENERAL PLAN BUILDOUT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[17]

Key Intersection		LOS Standard	Time Period	(1) Existing Traffic Conditions		(2) Current General Plan Buildout Traffic Conditions		(3) Proposed General Plan Buildout Traffic Conditions		(4) Operational Deficiency	
				ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	Increase	Yes/No
1.	Alicia Parkway at Moulton Parkway	D	AM	0.48	A	0.57	A	0.56	A	-0.01	No
			PM	0.53	A	0.60	A	0.59	A	-0.01	No
2.	Moulton Parkway at La Paz Road	D	AM	0.32	A	0.37	A	0.37	A	0.00	No
			PM	0.35	A	0.39	A	0.40	A	0.01	No
3.	La Paz Road at Merienda/SR-73 NB Ramps	D	AM	0.24	A	0.30	A	0.24	A	-0.06	No
			PM	0.23	A	0.24	A	0.25	A	0.01	No
4.	La Paz Road at SR-73 SB Ramps	D	AM	0.28	A	0.31	A	0.27	A	-0.04	No
			PM	0.39	A	0.45	A	0.40	A	-0.05	No
5.	Alicia Parkway at Pacific Park Drive	C	AM	0.47	A	0.54	A	0.54	A	0.00	No
			PM	0.57	A	0.68	B	0.65	B	-0.03	No
6.	Heather Ridge at Pacific Park Drive	C	AM	0.29	A	0.37	A	0.36	A	-0.01	No
			PM	0.47	A	0.54	A	0.53	A	-0.01	No
7.	La Paz Road at Pacific Park Drive	C	AM	0.36	A	0.41	A	0.40	A	-0.01	No
			PM	0.55	A	0.61	B	0.56	A	-0.05	No
8.	Moulton Parkway at Pacific Park Drive/Oso Parkway	D	AM	0.38	A	0.46	A	0.46	A	0.00	No
			PM	0.47	A	0.54	A	0.53	A	-0.01	No

Notes:

- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions
- ICU = Intersection Capacity Utilization
- s/v = seconds per vehicle (delay)
- **Bold ICU/Delay** and **LOS** values indicate deficient service levels based on LOS standards

[17] *Appendices B* and *C* contain the ICU/Delay and LOS calculation worksheets for the General Plan Buildout Traffic Conditions.

TABLE 6-1 (CONTINUED)

GENERAL PLAN BUILDOUT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[18]

Key Intersection		LOS Standard	Time Period	(1) Existing Traffic Conditions ICU / Delay	(1) Existing Traffic Conditions LOS	(2) Current General Plan Buildout Traffic Conditions ICU / Delay	(2) Current General Plan Buildout Traffic Conditions LOS	(3) Proposed General Plan Buildout Traffic Conditions ICU / Delay	(3) Proposed General Plan Buildout Traffic Conditions LOS	(4) Operational Deficiency Increase	(4) Operational Deficiency Yes/No
9.	Moulton Parkway at	D	AM	0.28	A	0.29	A	0.32	A	0.03	No
	SR-73 SB Ramps		PM	0.32	A	0.34	A	0.36	A	0.02	No
10.	Alicia Parkway at	D	AM	0.31	A	0.38	A	0.31	A	-0.07	No
	Avila Road		PM	0.36	A	0.45	A	0.37	A	-0.08	No
11.	La Paz Road at	D	AM	0.29	A	0.36	A	0.42	A	0.06	No
	Avila Road		PM	0.37	A	0.47	A	0.46	A	-0.01	No
12.	Moulton Parkway at	D	AM	0.28	A	0.35	A	0.32	A	-0.03	No
	Avila Road		PM	0.27	A	0.37	A	0.36	A	-0.01	No
13.	Alicia Parkway at	D	AM	0.55	A	0.56	A	0.57	A	0.01	No
	Aliso Creek Road		PM	0.56	A	0.61	B	0.63	B	0.02	No
14.	La Paz Road at	D	AM	0.37	A	0.51	A	0.43	A	-0.08	No
	Rancho Niguel Road		PM	0.36	A	0.52	A	0.37	A	-0.15	No
15.	Moulton Parkway at	D	AM	0.39	A	0.50	A	0.50	A	0.00	No
	Rancho Niguel Road		PM	0.53	A	0.69	B	0.77	C	0.08	No
16.	La Paz Road at	D	AM	11.3 s/v	B	12.4 s/v	B	13.2 s/v	B	0.8 s/v	No
	Rancho Niguel Road[19]		PM	11.3 s/v	B	13.4 s/v	B	12.3 s/v	B	-1.1 s/v	No

Notes:

- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions
- ICU = Intersection Capacity Utilization
- s/v = seconds per vehicle (delay)
- **Bold ICU/Delay** and **LOS** values indicate deficient service levels based on LOS standards

[18] *Appendices B* and *C* contain the ICU/Delay and LOS calculation worksheets for the General Plan Buildout Traffic Conditions.

[19] Includes planned improvements in the Proposed General Plan Buildout traffic conditions.

TABLE 6-1 (CONTINUED)

GENERAL PLAN BUILDOUT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[20]

Key Intersection		LOS Standard	Time Period	(1) Existing Traffic Conditions ICU / Delay	(1) Existing Traffic Conditions LOS	(2) Current General Plan Buildout Traffic Conditions ICU / Delay	(2) Current General Plan Buildout Traffic Conditions LOS	(3) Proposed General Plan Buildout Traffic Conditions ICU / Delay	(3) Proposed General Plan Buildout Traffic Conditions LOS	(4) Operational Deficiency Increase	(4) Operational Deficiency Yes/No
17.	Moulton Parkway at	D	AM	0.59	A	0.68	B	0.71	C	0.03	No
	Rancho Niguel Road		PM	0.67	B	0.77	C	0.72	C	-0.05	No
18.	Greenfield Drive at	D	AM	0.42	A	0.42	A	0.45	A	0.03	No
	SR-73 NB Ramps		PM	0.42	A	0.47	A	0.46	A	-0.01	No
19.	Greenfield Drive at	D	AM	0.35	A	0.34	A	0.37	A	0.03	No
	SR-73 SB Ramps		PM	0.34	A	0.40	A	0.37	A	-0.03	No
20.	Greenfield Drive at	D	AM	0.48	A	0.55	A	0.51	A	-0.04	No
	Rancho Niguel Road		PM	0.57	A	0.57	A	0.57	A	0.00	No
21.	Greenfield Drive at	D	AM	0.48	A	0.53	A	0.52	A	-0.01	No
	Crown Valley Parkway		PM	0.53	A	0.52	A	0.56	A	0.04	No
22.	Cabot Road at	D	AM	0.63	B	0.54	A	0.53	A	-0.01	No
	Crown Valley Parkway[21]		PM	0.68	B	0.64	B	0.61	B	-0.03	No
23.	Forbes Road at	D	AM	0.46	A	0.44	A	0.44	A	0.00	No
	Crown Valley Parkway[21]		PM	0.53	A	0.52	A	0.53	A	0.01	No
24.	I-5 SB Ramps at	D	AM	0.61	B	0.53	A	0.51	A	-0.02	No
	Crown Valley Parkway[21]		PM	0.74	C	0.56	A	0.60	A	0.04	No

Notes:

- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions
- ICU = Intersection Capacity Utilization
- s/v = seconds per vehicle (delay)
- **Bold ICU/Delay** and **LOS** values indicate deficient service levels based on LOS standards

[20] *Appendices B* and *C* contain the ICU/Delay and LOS calculation worksheets for the General Plan Buildout Traffic Conditions.

[21] Includes planned improvements in the Current General Plan Buildout and Proposed General Plan Buildout traffic conditions.

TABLE 6-1 (CONTINUED)

GENERAL PLAN BUILDOUT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[22]

Key Intersection		LOS Standard	Time Period	(1) Existing Traffic Conditions ICU / Delay	(1) Existing Traffic Conditions LOS	(2) Current General Plan Buildout Traffic Conditions ICU / Delay	(2) Current General Plan Buildout Traffic Conditions LOS	(3) Proposed General Plan Buildout Traffic Conditions ICU / Delay	(3) Proposed General Plan Buildout Traffic Conditions LOS	(4) Operational Deficiency Increase	(4) Operational Deficiency Yes/No
25.	I-5 NB Ramps at Crown Valley Parkway[23]	D	AM	0.58	A	0.46	A	0.45	A	-0.01	No
			PM	0.56	A	0.49	A	0.45	A	-0.04	No
26.	Kaleidoscope at Crown Valley Parkway	D	AM	0.41	A	0.46	A	0.45	A	-0.01	No
			PM	0.51	A	0.53	A	0.53	A	0.00	No
27.	Puerta Real/Shops at Mission Viejo at Crown Valley Parkway	D	AM	0.44	A	0.49	A	0.48	A	-0.01	No
			PM	0.52	A	0.54	A	0.54	A	0.00	No
28.	Dr Guevara Way/Medical Center Rd at Crown Valley Parkway	D	AM	0.44	A	0.54	A	0.48	A	-0.06	No
			PM	0.47	A	0.50	A	0.50	A	0.00	No
29.	Cabot Road at Paseo de Colinas	D	AM	0.48	A	0.69	B	0.56	A	-0.13	No
			PM	0.53	A	0.53	A	0.61	B	0.08	No
30.	Camino Capistrano at Paseo de Colinas[23]	D	AM	0.73	C	0.43	A	0.58	A	0.15	No
			PM	0.80	C	0.43	A	0.58	A	0.15	No
31.	Camino Capistrano at Avery Parkway[23]	D	AM	0.38	A	0.65	B	0.45	A	-0.20	No
			PM	0.51	A	**0.94**	**E**	0.77	C	-0.17	No
32.	I-5 SB Ramps at Avery Parkway[23]	D	AM	0.46	A	0.34	A	0.33	A	-0.01	No
			PM	0.55	A	0.54	A	0.52	A	-0.02	No

Notes:

- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions
- ICU = Intersection Capacity Utilization
- s/v = seconds per vehicle (delay)
- **Bold ICU/Delay** and **LOS** values indicate deficient service levels based on LOS standards

[22] *Appendices B* and *C* contain the ICU/Delay and LOS calculation worksheets for the General Plan Buildout Traffic Conditions.

[23] Includes planned improvements in the Current General Plan Buildout and Proposed General Plan Buildout traffic conditions.

TABLE 6-1 (CONTINUED)

GENERAL PLAN BUILDOUT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[24]

Key Intersection		LOS Standard	Time Period	(1) Existing Traffic Conditions ICU / Delay	(1) Existing Traffic Conditions LOS	(2) Current General Plan Buildout Traffic Conditions ICU / Delay	(2) Current General Plan Buildout Traffic Conditions LOS	(3) Proposed General Plan Buildout Traffic Conditions ICU / Delay	(3) Proposed General Plan Buildout Traffic Conditions LOS	(4) Operational Deficiency Increase	(4) Operational Deficiency Yes/No
33.	I-5 NB Ramps at Avery Parkway[25]	D	AM	0.57	A	0.63	B	0.64	B	0.01	No
			PM	0.63	B	0.58	A	0.58	A	0.00	No
34.	Marguerite Parkway at Avery Parkway[25]	D	AM	0.58	A	0.53	A	0.55	A	0.02	No
			PM	0.70	B	0.62	B	0.67	B	0.05	No
35.	Alicia Parkway at Highlands Avenue	D	AM	0.35	A	0.38	A	0.43	A	0.05	No
			PM	0.38	A	0.40	A	0.42	A	0.02	No
36.	Moulton Parkway/Golden Lantern at Crown Valley Parkway	D	AM	0.52	A	0.63	B	0.64	B	0.01	No
			PM	0.51	A	0.54	A	0.58	A	0.04	No
37.	Highlands Avenue at Niguel Road	D	AM	9.6 s/v	A	9.6 s/v	A	9.6 s/v	A	0.0 s/v	No
			PM	8.4 s/v	A	8.5 s/v	A	8.4 s/v	A	-0.1 s/v	No
38.	La Paz Road at Crown Valley Parkway	D	AM	0.41	A	0.43	A	0.40	A	-0.03	No
			PM	0.46	A	0.46	A	0.44	A	-0.02	No
39.	Golden Lantern at Paseo de Colinas	D	AM	0.78	C	0.66	B	0.84	D	0.18	No
			PM	0.73	C	0.51	A	0.76	C	0.25	No
40.	Alicia Parkway at Niguel Road	D	AM	0.40	A	0.43	A	0.47	A	0.04	No
			PM	0.48	A	0.49	A	0.49	A	0.00	No

Notes:

- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions
- ICU = Intersection Capacity Utilization
- s/v = seconds per vehicle (delay)
- **Bold ICU/Delay** and **LOS** values indicate deficient service levels based on LOS standards

[24] *Appendices B* and *C* contain the ICU/Delay and LOS calculation worksheets for the General Plan Buildout Traffic Conditions.

[25] Includes planned improvements in the Current General Plan Buildout and Proposed General Plan Buildout traffic conditions.

TABLE 6-1 (CONTINUED)

GENERAL PLAN BUILDOUT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[26]

Key Intersection		LOS Standard	Time Period	(1) Existing Traffic Conditions ICU / Delay	(1) Existing Traffic Conditions LOS	(2) Current General Plan Buildout Traffic Conditions ICU / Delay	(2) Current General Plan Buildout Traffic Conditions LOS	(3) Proposed General Plan Buildout Traffic Conditions ICU / Delay	(3) Proposed General Plan Buildout Traffic Conditions LOS	(4) Operational Deficiency Increase	(4) Operational Deficiency Yes/No
41.	Highlands Avenue at	D	AM	0.25	A	0.25	A	0.25	A	0.00	No
	Pacific Island Drive		PM	0.27	A	0.27	A	0.27	A	0.00	No
42.	Alicia Parkway at	D	AM	0.36	A	0.36	A	0.37	A	0.01	No
	Pacific Island Drive/Ivy Glenn Drive		PM	0.42	A	0.44	A	0.46	A	0.02	No
43.	Crown Valley Parkway at	D	AM	0.52	A	0.56	A	0.50	A	-0.06	No
	Niguel Road		PM	0.65	B	0.68	B	0.68	B	0.00	No
44.	Crown Valley Parkway at	D	AM	0.34	A	0.38	A	0.42	A	0.04	No
	Alicia Parkway		PM	0.47	A	0.50	A	0.47	A	-0.03	No
45.	Pacific Island Drive at	D	AM	12.4 s/v	B	12.6 s/v	B	13.1 s/v	B	0.5 s/v	No
	Club House Drive		PM	16.0 s/v	C	16.5 s/v	C	16.3 s/v	C	-0.2 s/v	No
46.	Niguel Road at	D	AM	0.35	A	0.41	A	0.36	A	-0.05	No
	Marina Hills Drive		PM	0.38	A	0.44	A	0.38	A	-0.06	No
47.	Golden Lantern at	D	AM	0.43	A	**1.10**	**F**	0.45	A	-0.65	No
	Marina Hills Drive/Camino Los Padres		PM	0.45	A	**1.31**	**F**	0.49	A	-0.82	No
48.	Crown Valley Parkway at	D	AM	0.30	A	0.30	A	0.31	A	0.01	No
	Club House Drive		PM	0.42	A	0.44	A	0.44	A	0.00	No

Notes:

- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions
- ICU = Intersection Capacity Utilization
- s/v = seconds per vehicle (delay)
- **Bold ICU/Delay** and **LOS** values indicate deficient service levels based on LOS standards

[26] *Appendices B* and *C* contain the ICU/Delay and LOS calculation worksheets for the General Plan Buildout Traffic Conditions.

TABLE 6-1 (CONTINUED)

GENERAL PLAN BUILDOUT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[27]

Key Intersection		LOS Standard	Time Period	(1) Existing Traffic Conditions		(2) Current General Plan Buildout Traffic Conditions		(3) Proposed General Plan Buildout Traffic Conditions		(4) Operational Deficiency	
				ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	Increase	Yes/No
49.	Niguel Road at Club House Drive	D	AM	0.28	A	0.28	A	0.29	A	0.01	No
			PM	0.34	A	0.34	A	0.36	A	0.02	No
50.	Niguel Road at Beacon Hill	D	AM	0.26	A	0.26	A	0.28	A	0.02	No
			PM	0.29	A	0.28	A	0.29	A	0.01	No
51.	Golden Lantern at Beacon Hill Way	D	AM	0.30	A	0.41	A	0.32	A	-0.09	No
			PM	0.29	A	0.40	A	0.33	A	-0.07	No
52.	Niguel Road at Ridgeway Avenue	D	AM	0.36	A	0.37	A	0.37	A	0.00	No
			PM	0.29	A	0.28	A	0.30	A	0.02	No
53.	Crown Valley Parkway at Pacific Island Drive/Camino Del Avion	D	AM	0.40	A	0.40	A	0.42	A	0.02	No
			PM	0.49	A	0.52	A	0.51	A	-0.01	No
54.	Niguel Road at Camino Del Avion	D	AM	0.49	A	0.50	A	0.52	A	0.02	No
			PM	0.47	A	0.49	A	0.51	A	0.02	No
55.	Golden Lantern at Camino Del Avion	D	AM	0.62	B	0.79	C	0.71	C	-0.08	No
			PM	0.61	B	0.69	B	0.69	B	0.00	No

Notes:

- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions
- ICU = Intersection Capacity Utilization
- s/v = seconds per vehicle (delay)
- **Bold ICU/Delay** and **LOS** values indicate deficient service levels based on LOS standards

[27] *Appendices B* and *C* contain the ICU/Delay and LOS calculation worksheets for the General Plan Buildout Traffic Conditions.

6.2 GENERAL PLAN BUILDOUT ROADWAY SEGMENT CAPACITY ANALYSIS

Table 6-2 summarizes the daily Level of Service results at the key study roadway segments for the Current General Plan Buildout and Proposed General Plan Buildout traffic conditions. The first column (1) of LOS E capacity values presents the daily roadway segment capacities from the *General Plan for the City of Laguna Niguel,* dated August 4, 1992. The second column (2) lists the number of travel lanes under General Plan Buildout traffic conditions. The third column (3) indicates the Existing daily traffic volumes, Volume to Capacity (V/C) ratio and the LOS of each roadway segment (which were also presented in *Table 3-2*). The fourth column (4) presents the Current General Plan Buildout daily traffic volumes, V/C ratio and the LOS of each roadway segment based on future planned improvements included in the Current General Plan. The fifth column (5) presents the Proposed General Plan Buildout daily traffic volumes, V/C ratio and the LOS of each roadway segment based on future planned improvements included in the Proposed General Plan.

6.2.1 CURRENT GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

Review of column (4) of *Table 6-2* indicates that all thirty-four (34) key study roadway segments are forecast to continue to operate at an acceptable LOS under Current General Plan Buildout traffic conditions with the completion of the planned improvements detailed previously in *Section 5.1.2*.

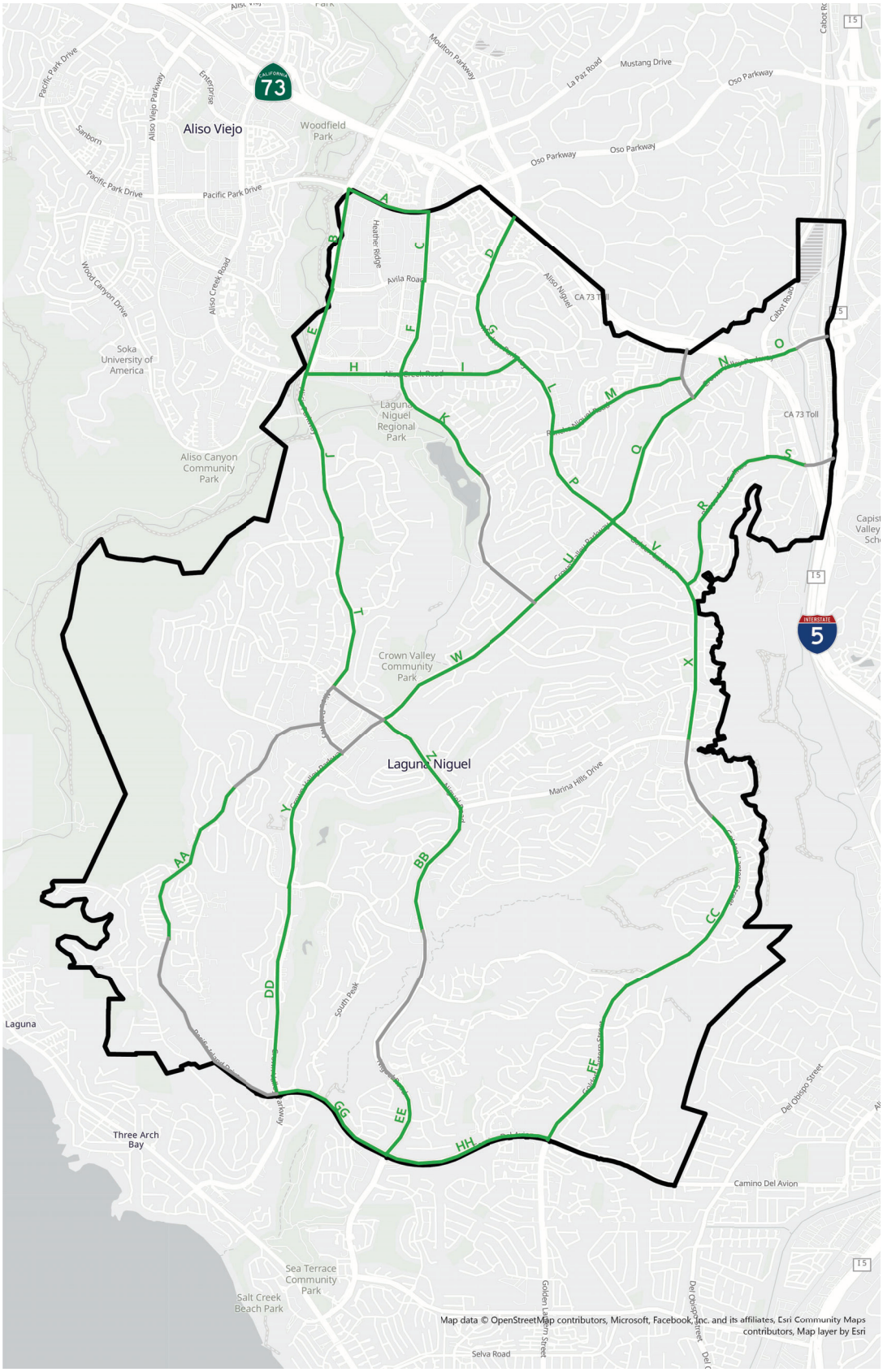
To supplement the level of service results as presented in *Table 6-2*, ***Figure 6-5*** graphically presents the Current General Plan Buildout traffic conditions level of service results for the daily traffic volumes.

6.2.2 PROPOSED GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

Review of column (4) of *Table 6-2* indicates that all thirty-four (34) key study roadway segments are forecast to operate at an acceptable LOS under Proposed General Plan Buildout traffic conditions when compared to the LOS standards defined in this report with the completion of the planned improvements detailed previously in *Section 5.2.1*.

It should be noted that traffic patterns vary and result in varying LOS at analyzed locations based on the modifications to the circulation roadway network, socioeconomic data, and land uses between the Current General Plan and Proposed General Plan traffic conditions.

To supplement the level of service results as presented in *Table 6-2*, ***Figure 6-6*** graphically presents the Proposed General Plan Buildout traffic conditions level of service results for the daily traffic volumes.



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KEY

= LOS E/F
= LOS D
= LOS A/B/C

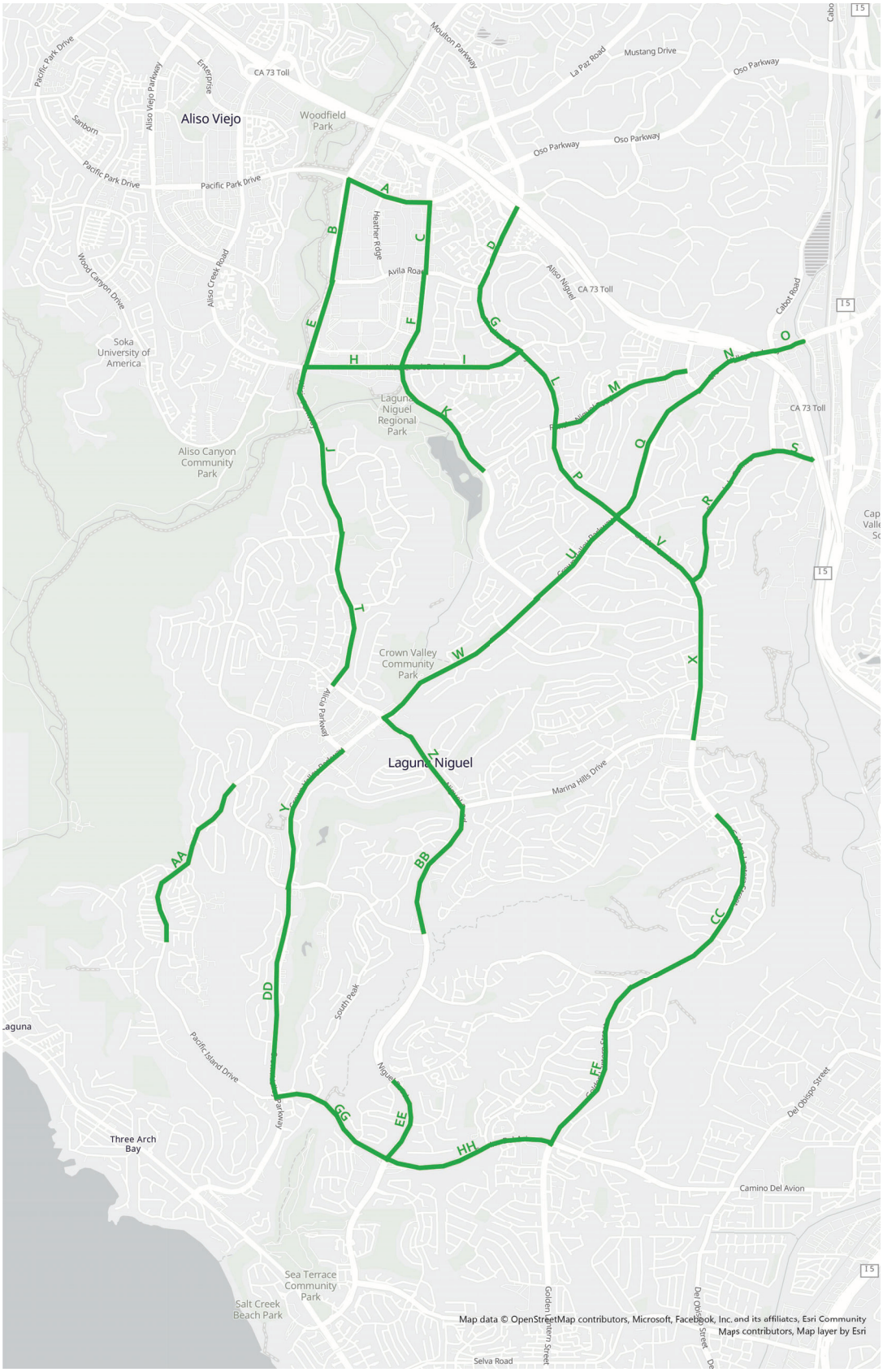
[#] = STUDY ROADWAY SEGMENT
= CITY BOUNDARY

NO SCALE

FIGURE 6–5

CURRENT GENERAL PLAN BUILDOUT DAILY ROADWAY SEGMENT LEVEL OF SERVICE RESULTS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL



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KEY

= LOS E/F
= LOS D
= LOS A/B/C

[#] = STUDY ROADWAY SEGMENT
= CITY BOUNDARY

NO SCALE

FIGURE 6-6

PROPOSED GENERAL PLAN BUILDOUT DAILY ROADWAY SEGMENT LEVEL OF SERVICE RESULTS

CITY OF LAGUNA NIGUEL GENERAL PLAN UPDATE, LAGUNA NIGUEL

TABLE 6-2

GENERAL PLAN BUILDOUT DAILY ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment		Type of Arterial	(1) LOS E Capacity[28] (VPD)	(2) Lanes	(3) Existing Traffic Conditions			(4) Current General Plan Buildout Traffic Conditions			(5) Proposed General Plan Buildout Traffic Conditions			(6) Operational Deficiency	
					Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Inc.	Yes/ No
A.	Pacific Park Drive, *between* Alicia Parkway and La Paz Road	Major	56,300	6D	25,800	0.46	A	34,100	0.61	B	32,100	0.57	A	-0.04	No
B.	Alicia Parkway, *between* Pacific Park Drive and Avila Road	Major	56,300	6D	24,400	0.43	A	24,600	0.44	A	24,700	0.44	A	0.00	No
C.	La Paz Road, *between* Pacific Park Drive and Avila Road	Major	56,300	6D	16,400	0.29	A	19,300	0.34	A	17,800	0.32	A	-0.02	No
D.	Moulton Parkway, *north of* Avila Road	Major	56,300	6D	17,900	0.32	A	19,800	0.35	A	20,600	0.37	A	0.02	No
E.	Alicia Parkway, *between* Avila Road and Aliso Creek Road	Major	56,300	6D	24,700	0.44	A	24,500	0.44	A	24,900	0.44	A	0.00	No
F.	La Paz Road, *between* Avila Road and Aliso Creek Road	Major	56,300	6D	13,600	0.24	A	14,100	0.25	A	12,700	0.23	A	-0.02	No
G.	Moulton Parkway, *between* Avila Road and Aliso Creek Road	Major	56,300	6D	19,800	0.35	A	22,000	0.39	A	22,600	0.40	A	0.01	No
H.	Aliso Creek Road, *between* Alicia Parkway and La Paz Road	Major	56,300	6D	19,100	0.34	A	27,000	0.48	A	21,700	0.39	A	-0.09	No
I.	Aliso Creek Road, *between* La Paz Road and Moulton Parkway	Primary	37,500	4D	12,100	0.32	A	18,100	0.48	A	16,800	0.45	A	-0.03	No
J.	Alicia Parkway, *between* Aliso Creek Road and Highlands Avenue	Major	56,300	6D	38,600	0.69	B	39,800	0.71	C	41,100	0.73	C	0.02	No
K.	La Paz Road, *between* Aliso Creek Road and Rancho Niguel Road	Primary	37,500	4D	12,300	0.33	A	13,900	0.37	A	--	--	--	--	--
		Commuter	22,000	2D	--	--	--	--	--	--	9,100	0.41	A	0.04	No
L.	Moulton Parkway, *between* Aliso Creek Road and Rancho Niguel Road	Major	56,300	6D	25,800	0.46	A	36,500	0.68	B	35,800	0.67	B	-0.01	No

Notes:

- VPD = Vehicles per Day
- V/C = Volume over Capacity
- LOS = Level of Service, please refer to *Table 1-3* for the LOS definitions
- **Bold V/C** and **LOS values** indicate deficient service levels based on LOS standards

[28] Source: *General Plan for the City of Laguna Niguel, August 4, 1992.*

TABLE 6-2 (CONTINUED)

GENERAL PLAN BUILDOUT DAILY ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment		Type of Arterial	(1) LOS E Capacity[29] (VPD)	(2) Lanes	(3) Existing Traffic Conditions			(4) Current General Plan Buildout Traffic Conditions			(5) Proposed General Plan Buildout Traffic Conditions			(6) Operational Deficiency	
					Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	Daily Volume	V/C Ratio	LOS
M.	Rancho Niguel Road, *between* Moulton Parkway and Greenfield Drive	Commuter	22,000	2D	15,200	0.69	B	16,000	0.73	C	16,500	0.75	C	0.02	No
N.	Crown Valley Parkway, *between* Greenfield Drive and Cabot Road	Major	56,300	6D	39,200	0.70	C	37,700	0.67	B	41,500	0.74	C	0.07	No
O.	Crown Valley Parkway, *between* Cabot Road and Forbes Road	Major	65,700	7D	58,500	0.89	D	--	--	--	--	--	--	--	--
		Augmented Major	75,000	8D	--	--	--	56,300	0.75	C	59,600	0.79	C	0.04	No
P.	Moulton Parkway, *between* Rancho Niguel Road and Crown Valley Parkway	Major	56,300	6D	18,500	0.33	A	26,000	0.46	A	23,800	0.42	A	-0.04	No
Q.	Crown Valley Parkway, *between* Moulton Parkway/Golden Lantern and Greenfield Drive	Major	56,300	6D	36,200	0.64	B	32,900	0.58	A	37,500	0.67	B	0.09	No
R.	Paseo de Colinas, *between* Golden Lantern and Cabot Road	Primary	37,500	4D	18,600	0.50	A	15,900	0.42	A	21,300	0.57	A	0.15	No
S.	Paseo de Colinas, *between* Cabot Road and Camino Capistrano	Primary	37,500	4D	13,500	0.36	A	14,500	0.39	A	19,300	0.51	A	0.12	No
T.	Alicia Parkway, *between* Highlands Avenue and Niguel Road	Major	56,300	6D	37,000	0.66	B	37,800	0.67	B	38,000	0.67	B	0.00	No
U.	Crown Valley Parkway, *between* La Paz Road and Moulton Parkway/Golden Lantern	Major	56,300	6D	27,700	0.49	A	26,800	0.48	A	30,300	0.54	A	0.06	No
V.	Golden Lantern, *between* Crown Valley Parkway and Paseo de Colinas	Major	56,300	6D	22,400	0.40	A	27,600	0.49	A	26,200	0.47	A	-0.02	No
W.	Crown Valley Parkway, *between* Niguel Road and La Paz Road	Major	56,300	6D	27,500	0.49	A	27,100	0.48	A	28,100	0.50	A	0.02	No

Notes:

- VPD = Vehicles per Day
- V/C = Volume over Capacity
- LOS = Level of Service, please refer to *Table 1-3* for the LOS definitions
- **Bold V/C** and **LOS values** indicate deficient service levels based on LOS standards

[29] Source: *General Plan for the City of Laguna Niguel, August 4, 1992.*

TABLE 6-2 (CONTINUED)

GENERAL PLAN BUILDOUT DAILY ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment		Type of Arterial	(1) LOS E Capacity[30] (VPD)	(2) Lanes	(3) Existing Traffic Conditions			(4) Current General Plan Buildout Traffic Conditions			(5) Proposed General Plan Buildout Traffic Conditions			(6) Operational Deficiency	
					Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	Daily Volume	V/C Ratio	LOS
X.	Golden Lantern, *between* Paseo de Colinas and Marina Hills Drive/Camino Los Padres	Major	56,300	6D	34,300	0.61	B	31,700	0.56	A	37,600	0.67	B	0.11	No
Y.	Crown Valley Parkway, *between* Alicia Parkway and Club House Drive	Major	56,300	6D	23,400	0.42	A	25,900	0.46	A	26,000	0.46	A	0.00	No
Z.	Niguel Road, *between* Crown Valley Parkway and Marina Hills Drive	Primary	37,500	4D	19,900	0.53	A	20,800	0.55	A	19,900	0.53	A	-0.02	No
AA.	Pacific Island Drive, *between* Club House Drive and Starview Lane	Primary	37,500	4D	4,300	0.11	A	4,500	0.12	A	4,500	0.12	A	0.00	No
BB.	Niguel Road, *between* Marina Hills Drive and Club House Drive	Primary	37,500	4D	13,100	0.35	A	12,300	0.33	A	13,100	0.35	A	0.02	No
CC.	Golden Lantern, *between* Chapparosa Park Road and Beacon Hill Way	Primary	37,500	4D	20,400	0.54	A	--	--	--	23,800	0.63	B	0.15	No
		Major	56,300	6D	--	--	--	27,000	0.48	A	--	--	--	--	--
DD.	Crown Valley Parkway, *between* Club House Drive and Pacific Island Drive/Camino Del Avion	Major	56,300	6D	26,900	0.48	A	26,900	0.48	A	27,800	0.49	A	0.01	No
EE.	Niguel Road, *between* Ridgeway Avenue and Camino Del Avion	Primary	37,500	4D	13,500	0.36	A	12,800	0.34	A	13,600	0.36	A	0.02	No
FF.	Golden Lantern, *between* Beacon Hill Way and Camino Del Avion	Major	56,300	6D	19,100	0.34	A	23,900	0.42	A	22,500	0.40	A	-0.02	No
GG.	Camino Del Avion, *between* Crown Valley Parkway and Niguel Road	Primary	37,500	4D	11,200	0.30	A	11,100	0.30	A	12,100	0.32	A	0.02	No
HH.	Camino Del Avion, *between* Niguel Road and Golden Lantern	Primary	37,500	4D	16,500	0.44	A	17,100	0.46	A	18,100	0.48	A	0.02	No

Notes:

- VPD = Vehicles per Day
- V/C = Volume over Capacity
- LOS = Level of Service, please refer to *Table 1-3* for the LOS definitions
- **Bold V/C** and **LOS values** indicate deficient service levels based on LOS standards

[30] Source: *General Plan for the City of Laguna Niguel, August 4, 1992.*

7.0 RECOMMENDED IMPROVEMENTS



For those intersections where projected traffic volumes are expected to result in unacceptable operating conditions, this report recommends improvement measures that change the intersection geometry to increase capacity. These capacity improvements may involve roadway widening and/or re-striping to reconfigure specific approaches of a key intersection. The identified improvements are expected to:

- address the impact of existing traffic, Project traffic and future non-Project (ambient traffic growth and cumulative projects) traffic, and
- improve Levels of Service to an acceptable range and/or to pre-Project conditions.

7.1 PROPOSED GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

7.1.1 INTERSECTIONS

The results of the intersection capacity analyses for the Proposed General Plan Buildout traffic conditions indicate that all fifty-five (55) key study intersections are forecast to continue to operate at acceptable service levels with the completion of the planned improvements detailed previously in *Section 5.2.1*. As there are no deficiencies, no traffic improvements are required under this traffic scenario.

7.1.1 ROADWAY SEGMENTS

The results of the roadway segment analyses for the Proposed General Plan Buildout traffic conditions indicate that the thirty-four (34) key study intersections are forecast to continue to operate at acceptable service levels with the completion of the planned improvements detailed previously in *Section 5.2.2*. As there are no deficiencies, no traffic improvements are required under this traffic scenario.

APPENDIX A

EXISTING TRAFFIC COUNT DATA

APPENDIX A-I

INTERSECTION COUNTS

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

City of Laguna Hills
N/S: Alicia Parkway
E/W: Moulton Parkway
Weather: Clear

File Name : 01_LHS_Alicia_Moulton AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

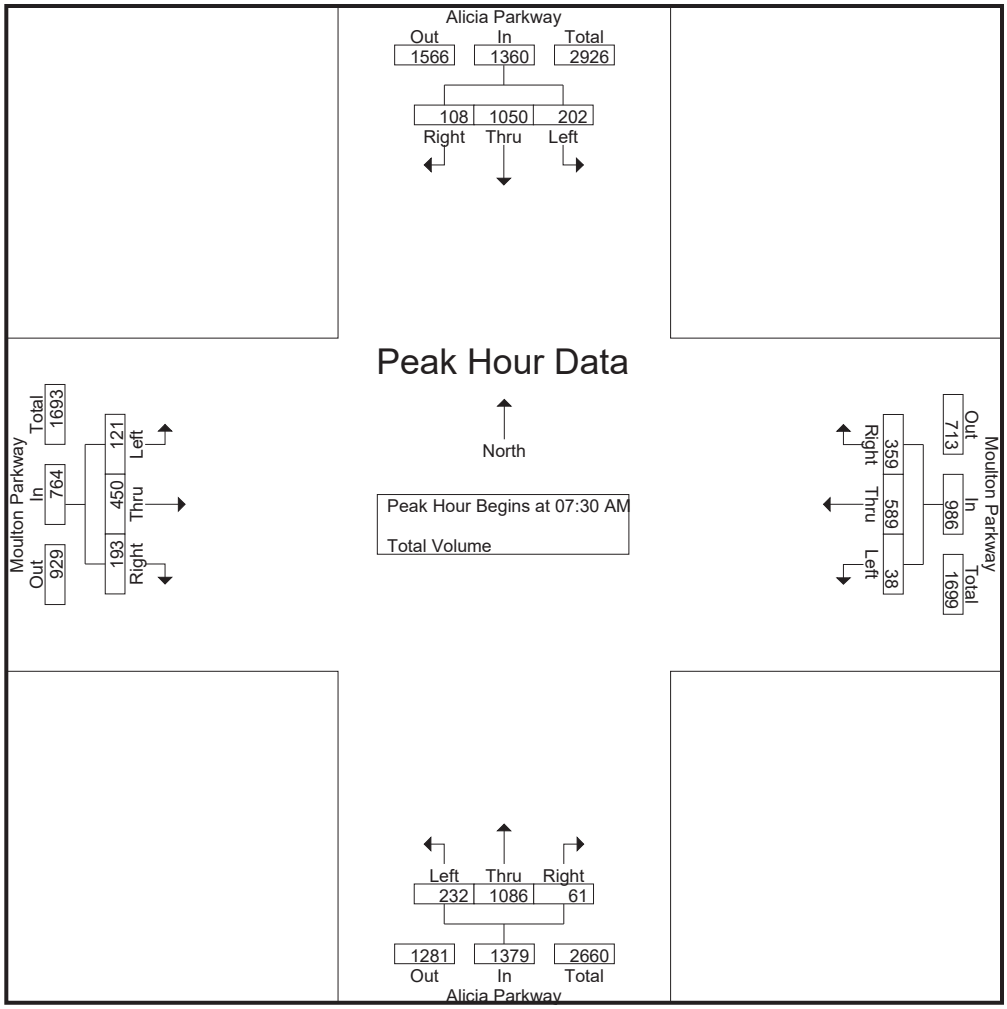
	Alicia Parkway Southbound				Moulton Parkway Westbound				Alicia Parkway Northbound				Moulton Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	32	172	16	220	5	64	53	122	19	144	12	175	15	70	17	102	619
07:15 AM	35	218	12	265	6	113	75	194	45	222	14	281	18	95	39	152	892
07:30 AM	47	234	21	302	9	130	126	265	49	275	15	339	38	109	43	190	1096
07:45 AM	55	302	40	397	10	170	103	283	58	260	17	335	32	118	55	205	1220
Total	169	926	89	1184	30	477	357	864	171	901	58	1130	103	392	154	649	3827
08:00 AM	53	267	32	352	8	148	76	232	59	272	14	345	29	105	40	174	1103
08:15 AM	47	247	15	309	11	141	54	206	66	279	15	360	22	118	55	195	1070
08:30 AM	50	277	21	348	10	128	73	211	65	235	9	309	23	139	54	216	1084
08:45 AM	53	281	17	351	7	102	53	162	65	216	15	296	28	105	61	194	1003
Total	203	1072	85	1360	36	519	256	811	255	1002	53	1310	102	467	210	779	4260
Grand Total	372	1998	174	2544	66	996	613	1675	426	1903	111	2440	205	859	364	1428	8087
Apprch %	14.6	78.5	6.8		3.9	59.5	36.6		17.5	78	4.5		14.4	60.2	25.5		
Total %	4.6	24.7	2.2	31.5	0.8	12.3	7.6	20.7	5.3	23.5	1.4	30.2	2.5	10.6	4.5	17.7	

	Alicia Parkway Southbound				Moulton Parkway Westbound				Alicia Parkway Northbound				Moulton Parkway 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	47	234	21	302	9	130	**126**	265	49	275	15	339	**38**	109	43	190	1096
07:45 AM	**55**	**302**	**40**	**397**	10	**170**	103	**283**	58	260	**17**	335	32	**118**	**55**	**205**	**1220**
08:00 AM	53	267	32	352	8	148	76	232	59	272	14	345	29	105	40	174	1103
08:15 AM	47	247	15	309	**11**	141	54	206	**66**	**279**	15	**360**	22	118	55	195	1070
Total Volume	202	1050	108	1360	38	589	359	986	232	1086	61	1379	121	450	193	764	4489
% App. Total	14.9	77.2	7.9		3.9	59.7	36.4		16.8	78.8	4.4		15.8	58.9	25.3		
PHF	.918	.869	.675	.856	.864	.866	.712	.871	.879	.973	.897	.958	.796	.953	.877	.932	.920

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

City of Laguna Hills
N/S: Alicia Parkway
E/W: Moulton Parkway
Weather: Clear

File Name : 01_LHS_Alicia_Moulton AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	07:45 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	**55**	**302**	**40**	**397**	9	130	**126**	265	49	275	15	339	**32**	118	**55**	205
+15 mins.	53	267	32	352	10	**170**	103	**283**	58	260	**17**	335	29	105	40	174
+30 mins.	47	247	15	309	8	148	76	232	59	272	14	345	22	118	55	195
+45 mins.	50	277	21	348	**11**	141	54	206	**66**	**279**	15	**360**	23	**139**	54	**216**
Total Volume	205	1093	108	1406	38	589	359	986	232	1086	61	1379	106	480	204	790
% App. Total	14.6	77.7	7.7		3.9	59.7	36.4		16.8	78.8	4.4		13.4	60.8	25.8	
PHF	.932	.905	.675	.885	.864	.866	.712	.871	.879	.973	.897	.958	.828	.863	.927	.914

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City of Laguna Hills
N/S: Alicia Parkway
E/W: Moulton Parkway
Weather: Clear

File Name : 01_LHS_Alicia_Moulton PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Alicia Parkway Southbound				Moulton Parkway Westbound				Alicia Parkway Northbound				Moulton Parkway 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	83	293	30	406	9	116	84	209	62	289	15	366	26	187	52	265	1246
04:15 PM	71	284	22	377	14	151	79	244	81	250	23	354	19	171	111	301	1276
04:30 PM	76	308	22	406	9	118	90	217	50	265	12	327	45	163	84	292	1242
04:45 PM	105	311	39	455	17	127	83	227	80	288	12	380	28	159	85	272	1334
Total	335	1196	113	1644	49	512	336	897	273	1092	62	1427	118	680	332	1130	5098
05:00 PM	84	254	25	363	22	138	122	282	57	293	13	363	41	182	97	320	1328
05:15 PM	77	273	19	369	22	124	104	250	73	277	31	381	32	208	97	337	1337
05:30 PM	79	263	32	374	25	124	65	214	59	215	19	293	23	192	103	318	1199
05:45 PM	67	278	24	369	16	125	77	218	71	266	22	359	26	125	75	226	1172
Total	307	1068	100	1475	85	511	368	964	260	1051	85	1396	122	707	372	1201	5036
Grand Total	642	2264	213	3119	134	1023	704	1861	533	2143	147	2823	240	1387	704	2331	10134
Apprch %	20.6	72.6	6.8		7.2	55	37.8		18.9	75.9	5.2		10.3	59.5	30.2		
Total %	6.3	22.3	2.1	30.8	1.3	10.1	6.9	18.4	5.3	21.1	1.5	27.9	2.4	13.7	6.9	23	

	Alicia Parkway Southbound				Moulton Parkway Westbound				Alicia Parkway Northbound				Moulton Parkway 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	76	308	22	406	9	118	90	217	50	265	12	327	**45**	163	84	292	1242
04:45 PM	**105**	**311**	**39**	**455**	17	127	83	227	**80**	288	12	380	28	159	85	272	1334
05:00 PM	84	254	25	363	**22**	**138**	**122**	**282**	57	**293**	13	363	41	182	**97**	320	1328
05:15 PM	77	273	19	369	22	124	104	250	73	277	**31**	**381**	32	**208**	97	**337**	**1337**
Total Volume	342	1146	105	1593	70	507	399	976	260	1123	68	1451	146	712	363	1221	5241
% App. Total	21.5	71.9	6.6		7.2	51.9	40.9		17.9	77.4	4.7		12	58.3	29.7		
PHF	.814	.921	.673	.875	.795	.918	.818	.865	.813	.958	.548	.952	.811	.856	.936	.906	.980

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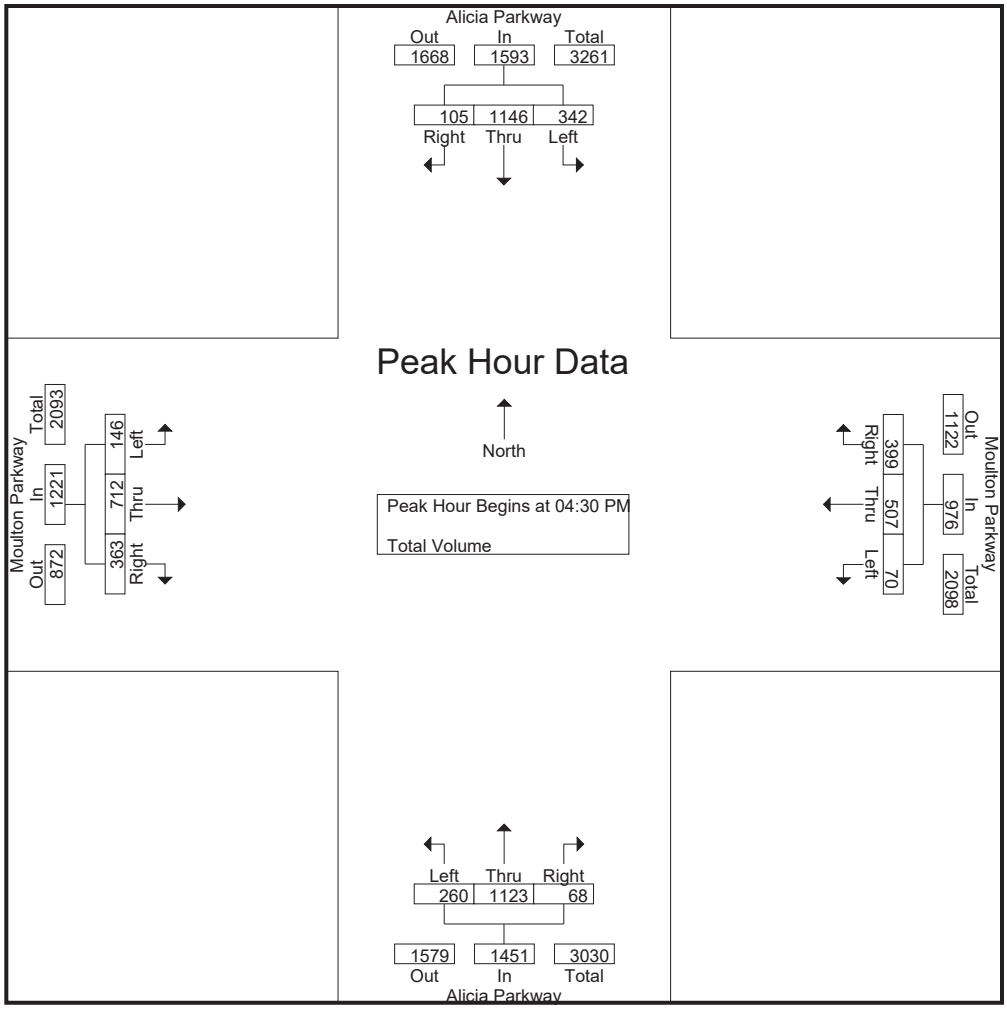
City of Laguna Hills
N/S: Alicia Parkway
E/W: Moulton Parkway
Weather: Clear

File Name : 01_LHS_Alicia_Moulton PM
Site Code : 05722006
Start Date : 1/11/2022



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				04:30 PM				04:45 PM			
+0 mins.	83	293	30	406	9	118	90	217	50	265	12	327	28	159	85	272
+15 mins.	71	284	22	377	17	127	83	227	**80**	288	12	380	**41**	182	97	320
+30 mins.	76	308	22	406	**22**	**138**	**122**	**282**	57	**293**	13	363	32	**208**	97	**337**
+45 mins.	**105**	**311**	**39**	**455**	22	124	104	250	73	277	**31**	**381**	23	192	**103**	318
Total Volume	335	1196	113	1644	70	507	399	976	260	1123	68	1451	124	741	382	1247
% App. Total	20.4	72.7	6.9		7.2	51.9	40.9		17.9	77.4	4.7		9.9	59.4	30.6	
PHF	.798	.961	.724	.903	.795	.918	.818	.865	.813	.958	.548	.952	.756	.891	.927	.925

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City of Laguna Hills
N/S: Moulton Parkway
E/W: La Paz Road
Weather: Clear

File Name : 02_LHS_Moulton_La Paz AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Moulton Parkway Southbound				La Paz Road Westbound				Moulton Parkway Northbound				La Paz 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	8	78	17	103	8	40	10	58	0	98	8	106	10	24	2	36	303
07:15 AM	6	101	27	134	16	47	7	70	3	129	14	146	19	37	3	59	409
07:30 AM	21	133	30	184	11	49	11	71	3	220	30	253	44	56	8	108	616
07:45 AM	31	113	44	188	21	72	10	103	6	188	40	234	33	56	10	99	624
Total	66	425	118	609	56	208	38	302	12	635	92	739	106	173	23	302	1952
08:00 AM	18	124	31	173	20	69	12	101	0	202	18	220	40	44	7	91	585
08:15 AM	10	106	48	164	40	104	17	161	4	125	22	151	48	65	3	116	592
08:30 AM	8	156	45	209	22	78	17	117	6	110	9	125	72	62	7	141	592
08:45 AM	15	99	38	152	15	103	14	132	2	77	11	90	57	78	7	142	516
Total	51	485	162	698	97	354	60	511	12	514	60	586	217	249	24	490	2285
Grand Total	117	910	280	1307	153	562	98	813	24	1149	152	1325	323	422	47	792	4237
Apprch %	9	69.6	21.4		18.8	69.1	12.1		1.8	86.7	11.5		40.8	53.3	5.9		
Total %	2.8	21.5	6.6	30.8	3.6	13.3	2.3	19.2	0.6	27.1	3.6	31.3	7.6	10	1.1	18.7	

	Moulton Parkway Southbound				La Paz Road Westbound				Moulton Parkway Northbound				La Paz 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	21	**133**	30	184	11	49	11	71	3	**220**	30	**253**	44	56	8	108	616
07:45 AM	**31**	113	44	**188**	21	72	10	103	**6**	188	**40**	234	33	56	**10**	99	**624**
08:00 AM	18	124	31	173	20	69	12	101	0	202	18	220	40	44	7	91	585
08:15 AM	10	106	**48**	164	**40**	**104**	**17**	**161**	4	125	22	151	**48**	**65**	3	**116**	592
Total Volume	80	476	153	709	92	294	50	436	13	735	110	858	165	221	28	414	2417
% App. Total	11.3	67.1	21.6		21.1	67.4	11.5		1.5	85.7	12.8		39.9	53.4	6.8		
PHF	.645	.895	.797	.943	.575	.707	.735	.677	.542	.835	.688	.848	.859	.850	.700	.892	.968

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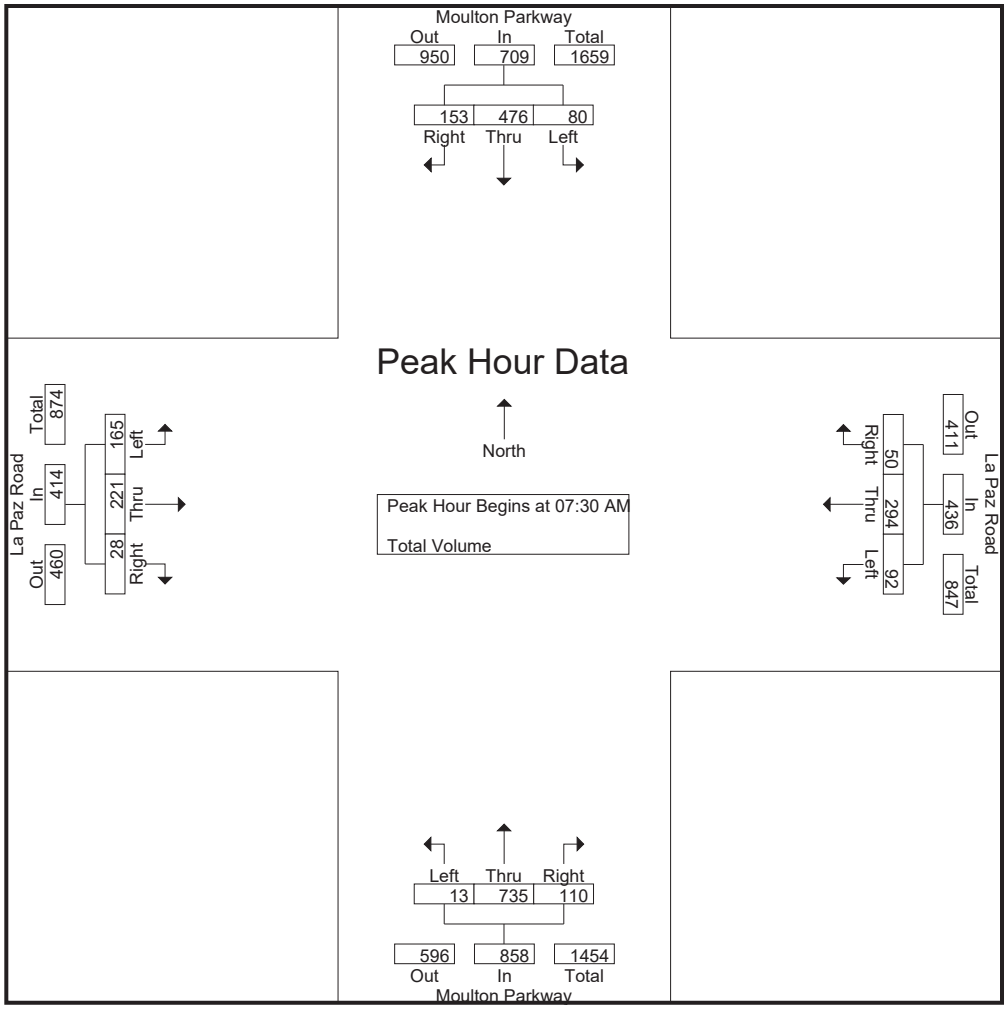
City of Laguna Hills
N/S: Moulton Parkway
E/W: La Paz Road
Weather: Clear

File Name : 02_LHS_Moulton_La Paz AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	07:45 AM				08:00 AM				07:30 AM				08:00 AM			
+0 mins.	**31**	113	44	188	20	69	12	101	3	**220**	30	**253**	40	44	**7**	91
+15 mins.	18	124	31	173	**40**	**104**	**17**	**161**	**6**	188	**40**	234	48	65	3	116
+30 mins.	10	106	**48**	164	22	78	17	117	0	202	18	220	**72**	62	7	141
+45 mins.	8	**156**	45	**209**	15	103	14	132	4	125	22	151	57	**78**	7	**142**
Total Volume	67	499	168	734	97	354	60	511	13	735	110	858	217	249	24	490
% App. Total	9.1	68	22.9		19	69.3	11.7		1.5	85.7	12.8		44.3	50.8	4.9	
PHF	.540	.800	.875	.878	.606	.851	.882	.793	.542	.835	.688	.848	.753	.798	.857	.863

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City of Laguna Hills
N/S: Moulton Parkway
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Weather: Clear

File Name : 02_LHS_Moulton_La Paz PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Moulton Parkway Southbound				La Paz Road Westbound				Moulton Parkway Northbound				La Paz 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	12	191	31	234	32	97	10	139	4	167	23	194	50	76	9	135	702
04:15 PM	16	180	32	228	26	84	12	122	8	183	35	226	35	91	13	139	715
04:30 PM	8	159	29	196	34	89	21	144	3	147	25	175	55	104	5	164	679
04:45 PM	17	186	53	256	41	91	16	148	7	173	32	212	54	101	14	169	785
Total	53	716	145	914	133	361	59	553	22	670	115	807	194	372	41	607	2881
05:00 PM	22	189	63	274	44	94	11	149	5	166	29	200	67	107	4	178	801
05:15 PM	21	190	52	263	38	100	16	154	7	147	19	173	68	124	10	202	792
05:30 PM	19	189	47	255	46	99	17	162	4	148	30	182	59	111	8	178	777
05:45 PM	9	126	29	164	50	99	16	165	2	160	17	179	58	76	2	136	644
Total	71	694	191	956	178	392	60	630	18	621	95	734	252	418	24	694	3014
Grand Total	124	1410	336	1870	311	753	119	1183	40	1291	210	1541	446	790	65	1301	5895
Apprch %	6.6	75.4	18		26.3	63.7	10.1		2.6	83.8	13.6		34.3	60.7	5		
Total %	2.1	23.9	5.7	31.7	5.3	12.8	2	20.1	0.7	21.9	3.6	26.1	7.6	13.4	1.1	22.1	

	Moulton Parkway Southbound				La Paz Road Westbound				Moulton Parkway Northbound				La Paz 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 04:45 PM																	
04:45 PM	17	186	53	256	41	91	16	148	**7**	**173**	**32**	**212**	54	101	**14**	169	785
05:00 PM	**22**	189	**63**	**274**	44	94	11	149	5	166	29	200	67	107	4	178	**801**
05:15 PM	21	**190**	52	263	38	**100**	16	154	7	147	19	173	**68**	**124**	10	**202**	792
05:30 PM	19	189	47	255	**46**	99	**17**	**162**	4	148	30	182	59	111	8	178	777
Total Volume	79	754	215	1048	169	384	60	613	23	634	110	767	248	443	36	727	3155
% App. Total	7.5	71.9	20.5		27.6	62.6	9.8		3	82.7	14.3		34.1	60.9	5		
PHF	.898	.992	.853	.956	.918	.960	.882	.946	.821	.916	.859	.904	.912	.893	.643	.900	.985

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City of Laguna Hills
N/S: Moulton Parkway
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Weather: Clear

File Name : 02_LHS_Moulton_La Paz PM
Site Code : 05722006
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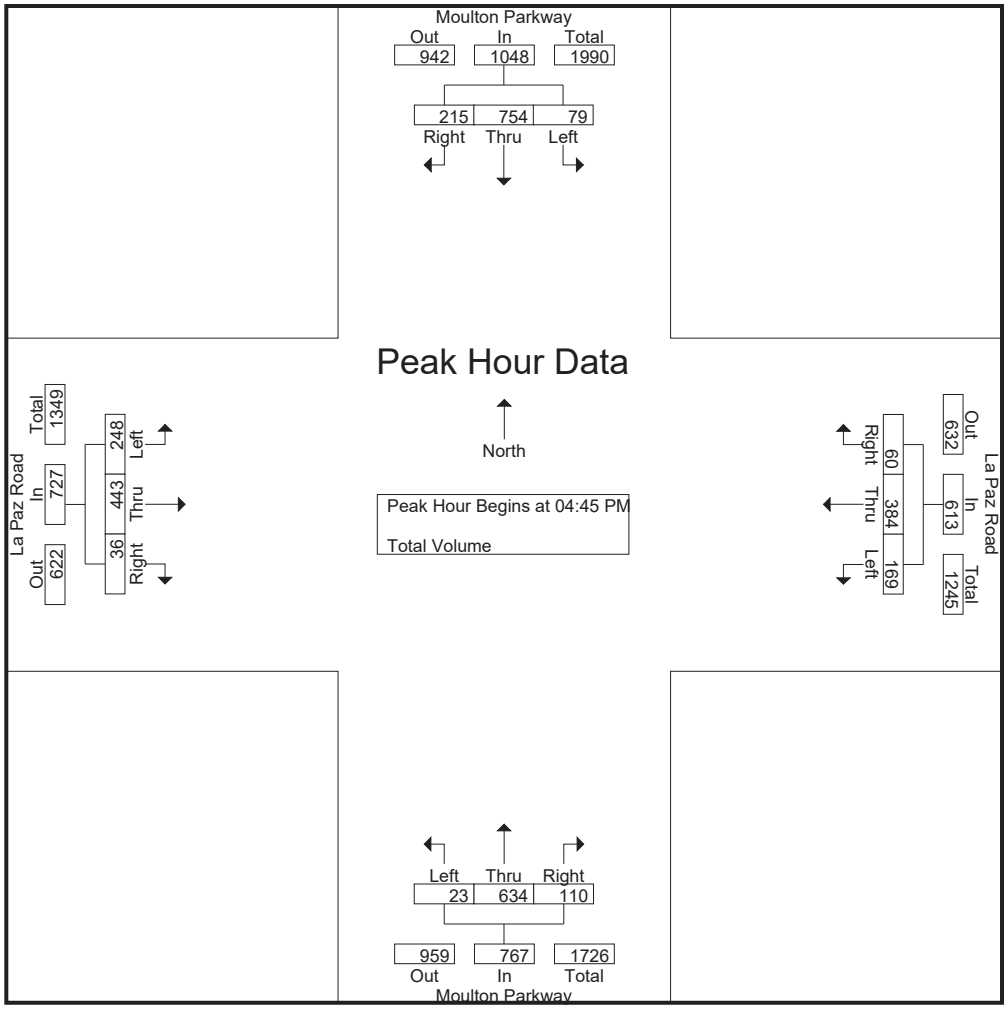

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:15 PM				04:45 PM			
+0 mins.	17	186	53	256	44	94	11	149	**8**	**183**	**35**	**226**	54	101	**14**	169
+15 mins.	**22**	189	**63**	**274**	38	**100**	16	154	3	147	25	175	67	107	4	178
+30 mins.	21	**190**	52	263	46	99	**17**	162	7	173	32	212	**68**	**124**	10	**202**
+45 mins.	19	189	47	255	**50**	99	16	**165**	5	166	29	200	59	111	8	178
Total Volume	79	754	215	1048	178	392	60	630	23	669	121	813	248	443	36	727
% App. Total	7.5	71.9	20.5		28.3	62.2	9.5		2.8	82.3	14.9		34.1	60.9	5	
PHF	.898	.992	.853	.956	.890	.980	.882	.955	.719	.914	.864	.899	.912	.893	.643	.900

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City of Laguna Hills
N/S: La Paz Road
E/W: Merienda/SR-73 Northbound Ramps
Weather: Clear

File Name : 03_LHS_La Paz_73N AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	La Paz Road Southbound				SR-73 Northbound Ramps Westbound				La Paz Road Northbound				Merienda 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	49	0	59	1	0	2	3	1	28	9	38	1	0	0	1	101
07:15 AM	13	63	1	77	3	0	5	8	1	43	18	62	2	0	4	6	153
07:30 AM	24	62	0	86	3	0	8	11	1	100	23	124	6	1	4	11	232
07:45 AM	18	103	2	123	5	1	10	16	2	67	29	98	3	1	3	7	244
Total	65	277	3	345	12	1	25	38	5	238	79	322	12	2	11	25	730
08:00 AM	33	76	1	110	8	0	5	13	0	85	42	127	5	0	3	8	258
08:15 AM	29	121	6	156	16	0	3	19	2	99	37	138	2	0	3	5	318
08:30 AM	24	100	0	124	9	0	5	14	6	144	56	206	1	0	4	5	349
08:45 AM	15	138	2	155	15	0	9	24	3	135	64	202	4	1	3	8	389
Total	101	435	9	545	48	0	22	70	11	463	199	673	12	1	13	26	1314
Grand Total	166	712	12	890	60	1	47	108	16	701	278	995	24	3	24	51	2044
Apprch %	18.7	80	1.3		55.6	0.9	43.5		1.6	70.5	27.9		47.1	5.9	47.1		
Total %	8.1	34.8	0.6	43.5	2.9	0	2.3	5.3	0.8	34.3	13.6	48.7	1.2	0.1	1.2	2.5	

	La Paz Road Southbound				SR-73 Northbound Ramps Westbound				La Paz Road Northbound				Merienda 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 08:00 AM																	
08:00 AM	**33**	76	1	110	8	0	5	13	0	85	42	127	**5**	0	3	**8**	258
08:15 AM	29	121	**6**	**156**	**16**	0	3	19	2	99	37	138	2	0	3	5	318
08:30 AM	24	100	0	124	9	0	5	14	**6**	**144**	56	**206**	1	0	**4**	5	349
08:45 AM	15	**138**	2	155	15	0	**9**	**24**	3	135	**64**	202	4	**1**	3	8	**389**
Total Volume	101	435	9	545	48	0	22	70	11	463	199	673	12	1	13	26	1314
% App. Total	18.5	79.8	1.7		68.6	0	31.4		1.6	68.8	29.6		46.2	3.8	50		
PHF	.765	.788	.375	.873	.750	.000	.611	.729	.458	.804	.777	.817	.600	.250	.813	.813	.844

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Weather: Clear

File Name : 03_LHS_La Paz_73N AM
Site Code : 05722006
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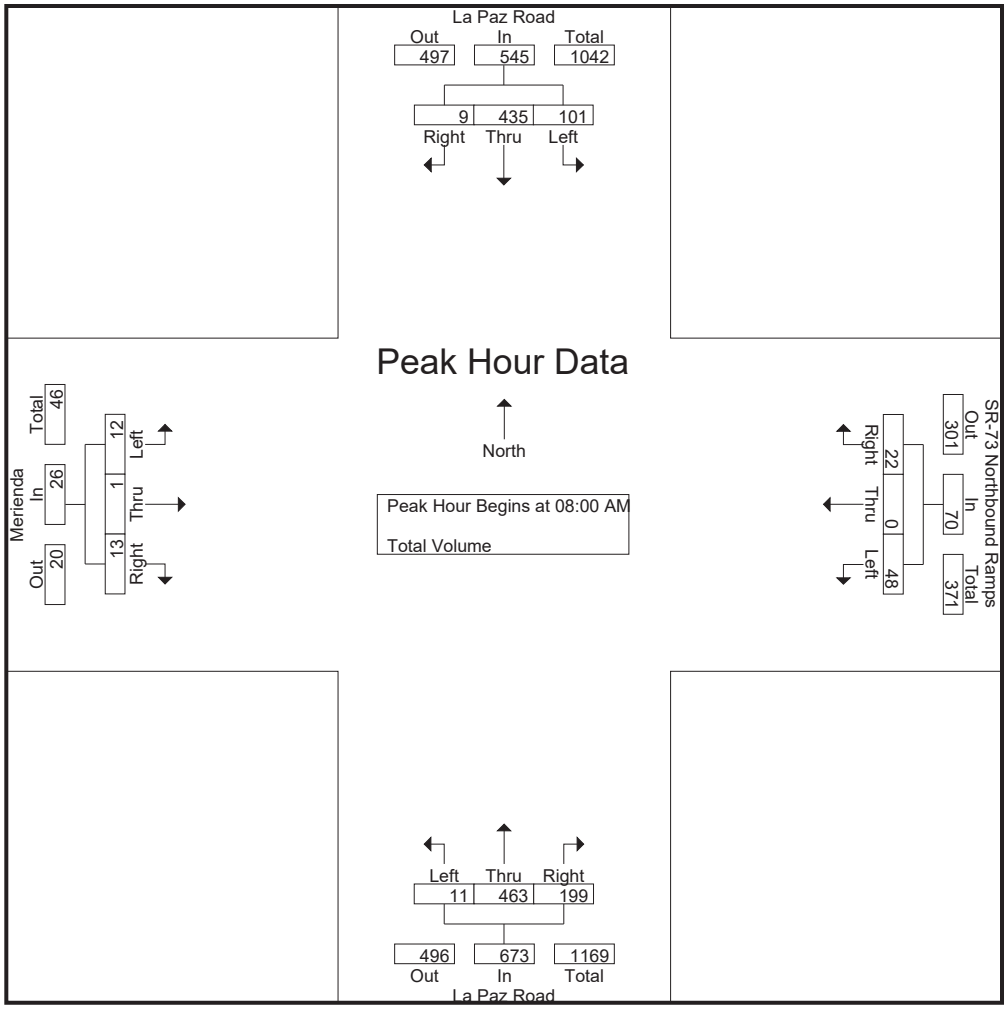

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				07:15 AM			
+0 mins.	**33**	76	1	110	8	0	5	13	0	85	42	127	2	0	**4**	6
+15 mins.	29	121	**6**	**156**	**16**	0	3	19	2	99	37	138	**6**	**1**	4	**11**
+30 mins.	24	100	0	124	9	0	5	14	**6**	**144**	56	**206**	3	1	3	7
+45 mins.	15	**138**	2	155	15	0	**9**	**24**	3	135	**64**	202	5	0	3	8
Total Volume	101	435	9	545	48	0	22	70	11	463	199	673	16	2	14	32
% App. Total	18.5	79.8	1.7		68.6	0	31.4		1.6	68.8	29.6		50	6.2	43.8	
PHF	.765	.788	.375	.873	.750	.000	.611	.729	.458	.804	.777	.817	.667	.500	.875	.727

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City of Laguna Hills
N/S: La Paz Road
E/W: Merienda/SR-73 Northbound Ramps
Weather: Clear

File Name : 03_LHS_La Paz_73N PM
Site Code : 05722006
Start Date : 1/11/2022
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Groups Printed- Total Volume

	La Paz Road Southbound				SR-73 Northbound Ramps Westbound				La Paz Road Northbound				Merienda 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	127	1	137	8	1	5	14	4	134	12	150	2	0	2	4	305
04:15 PM	13	123	1	137	9	0	7	16	7	143	20	170	1	0	3	4	327
04:30 PM	7	120	5	132	8	0	5	13	4	141	20	165	0	1	3	4	314
04:45 PM	10	141	7	158	20	0	10	30	12	157	11	180	1	1	4	6	374
Total	39	511	14	564	45	1	27	73	27	575	63	665	4	2	12	18	1320
05:00 PM	12	155	5	172	7	0	9	16	4	181	20	205	1	0	0	1	394
05:15 PM	13	146	7	166	8	2	7	17	5	193	17	215	3	0	2	5	403
05:30 PM	7	145	4	156	9	1	2	12	5	169	20	194	1	0	2	3	365
05:45 PM	6	129	3	138	6	0	5	11	4	143	10	157	2	0	0	2	308
Total	38	575	19	632	30	3	23	56	18	686	67	771	7	0	4	11	1470
Grand Total	77	1086	33	1196	75	4	50	129	45	1261	130	1436	11	2	16	29	2790
Apprch %	6.4	90.8	2.8		58.1	3.1	38.8		3.1	87.8	9.1		37.9	6.9	55.2		
Total %	2.8	38.9	1.2	42.9	2.7	0.1	1.8	4.6	1.6	45.2	4.7	51.5	0.4	0.1	0.6	1	

	La Paz Road Southbound				SR-73 Northbound Ramps Westbound				La Paz Road Northbound				Merienda 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 04:45 PM																	
04:45 PM	10	141	**7**	158	**20**	0	**10**	**30**	**12**	157	11	180	1	**1**	**4**	**6**	374
05:00 PM	12	**155**	5	**172**	7	0	9	16	4	181	**20**	205	1	0	0	1	394
05:15 PM	**13**	146	7	166	8	**2**	7	17	5	**193**	17	**215**	**3**	0	2	5	**403**
05:30 PM	7	145	4	156	9	1	2	12	5	169	20	194	1	0	2	3	365
Total Volume	42	587	23	652	44	3	28	75	26	700	68	794	6	1	8	15	1536
% App. Total	6.4	90	3.5		58.7	4	37.3		3.3	88.2	8.6		40	6.7	53.3		
PHF	.808	.947	.821	.948	.550	.375	.700	.625	.542	.907	.850	.923	.500	.250	.500	.625	.953

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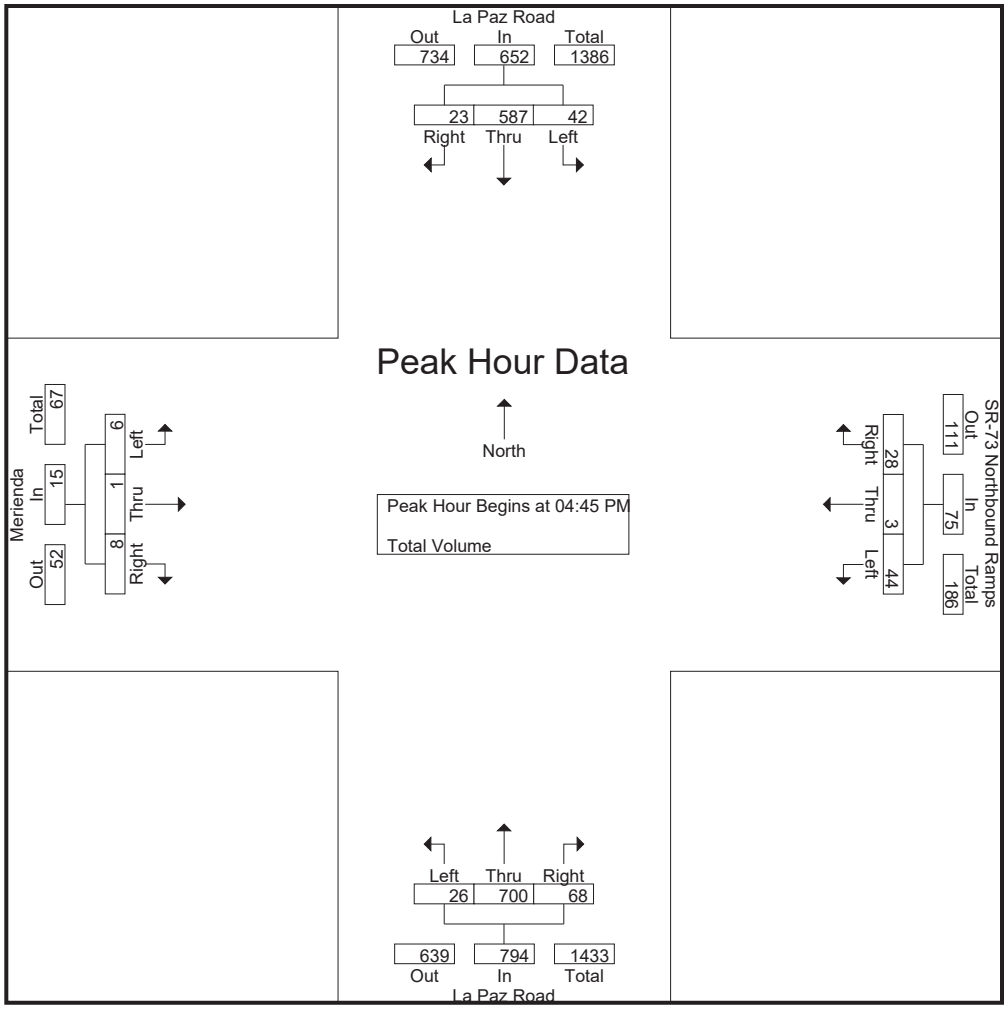
City of Laguna Hills
N/S: La Paz Road
E/W: Merienda/SR-73 Northbound Ramps
Weather: Clear

File Name : 03_LHS_La Paz_73N PM
Site Code : 05722006
Start Date : 1/11/2022
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				04:30 PM				04:45 PM				04:00 PM			
+0 mins.	10	141	**7**	158	8	0	5	13	**12**	157	11	180	**2**	0	2	4
+15 mins.	12	**155**	5	**172**	**20**	0	**10**	**30**	4	181	**20**	205	1	0	3	4
+30 mins.	**13**	146	7	166	7	0	9	16	5	**193**	17	**215**	0	**1**	3	4
+45 mins.	7	145	4	156	8	**2**	7	17	5	169	20	194	1	1	**4**	**6**
Total Volume	42	587	23	652	43	2	31	76	26	700	68	794	4	2	12	18
% App. Total	6.4	90	3.5		56.6	2.6	40.8		3.3	88.2	8.6		22.2	11.1	66.7	
PHF	.808	.947	.821	.948	.538	.250	.775	.633	.542	.907	.850	.923	.500	.500	.750	.750

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City of Alisa Viejo
N/S: La Paz Road
E/W: SR-73 Southbound Ramps
Weather: Clear

File Name : 04_ASV_La Paz_73S AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	La Paz Road Southbound				Aliso Viejo Plaza Westbound				La Paz Road Northbound				SR-73 Southbound Ramps 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	3	49	2	0	3	5	3	32	1	36	1	1	2	4	94
07:15 AM	4	59	9	72	2	0	3	5	5	64	1	70	4	1	4	9	156
07:30 AM	10	56	5	71	0	0	9	9	7	97	6	110	6	0	15	21	211
07:45 AM	16	83	7	106	1	0	7	8	5	91	4	100	4	1	15	20	234
Total	37	237	24	298	5	0	22	27	20	284	12	316	15	3	36	54	695
08:00 AM	15	75	4	94	4	1	1	6	5	108	2	115	5	3	16	24	239
08:15 AM	17	110	5	132	4	1	7	12	4	134	7	145	10	4	21	35	324
08:30 AM	19	92	7	118	4	0	11	15	8	169	5	182	7	0	18	25	340
08:45 AM	17	129	10	156	4	0	12	16	4	193	11	208	7	1	17	25	405
Total	68	406	26	500	16	2	31	49	21	604	25	650	29	8	72	109	1308
Grand Total	105	643	50	798	21	2	53	76	41	888	37	966	44	11	108	163	2003
Apprch %	13.2	80.6	6.3		27.6	2.6	69.7		4.2	91.9	3.8		27	6.7	66.3		
Total %	5.2	32.1	2.5	39.8	1	0.1	2.6	3.8	2	44.3	1.8	48.2	2.2	0.5	5.4	8.1	

	La Paz Road Southbound				Aliso Viejo Plaza Westbound				La Paz Road Northbound				SR-73 Southbound Ramps 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 08:00 AM																	
08:00 AM	15	75	4	94	**4**	**1**	1	6	5	108	2	115	5	3	16	24	239
08:15 AM	17	110	5	132	4	1	7	12	4	134	7	145	**10**	**4**	**21**	**35**	324
08:30 AM	**19**	92	7	118	4	0	11	15	**8**	169	5	182	7	0	18	25	340
08:45 AM	17	**129**	**10**	**156**	4	0	**12**	**16**	4	**193**	**11**	**208**	7	1	17	25	**405**
Total Volume	68	406	26	500	16	2	31	49	21	604	25	650	29	8	72	109	1308
% App. Total	13.6	81.2	5.2		32.7	4.1	63.3		3.2	92.9	3.8		26.6	7.3	66.1		
PHF	.895	.787	.650	.801	1.00	.500	.646	.766	.656	.782	.568	.781	.725	.500	.857	.779	.807

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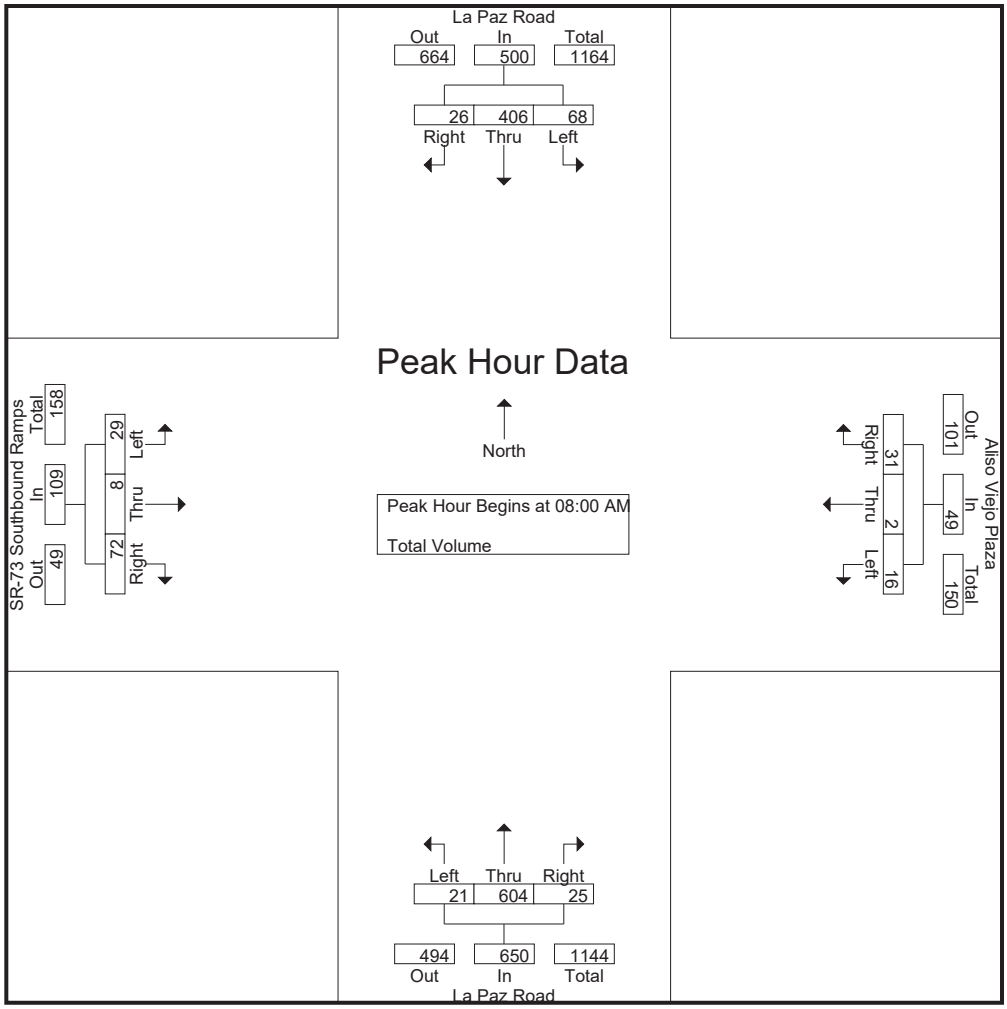
City of Alisa Viejo
N/S: La Paz Road
E/W: SR-73 Southbound Ramps
Weather: Clear

File Name : 04_ASV_La Paz_73S AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	15	75	4	94	**4**	**1**	1	6	5	108	2	115	5	3	16	24
+15 mins.	17	110	5	132	4	1	7	12	4	134	7	145	**10**	**4**	**21**	**35**
+30 mins.	**19**	92	7	118	4	0	11	15	**8**	169	5	182	7	0	18	25
+45 mins.	17	**129**	**10**	**156**	4	0	**12**	**16**	4	**193**	**11**	**208**	7	1	17	25
Total Volume	68	406	26	500	16	2	31	49	21	604	25	650	29	8	72	109
% App. Total	13.6	81.2	5.2		32.7	4.1	63.3		3.2	92.9	3.8		26.6	7.3	66.1	
PHF	.895	.787	.650	.801	1.000	.500	.646	.766	.656	.782	.568	.781	.725	.500	.857	.779

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City of Alisa Viejo
N/S: La Paz Road
E/W: SR-73 Southbound Ramps
Weather: Clear

File Name : 04_ASV_La Paz_73S PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	La Paz Road Southbound				Aliso Viejo Plaza Westbound				La Paz Road Northbound				SR-73 Southbound Ramps 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	27	123	2	152	20	1	17	38	12	106	7	125	18	3	26	47	362
04:15 PM	22	120	3	145	7	2	26	35	17	120	4	141	22	5	20	47	368
04:30 PM	18	111	6	135	7	0	24	31	10	118	16	144	19	3	26	48	358
04:45 PM	29	138	1	168	10	2	28	40	11	127	8	146	18	5	33	56	410
Total	96	492	12	600	44	5	95	144	50	471	35	556	77	16	105	198	1498
05:00 PM	36	130	9	175	16	1	15	32	8	172	9	189	23	10	27	60	456
05:15 PM	30	109	6	145	15	0	16	31	9	156	8	173	30	4	32	66	415
05:30 PM	30	139	8	177	9	0	16	25	14	143	11	168	33	3	44	80	450
05:45 PM	25	86	5	116	6	2	20	28	11	117	4	132	13	3	27	43	319
Total	121	464	28	613	46	3	67	116	42	588	32	662	99	20	130	249	1640
Grand Total	217	956	40	1213	90	8	162	260	92	1059	67	1218	176	36	235	447	3138
Apprch %	17.9	78.8	3.3		34.6	3.1	62.3		7.6	86.9	5.5		39.4	8.1	52.6		
Total %	6.9	30.5	1.3	38.7	2.9	0.3	5.2	8.3	2.9	33.7	2.1	38.8	5.6	1.1	7.5	14.2	

	La Paz Road Southbound				Aliso Viejo Plaza Westbound				La Paz Road Northbound				SR-73 Southbound Ramps 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 04:45 PM																	
04:45 PM	29	138	1	168	10	**2**	**28**	**40**	11	127	8	146	18	5	33	56	410
05:00 PM	**36**	130	**9**	175	**16**	1	15	32	8	**172**	9	**189**	23	**10**	27	60	**456**
05:15 PM	30	109	6	145	15	0	16	31	9	156	8	173	30	4	32	66	415
05:30 PM	30	**139**	8	**177**	9	0	16	25	**14**	143	**11**	168	**33**	3	**44**	**80**	450
Total Volume	125	516	24	665	50	3	75	128	42	598	36	676	104	22	136	262	1731
% App. Total	18.8	77.6	3.6		39.1	2.3	58.6		6.2	88.5	5.3		39.7	8.4	51.9		
PHF	.868	.928	.667	.939	.781	.375	.670	.800	.750	.869	.818	.894	.788	.550	.773	.819	.949

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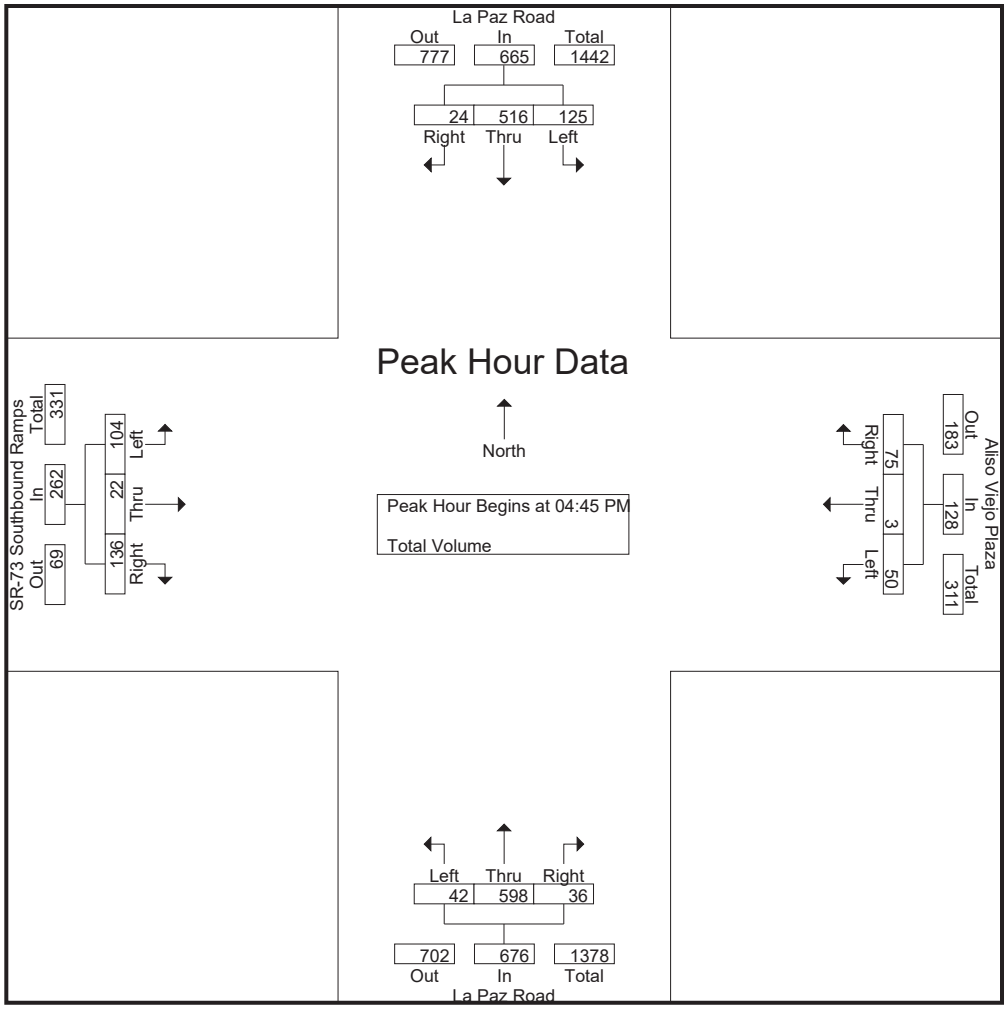
City of Alisa Viejo
N/S: La Paz Road
E/W: SR-73 Southbound Ramps
Weather: Clear

File Name : 04_ASV_La Paz_73S PM
Site Code : 05722006
Start Date : 1/11/2022
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				04:45 PM				04:45 PM			
+0 mins.	29	138	1	168	**20**	1	17	38	11	127	8	146	18	5	33	56
+15 mins.	**36**	130	**9**	175	7	**2**	26	35	8	**172**	9	**189**	23	**10**	27	60
+30 mins.	30	109	6	145	7	0	24	31	9	156	8	173	30	4	32	66
+45 mins.	30	**139**	8	**177**	10	2	**28**	**40**	**14**	143	**11**	168	**33**	3	**44**	**80**
Total Volume	125	516	24	665	44	5	95	144	42	598	36	676	104	22	136	262
% App. Total	18.8	77.6	3.6		30.6	3.5	66		6.2	88.5	5.3		39.7	8.4	51.9	
PHF	.868	.928	.667	.939	.550	.625	.848	.900	.750	.869	.818	.894	.788	.550	.773	.819

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City of Alisa Viejo
N/S: Alicia Parkway
E/W: Pacific Park Drive
Weather: Clear

File Name : 05_ASV_Alicia_Pac P AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Alicia Parkway Southbound				Pacific Park Drive Westbound				Alicia Parkway Northbound				Pacific Park Drive 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	32	126	45	203	6	54	8	68	13	104	10	127	36	79	10	125	523
07:15 AM	25	194	78	297	22	121	12	155	22	156	15	193	38	114	18	170	815
07:30 AM	22	170	104	296	24	131	17	172	31	208	25	264	81	170	24	275	1007
07:45 AM	44	213	120	377	18	166	14	198	22	191	16	229	98	154	36	288	1092
Total	123	703	347	1173	70	472	51	593	88	659	66	813	253	517	88	858	3437
08:00 AM	27	209	105	341	18	150	23	191	31	176	15	222	87	143	24	254	1008
08:15 AM	26	164	109	299	16	166	24	206	43	203	16	262	89	177	24	290	1057
08:30 AM	41	235	77	353	16	114	27	157	31	189	22	242	77	172	37	286	1038
08:45 AM	56	202	85	343	25	101	18	144	28	206	21	255	53	141	25	219	961
Total	150	810	376	1336	75	531	92	698	133	774	74	981	306	633	110	1049	4064
Grand Total	273	1513	723	2509	145	1003	143	1291	221	1433	140	1794	559	1150	198	1907	7501
Apprch %	10.9	60.3	28.8		11.2	77.7	11.1		12.3	79.9	7.8		29.3	60.3	10.4		
Total %	3.6	20.2	9.6	33.4	1.9	13.4	1.9	17.2	2.9	19.1	1.9	23.9	7.5	15.3	2.6	25.4	

	Alicia Parkway Southbound				Pacific Park Drive Westbound				Alicia Parkway Northbound				Pacific Park Drive 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	**44**	213	**120**	**377**	**18**	**166**	14	198	22	191	16	229	**98**	154	36	288	**1092**
08:00 AM	27	209	105	341	18	150	23	191	31	176	15	222	87	143	24	254	1008
08:15 AM	26	164	109	299	16	166	24	**206**	**43**	**203**	16	**262**	89	**177**	24	**290**	1057
08:30 AM	41	**235**	77	353	16	114	**27**	157	31	189	**22**	242	77	172	**37**	286	1038
Total Volume	138	821	411	1370	68	596	88	752	127	759	69	955	351	646	121	1118	4195
% App. Total	10.1	59.9	30		9	79.3	11.7		13.3	79.5	7.2		31.4	57.8	10.8		
PHF	.784	.873	.856	.908	.944	.898	.815	.913	.738	.935	.784	.911	.895	.912	.818	.964	.960

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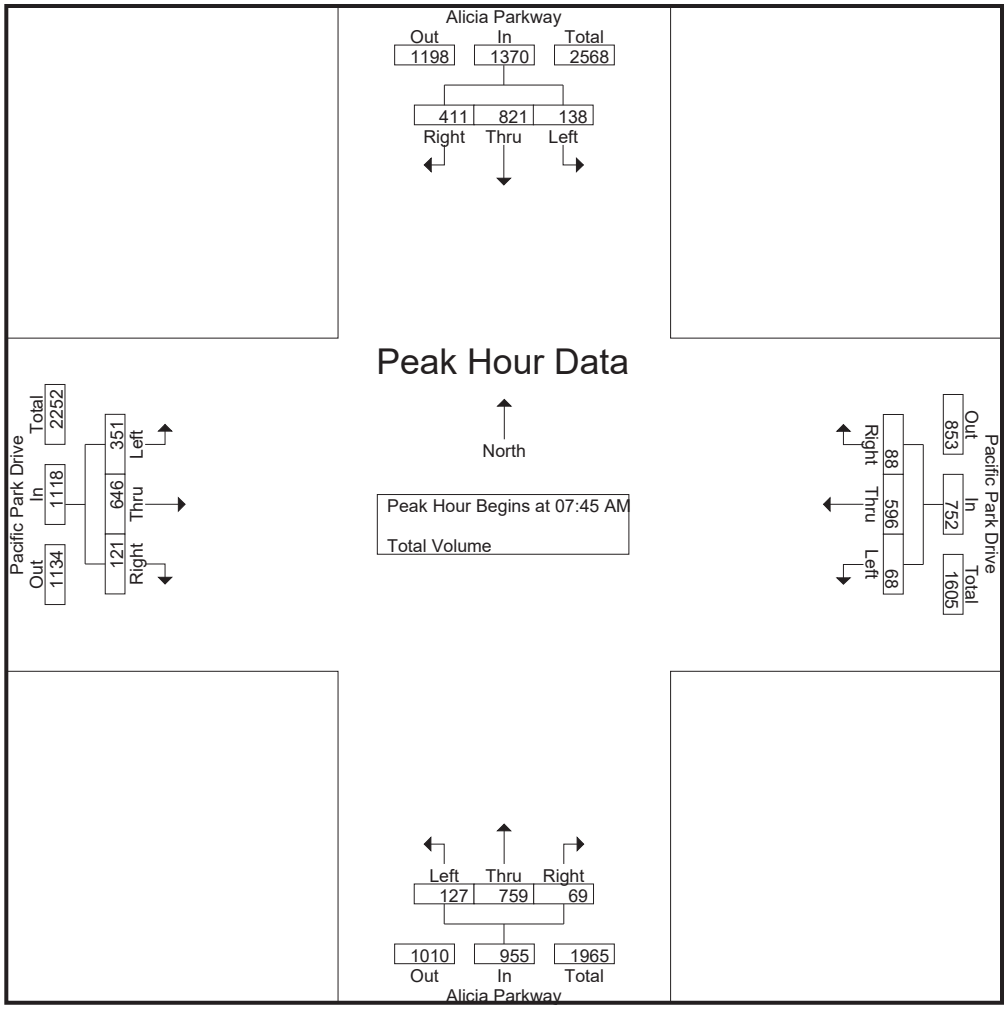
City of Alisa Viejo
N/S: Alicia Parkway
E/W: Pacific Park Drive
Weather: Clear

File Name : 05_ASV_Alicia_Pac P AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	07:45 AM				07:30 AM				08:00 AM				07:45 AM			
+0 mins.	**44**	213	**120**	**377**	**24**	131	17	172	31	176	15	222	**98**	154	36	288
+15 mins.	27	209	105	341	18	**166**	14	198	**43**	203	16	**262**	87	143	24	254
+30 mins.	26	164	109	299	18	150	23	191	31	189	**22**	242	89	**177**	24	**290**
+45 mins.	41	**235**	77	353	16	166	**24**	**206**	28	**206**	21	255	77	172	**37**	286
Total Volume	138	821	411	1370	76	613	78	767	133	774	74	981	351	646	121	1118
% App. Total	10.1	59.9	30		9.9	79.9	10.2		13.6	78.9	7.5		31.4	57.8	10.8	
PHF	.784	.873	.856	.908	.792	.923	.813	.931	.773	.939	.841	.936	.895	.912	.818	.964

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City of Alisa Viejo
N/S: Alicia Parkway
E/W: Pacific Park Drive
Weather: Clear

File Name : 05_ASV_Alicia_Pac P PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Alicia Parkway Southbound				Pacific Park Drive Westbound				Alicia Parkway Northbound				Pacific Park Drive 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	77	185	88	350	24	166	61	251	65	232	31	328	103	204	44	351	1280
04:15 PM	84	194	89	367	40	190	55	285	67	204	35	306	88	204	40	332	1290
04:30 PM	74	239	75	388	31	197	48	276	66	224	29	319	90	233	29	352	1335
04:45 PM	62	202	91	355	43	161	68	272	67	245	35	347	82	181	47	310	1284
Total	297	820	343	1460	138	714	232	1084	265	905	130	1300	363	822	160	1345	5189
05:00 PM	80	206	86	372	35	217	63	315	80	232	41	353	91	211	28	330	1370
05:15 PM	77	206	92	375	44	213	50	307	72	219	42	333	85	181	34	300	1315
05:30 PM	67	209	89	365	52	214	71	337	58	211	39	308	65	183	35	283	1293
05:45 PM	66	180	93	339	31	190	55	276	54	203	26	283	88	205	33	326	1224
Total	290	801	360	1451	162	834	239	1235	264	865	148	1277	329	780	130	1239	5202
Grand Total	587	1621	703	2911	300	1548	471	2319	529	1770	278	2577	692	1602	290	2584	10391
Apprch %	20.2	55.7	24.1		12.9	66.8	20.3		20.5	68.7	10.8		26.8	62	11.2		
Total %	5.6	15.6	6.8	28	2.9	14.9	4.5	22.3	5.1	17	2.7	24.8	6.7	15.4	2.8	24.9	

	Alicia Parkway Southbound				Pacific Park Drive Westbound				Alicia Parkway Northbound				Pacific Park Drive 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	74	**239**	75	**388**	31	197	48	276	66	224	29	319	90	**233**	29	**352**	1335
04:45 PM	62	202	91	355	43	161	**68**	272	67	**245**	35	347	82	181	**47**	310	1284
05:00 PM	**80**	206	86	372	35	**217**	63	**315**	**80**	232	41	**353**	**91**	211	28	330	**1370**
05:15 PM	77	206	**92**	375	**44**	213	50	307	72	219	**42**	333	85	181	34	300	1315
Total Volume	293	853	344	1490	153	788	229	1170	285	920	147	1352	348	806	138	1292	5304
% App. Total	19.7	57.2	23.1		13.1	67.4	19.6		21.1	68	10.9		26.9	62.4	10.7		
PHF	.916	.892	.935	.960	.869	.908	.842	.929	.891	.939	.875	.958	.956	.865	.734	.918	.968

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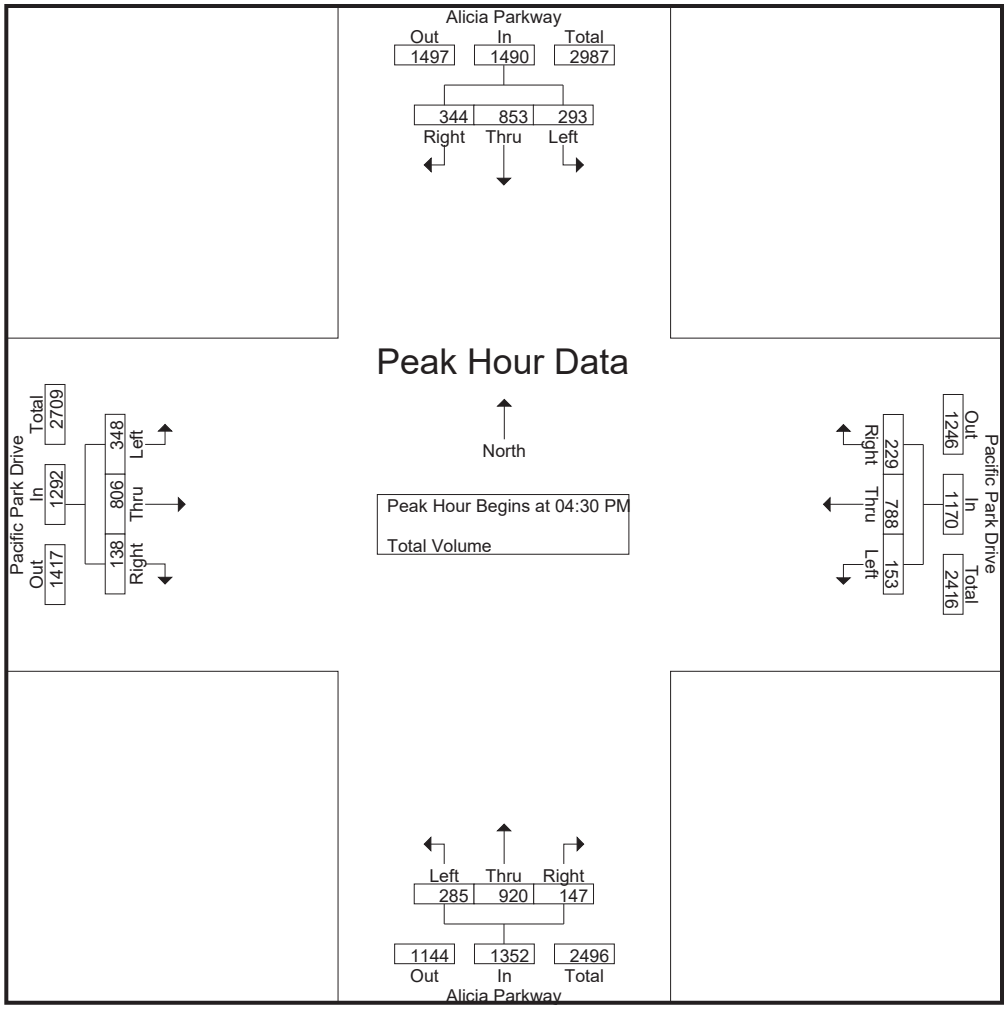
City of Alisa Viejo
N/S: Alicia Parkway
E/W: Pacific Park Drive
Weather: Clear

File Name : 05_ASV_Alicia_Pac P PM
Site Code : 05722006
Start Date : 1/11/2022
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				04:30 PM				04:00 PM			
+0 mins.	74	**239**	75	**388**	35	**217**	63	315	66	224	29	319	**103**	204	44	351
+15 mins.	62	202	91	355	44	213	50	307	67	**245**	35	347	88	204	40	332
+30 mins.	**80**	206	86	372	**52**	214	**71**	**337**	**80**	232	41	**353**	90	**233**	29	**352**
+45 mins.	77	206	**92**	375	31	190	55	276	72	219	**42**	333	82	181	**47**	310
Total Volume	293	853	344	1490	162	834	239	1235	285	920	147	1352	363	822	160	1345
% App. Total	19.7	57.2	23.1		13.1	67.5	19.4		21.1	68	10.9		27	61.1	11.9	
PHF	.916	.892	.935	.960	.779	.961	.842	.916	.891	.939	.875	.958	.881	.882	.851	.955

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City of Laguna Nigel
N/S: Heather Ridge
E/W: Pacific Park Drive
Weather: Clear

File Name : 06_LNL_Heather_Pac P AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Heather Ridge Southbound				Pacific Park Drive Westbound				Heather Ridge Northbound				Pacific Park Drive 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	8	27	11	60	4	75	13	0	13	26	2	74	31	107	235
07:15 AM	16	1	17	34	14	120	0	134	15	0	16	31	1	121	21	143	342
07:30 AM	24	6	13	43	11	157	5	173	13	3	13	29	5	179	23	207	452
07:45 AM	18	4	8	30	10	156	10	176	23	8	17	48	6	164	33	203	457
Total	74	14	46	134	46	493	19	558	64	11	59	134	14	538	108	660	1486
08:00 AM	12	4	6	22	14	178	10	202	18	2	17	37	4	151	27	182	443
08:15 AM	11	3	14	28	29	168	12	209	17	1	24	42	2	172	38	212	491
08:30 AM	9	3	5	17	29	143	9	181	17	2	29	48	0	191	40	231	477
08:45 AM	6	6	6	18	55	111	7	173	18	2	32	52	5	139	59	203	446
Total	38	16	31	85	127	600	38	765	70	7	102	179	11	653	164	828	1857
Grand Total	112	30	77	219	173	1093	57	1323	134	18	161	313	25	1191	272	1488	3343
Apprch %	51.1	13.7	35.2		13.1	82.6	4.3		42.8	5.8	51.4		1.7	80	18.3		
Total %	3.4	0.9	2.3	6.6	5.2	32.7	1.7	39.6	4	0.5	4.8	9.4	0.7	35.6	8.1	44.5	

	Heather Ridge Southbound				Pacific Park Drive Westbound				Heather Ridge Northbound				Pacific Park Drive 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	**18**	**4**	8	**30**	10	156	10	176	**23**	**8**	17	**48**	**6**	164	33	203	457
08:00 AM	12	4	6	22	14	**178**	10	202	18	2	17	37	4	151	27	182	443
08:15 AM	11	3	**14**	28	**29**	168	**12**	**209**	17	1	24	42	2	172	38	212	**491**
08:30 AM	9	3	5	17	29	143	9	181	17	2	**29**	48	0	**191**	**40**	**231**	477
Total Volume	50	14	33	97	82	645	41	768	75	13	87	175	12	678	138	828	1868
% App. Total	51.5	14.4	34		10.7	84	5.3		42.9	7.4	49.7		1.4	81.9	16.7		
PHF	.694	.875	.589	.808	.707	.906	.854	.919	.815	.406	.750	.911	.500	.887	.863	.896	.951

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City of Laguna Nigel
N/S: Heather Ridge
E/W: Pacific Park Drive
Weather: Clear

File Name : 06_LNL_Heather_Pac P AM
Site Code : 05722006
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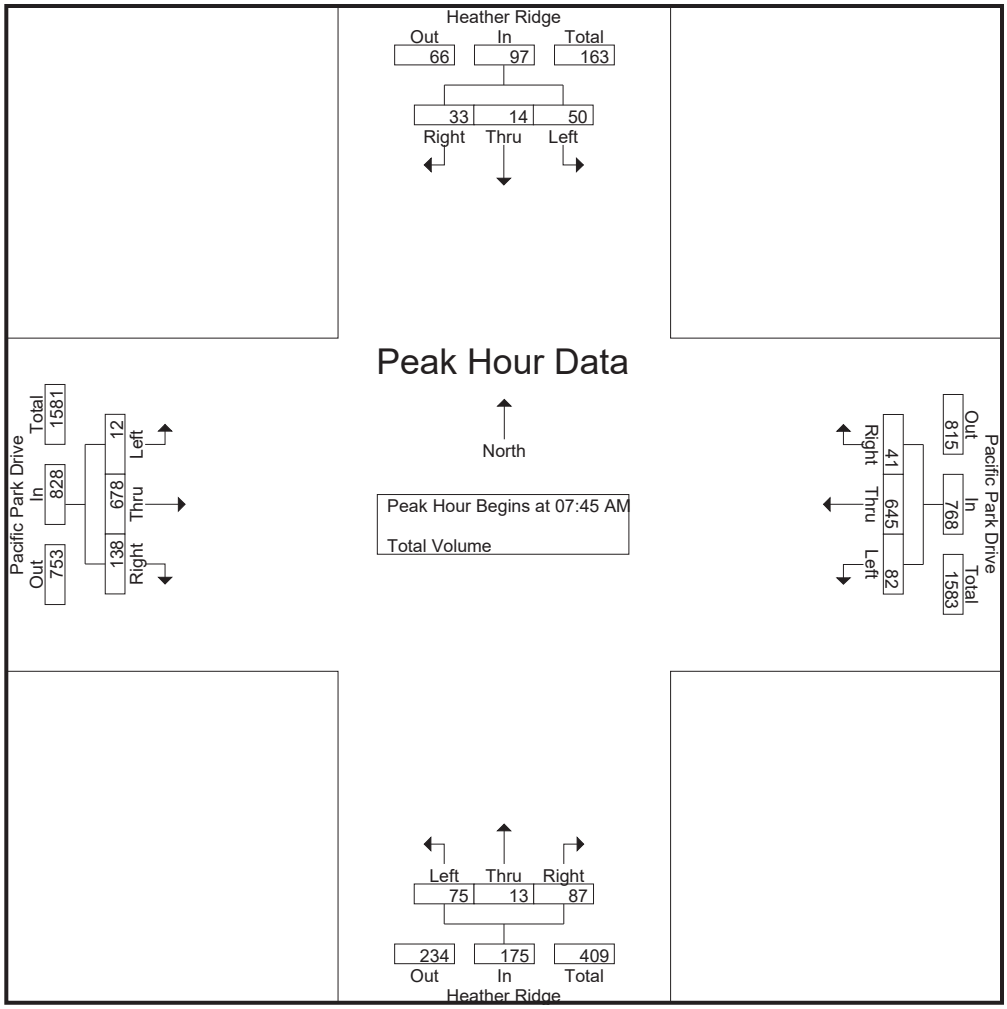

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				08:00 AM				07:45 AM			
+0 mins.	16	3	8	27	10	156	10	176	**18**	**2**	17	37	**6**	164	33	203
+15 mins.	16	1	**17**	34	14	**178**	10	202	17	1	24	42	4	151	27	182
+30 mins.	**24**	**6**	13	**43**	**29**	168	**12**	**209**	17	2	29	48	2	172	38	212
+45 mins.	18	4	8	30	29	143	9	181	18	2	**32**	**52**	0	**191**	**40**	**231**
Total Volume	74	14	46	134	82	645	41	768	70	7	102	179	12	678	138	828
% App. Total	55.2	10.4	34.3		10.7	84	5.3		39.1	3.9	57		1.4	81.9	16.7	
PHF	.771	.583	.676	.779	.707	.906	.854	.919	.972	.875	.797	.861	.500	.887	.863	.896

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City of Laguna Nigel
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E/W: Pacific Park Drive
Weather: Clear

File Name : 06_LNL_Heather_Pac P PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Heather Ridge Southbound				Pacific Park Drive Westbound				Heather Ridge Northbound				Pacific Park Drive 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	2	6	18	52	182	12	246	77	4	79	160	5	209	63	277	701
04:15 PM	10	9	2	21	35	199	16	250	71	3	58	132	9	255	101	365	768
04:30 PM	6	6	3	15	46	208	16	270	91	12	73	176	7	217	80	304	765
04:45 PM	13	1	4	18	54	203	19	276	77	4	59	140	6	222	71	299	733
Total	39	18	15	72	187	792	63	1042	316	23	269	608	27	903	315	1245	2967
05:00 PM	8	7	6	21	60	207	13	280	87	10	71	168	11	218	83	312	781
05:15 PM	5	4	1	10	54	215	26	295	67	4	64	135	5	230	73	308	748
05:30 PM	13	7	7	27	52	233	16	301	94	6	73	173	8	212	69	289	790
05:45 PM	6	7	6	19	40	199	22	261	65	6	69	140	15	210	65	290	710
Total	32	25	20	77	206	854	77	1137	313	26	277	616	39	870	290	1199	3029
Grand Total	71	43	35	149	393	1646	140	2179	629	49	546	1224	66	1773	605	2444	5996
Apprch %	47.7	28.9	23.5		18	75.5	6.4		51.4	4	44.6		2.7	72.5	24.8		
Total %	1.2	0.7	0.6	2.5	6.6	27.5	2.3	36.3	10.5	0.8	9.1	20.4	1.1	29.6	10.1	40.8	

	Heather Ridge Southbound				Pacific Park Drive Westbound				Heather Ridge Northbound				Pacific Park Drive 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 04:45 PM																	
04:45 PM	**13**	1	4	18	54	203	19	276	77	4	59	140	6	222	71	299	733
05:00 PM	8	**7**	6	21	**60**	207	13	280	87	**10**	71	168	**11**	218	**83**	**312**	781
05:15 PM	5	4	1	10	54	215	**26**	295	67	4	64	135	5	**230**	73	308	748
05:30 PM	13	7	**7**	**27**	52	**233**	16	**301**	**94**	6	**73**	**173**	8	212	69	289	**790**
Total Volume	39	19	18	76	220	858	74	1152	325	24	267	616	30	882	296	1208	3052
% App. Total	51.3	25	23.7		19.1	74.5	6.4		52.8	3.9	43.3		2.5	73	24.5		
PHF	.750	.679	.643	.704	.917	.921	.712	.957	.864	.600	.914	.890	.682	.959	.892	.968	.966

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City of Laguna Nigel
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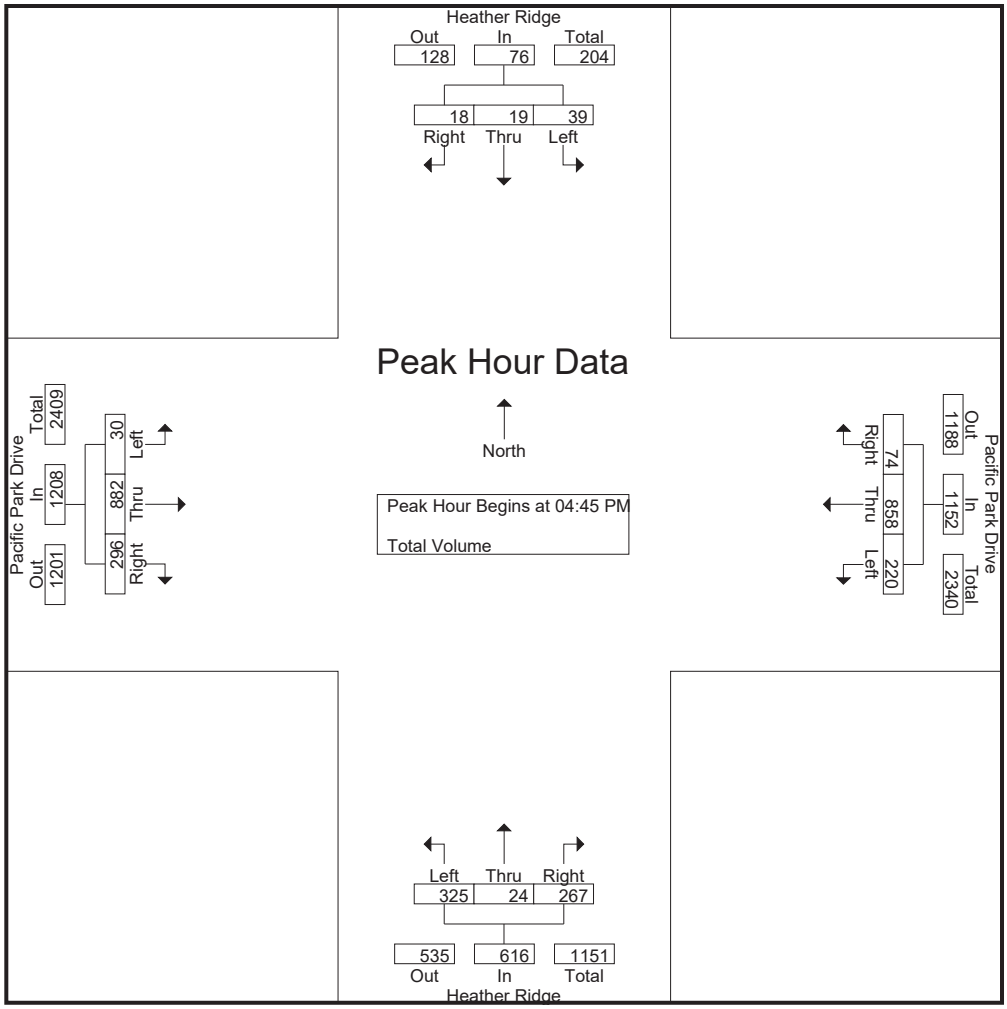
File Name : 06_LNL_Heather_Pac P PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 2



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				04:45 PM				04:30 PM				04:15 PM			
+0 mins.	8	**7**	6	21	54	203	19	276	**91**	**12**	**73**	**176**	9	**255**	**101**	**365**
+15 mins.	5	4	1	10	**60**	207	13	280	77	4	59	140	7	217	80	304
+30 mins.	**13**	7	**7**	**27**	54	215	**26**	295	87	10	71	168	6	222	71	299
+45 mins.	6	7	6	19	52	**233**	16	**301**	67	4	64	135	**11**	218	83	312
Total Volume	32	25	20	77	220	858	74	1152	322	30	267	619	33	912	335	1280
% App. Total	41.6	32.5	26		19.1	74.5	6.4		52	4.8	43.1		2.6	71.2	26.2	
PHF	.615	.893	.714	.713	.917	.921	.712	.957	.885	.625	.914	.879	.750	.894	.829	.877

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City of Laguna Nigel
N/S: La Paz Road
E/W: Pacific Park Drive
Weather: Clear

File Name : 07_LNL_La Paz_Pac P AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	La Paz Road Southbound				Pacific Park Drive Westbound				La Paz Road Northbound				Pacific Park Drive 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	1	28	13	42	11	60	1	72	6	24	16	46	20	74	9	103	263
07:15 AM	5	39	22	66	22	118	7	147	6	45	20	71	22	110	22	154	438
07:30 AM	1	51	18	70	22	128	2	152	24	71	22	117	42	150	19	211	550
07:45 AM	7	63	25	95	42	135	9	186	27	83	28	138	28	117	25	170	589
Total	14	181	78	273	97	441	19	557	63	223	86	372	112	451	75	638	1840
08:00 AM	4	69	19	92	45	156	8	209	26	79	20	125	36	121	22	179	605
08:15 AM	5	92	42	139	43	132	8	183	41	126	48	215	30	122	32	184	721
08:30 AM	6	71	33	110	56	118	9	183	29	144	42	215	49	129	35	213	721
08:45 AM	9	118	38	165	71	113	7	191	28	162	58	248	54	95	34	183	787
Total	24	350	132	506	215	519	32	766	124	511	168	803	169	467	123	759	2834
Grand Total	38	531	210	779	312	960	51	1323	187	734	254	1175	281	918	198	1397	4674
Apprch %	4.9	68.2	27		23.6	72.6	3.9		15.9	62.5	21.6		20.1	65.7	14.2		
Total %	0.8	11.4	4.5	16.7	6.7	20.5	1.1	28.3	4	15.7	5.4	25.1	6	19.6	4.2	29.9	

	La Paz Road Southbound				Pacific Park Drive Westbound				La Paz Road Northbound				Pacific Park Drive 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 08:00 AM																	
08:00 AM	4	69	19	92	45	**156**	8	**209**	26	79	20	125	36	121	22	179	605
08:15 AM	5	92	**42**	139	43	132	8	183	**41**	126	48	215	30	122	32	184	721
08:30 AM	6	71	33	110	56	118	**9**	183	29	144	42	215	49	**129**	**35**	**213**	721
08:45 AM	**9**	**118**	38	**165**	**71**	113	7	191	28	**162**	**58**	**248**	**54**	95	34	183	**787**
Total Volume	24	350	132	506	215	519	32	766	124	511	168	803	169	467	123	759	2834
% App. Total	4.7	69.2	26.1		28.1	67.8	4.2		15.4	63.6	20.9		22.3	61.5	16.2		
PHF	.667	.742	.786	.767	.757	.832	.889	.916	.756	.789	.724	.809	.782	.905	.879	.891	.900

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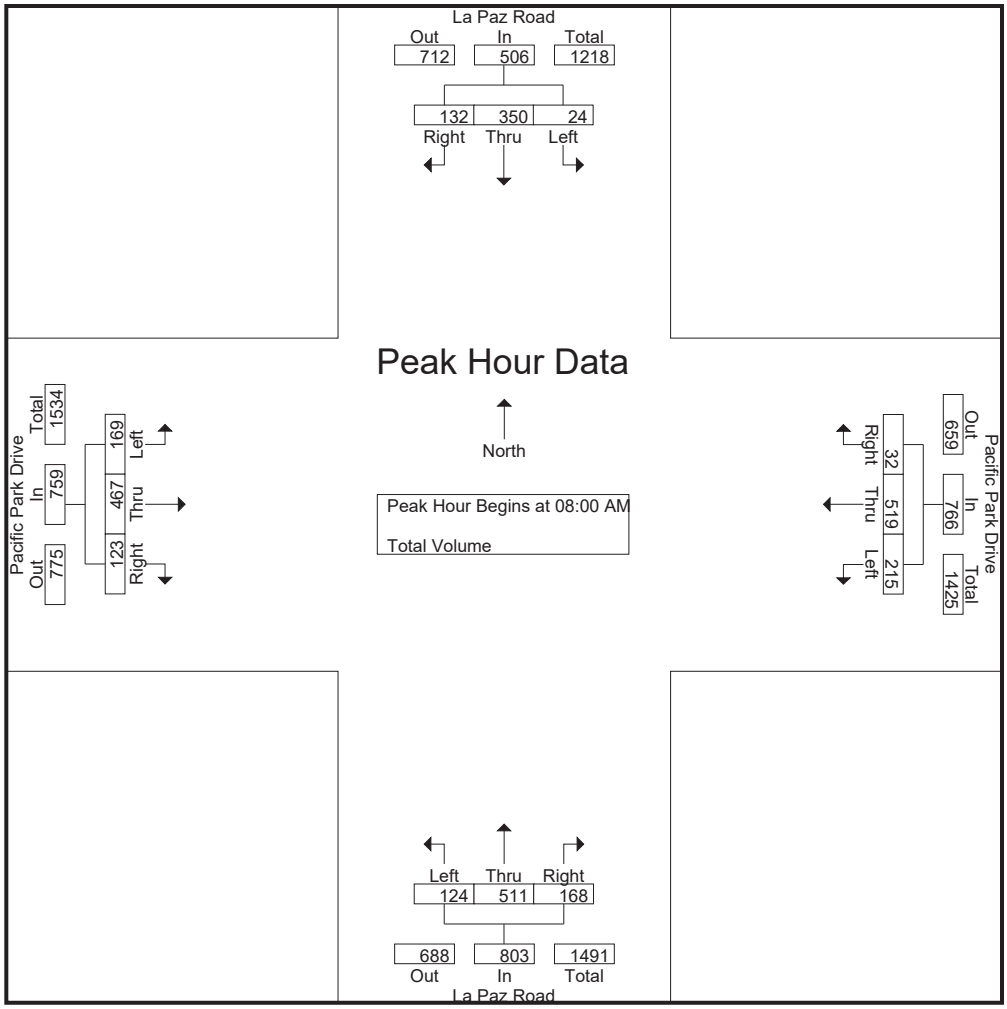
City of Laguna Nigel
N/S: La Paz Road
E/W: Pacific Park Drive
Weather: Clear

File Name : 07_LNL_La Paz_Pac P AM
Site Code : 05722006
Start Date : 1/11/2022



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				08:00 AM				08:00 AM			
+0 mins.	4	69	19	92	45	**156**	8	**209**	26	79	20	125	36	121	22	179
+15 mins.	5	92	**42**	139	43	132	8	183	**41**	126	48	215	30	122	32	184
+30 mins.	6	71	33	110	56	118	**9**	183	29	144	42	215	49	**129**	**35**	**213**
+45 mins.	**9**	**118**	38	**165**	**71**	113	7	191	28	**162**	**58**	**248**	**54**	95	34	183
Total Volume	24	350	132	506	215	519	32	766	124	511	168	803	169	467	123	759
% App. Total	4.7	69.2	26.1		28.1	67.8	4.2		15.4	63.6	20.9		22.3	61.5	16.2	
PHF	.667	.742	.786	.767	.757	.832	.889	.916	.756	.789	.724	.809	.782	.905	.879	.891

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City of Laguna Nigel
N/S: La Paz Road
E/W: Pacific Park Drive
Weather: Clear

File Name : 07_LNL_La Paz_Pac P PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	La Paz Road Southbound				Pacific Park Drive Westbound				La Paz Road Northbound				Pacific Park Drive 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	5	102	52	159	72	181	6	259	24	80	33	137	80	170	57	307	862
04:15 PM	10	103	53	166	55	155	8	218	38	100	45	183	71	159	54	284	851
04:30 PM	5	88	45	138	53	209	8	270	29	74	46	149	83	184	51	318	875
04:45 PM	11	130	62	203	66	180	6	252	24	88	24	136	60	167	53	280	871
Total	31	423	212	666	246	725	28	999	115	342	148	605	294	680	215	1189	3459
05:00 PM	6	108	57	171	78	194	7	279	46	99	41	186	106	155	47	308	944
05:15 PM	10	104	59	173	61	177	5	243	49	112	49	210	81	162	41	284	910
05:30 PM	12	131	59	202	53	217	17	287	42	92	48	182	95	156	47	298	969
05:45 PM	7	102	45	154	163	171	10	344	44	97	41	182	69	149	58	276	956
Total	35	445	220	700	355	759	39	1153	181	400	179	760	351	622	193	1166	3779
Grand Total	66	868	432	1366	601	1484	67	2152	296	742	327	1365	645	1302	408	2355	7238
Apprch %	4.8	63.5	31.6		27.9	69	3.1		21.7	54.4	24		27.4	55.3	17.3		
Total %	0.9	12	6	18.9	8.3	20.5	0.9	29.7	4.1	10.3	4.5	18.9	8.9	18	5.6	32.5	

	La Paz Road Southbound				Pacific Park Drive Westbound				La Paz Road Northbound				Pacific Park Drive 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	108	57	171	78	194	7	279	46	99	41	186	**106**	155	47	**308**	944
05:15 PM	10	104	**59**	173	61	177	5	243	**49**	**112**	**49**	**210**	81	**162**	41	284	910
05:30 PM	**12**	**131**	59	**202**	53	**217**	**17**	287	42	92	48	182	95	156	47	298	**969**
05:45 PM	7	102	45	154	**163**	171	10	**344**	44	97	41	182	69	149	**58**	276	956
Total Volume	35	445	220	700	355	759	39	1153	181	400	179	760	351	622	193	1166	3779
% App. Total	5	63.6	31.4		30.8	65.8	3.4		23.8	52.6	23.6		30.1	53.3	16.6		
PHF	.729	.849	.932	.866	.544	.874	.574	.838	.923	.893	.913	.905	.828	.960	.832	.946	.975

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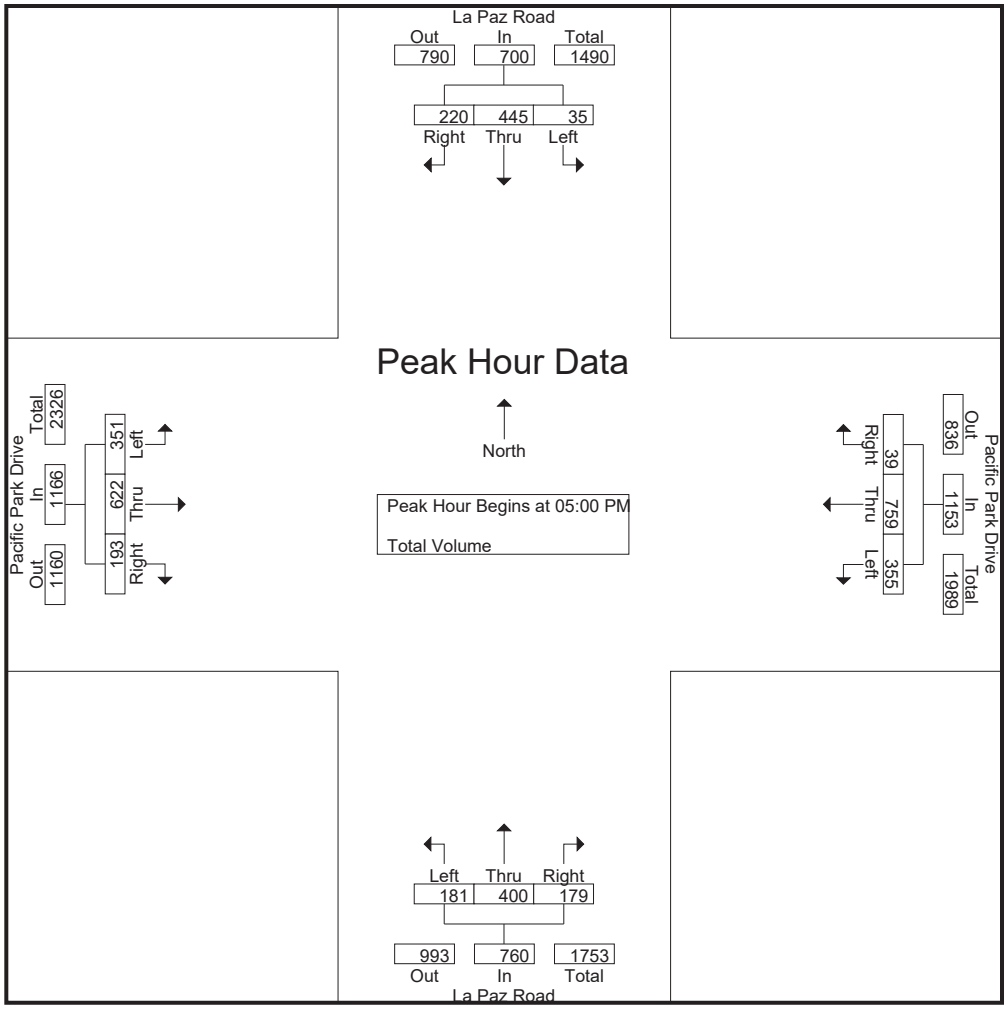
City of Laguna Nigel
N/S: La Paz Road
E/W: Pacific Park Drive
Weather: Clear

File Name : 07_LNL_La Paz_Pac P PM
Site Code : 05722006
Start Date : 1/11/2022



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.	11	130	**62**	**203**	78	194	7	279	46	99	41	186	71	159	**54**	284
+15 mins.	6	108	57	171	61	177	5	243	**49**	**112**	**49**	**210**	83	**184**	51	**318**
+30 mins.	10	104	59	173	53	**217**	**17**	287	42	92	48	182	60	167	53	280
+45 mins.	**12**	**131**	59	202	**163**	171	10	**344**	44	97	41	182	**106**	155	47	308
Total Volume	39	473	237	749	355	759	39	1153	181	400	179	760	320	665	205	1190
% App. Total	5.2	63.2	31.6		30.8	65.8	3.4		23.8	52.6	23.6		26.9	55.9	17.2	
PHF	.813	.903	.956	.922	.544	.874	.574	.838	.923	.893	.913	.905	.755	.904	.949	.936

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City of Laguna Hills
N/S: Moulton Parkway
E/W: Pacific Park Drive
Weather: Clear

File Name : 08_LHS_Moulton_Pac P AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Moulton Parkway Southbound				Pacific Park Drive Westbound				Moulton Parkway Northbound				Pacific Park Drive 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	26	60	19	105	5	74	43	122	6	76	13	95	38	55	7	100	422
07:15 AM	38	108	36	182	13	121	58	192	7	127	12	146	43	65	19	127	647
07:30 AM	46	115	46	207	12	158	50	220	27	134	12	173	65	90	18	173	773
07:45 AM	55	191	54	300	18	175	58	251	13	115	15	143	52	76	18	146	840
Total	165	474	155	794	48	528	209	785	53	452	52	557	198	286	62	546	2682
08:00 AM	45	120	46	211	27	154	51	232	17	107	14	138	42	95	24	161	742
08:15 AM	54	178	54	286	9	89	38	136	14	151	11	176	40	82	25	147	745
08:30 AM	56	149	33	238	9	44	37	90	35	114	21	170	63	95	28	186	684
08:45 AM	42	165	35	242	13	36	47	96	19	119	15	153	37	64	22	123	614
Total	197	612	168	977	58	323	173	554	85	491	61	637	182	336	99	617	2785
Grand Total	362	1086	323	1771	106	851	382	1339	138	943	113	1194	380	622	161	1163	5467
Apprch %	20.4	61.3	18.2		7.9	63.6	28.5		11.6	79	9.5		32.7	53.5	13.8		
Total %	6.6	19.9	5.9	32.4	1.9	15.6	7	24.5	2.5	17.2	2.1	21.8	7	11.4	2.9	21.3	

	Moulton Parkway Southbound				Pacific Park Drive Westbound				Moulton Parkway Northbound				Pacific Park Drive 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	46	115	46	207	12	158	50	220	**27**	134	12	173	**65**	90	18	**173**	773
07:45 AM	**55**	**191**	**54**	**300**	18	**175**	**58**	**251**	13	115	**15**	143	52	76	18	146	**840**
08:00 AM	45	120	46	211	**27**	154	51	232	17	107	14	138	42	**95**	24	161	742
08:15 AM	54	178	54	286	9	89	38	136	14	**151**	11	**176**	40	82	**25**	147	745
Total Volume	200	604	200	1004	66	576	197	839	71	507	52	630	199	343	85	627	3100
% App. Total	19.9	60.2	19.9		7.9	68.7	23.5		11.3	80.5	8.3		31.7	54.7	13.6		
PHF	.909	.791	.926	.837	.611	.823	.849	.836	.657	.839	.867	.895	.765	.903	.850	.906	.923

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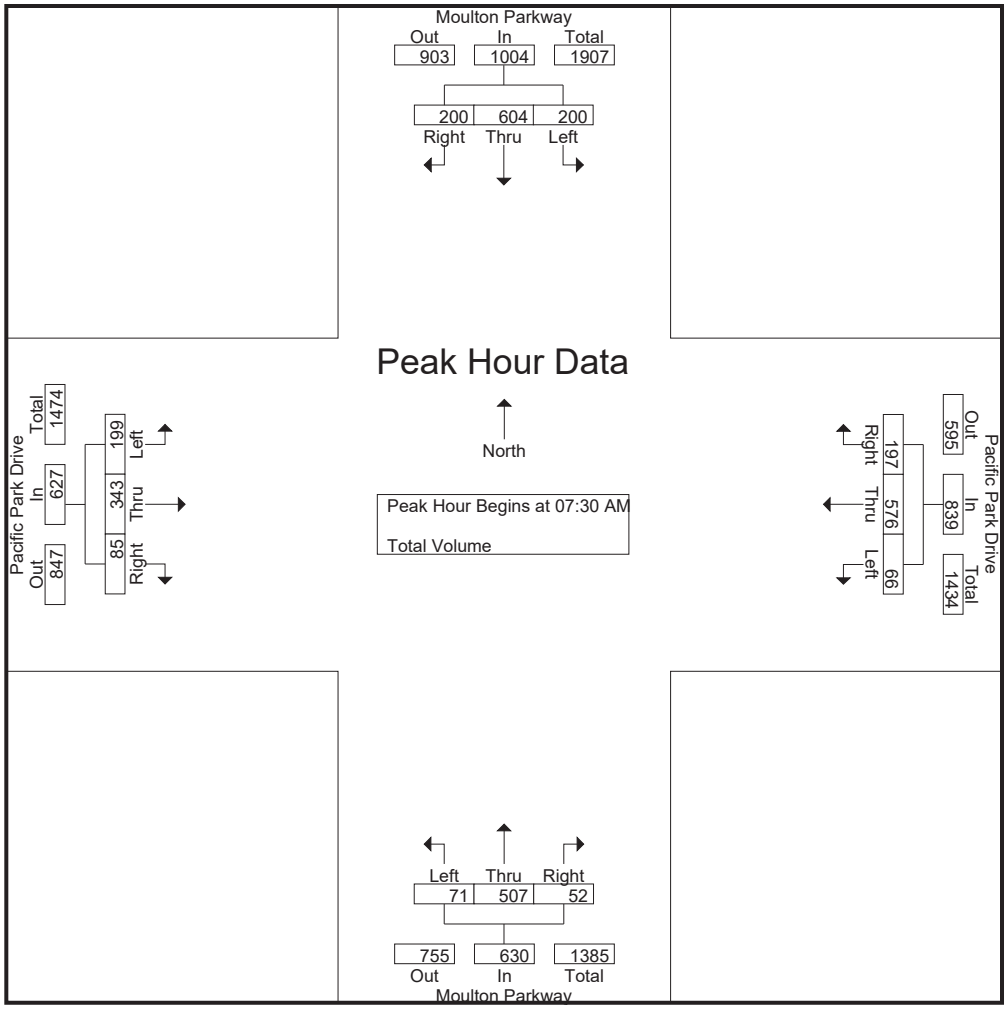
City of Laguna Hills
N/S: Moulton Parkway
E/W: Pacific Park Drive
Weather: Clear

File Name : 08_LHS_Moulton_Pac P AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	07:45 AM				07:15 AM				08:00 AM				07:45 AM			
+0 mins.	55	**191**	**54**	**300**	13	121	**58**	192	17	107	14	138	52	76	18	146
+15 mins.	45	120	46	211	12	158	50	220	14	**151**	11	**176**	42	**95**	24	161
+30 mins.	54	178	54	286	18	**175**	58	**251**	**35**	114	**21**	170	40	82	25	147
+45 mins.	**56**	149	33	238	**27**	154	51	232	19	119	15	153	**63**	95	**28**	**186**
Total Volume	210	638	187	1035	70	608	217	895	85	491	61	637	197	348	95	640
% App. Total	20.3	61.6	18.1		7.8	67.9	24.2		13.3	77.1	9.6		30.8	54.4	14.8	
PHF	.938	.835	.866	.863	.648	.869	.935	.891	.607	.813	.726	.905	.782	.916	.848	.860

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City of Laguna Hills
N/S: Moulton Parkway
E/W: Pacific Park Drive
Weather: Clear

File Name : 08_LHS_Moulton_Pac P PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Moulton Parkway Southbound				Pacific Park Drive Westbound				Moulton Parkway Northbound				Pacific Park Drive 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	45	185	51	281	24	126	61	211	16	145	19	180	75	144	25	244	916
04:15 PM	51	183	66	300	24	131	50	205	39	198	23	260	67	141	17	225	990
04:30 PM	67	184	54	305	21	105	50	176	19	184	16	219	42	145	18	205	905
04:45 PM	53	199	67	319	21	115	54	190	37	199	22	258	49	173	20	242	1009
Total	216	751	238	1205	90	477	215	782	111	726	80	917	233	603	80	916	3820
05:00 PM	46	173	58	277	21	135	66	222	34	154	16	204	57	129	18	204	907
05:15 PM	57	203	48	308	22	111	75	208	14	213	24	251	62	159	20	241	1008
05:30 PM	61	181	60	302	17	106	49	172	29	185	21	235	51	176	22	249	958
05:45 PM	64	177	60	301	19	94	59	172	24	178	12	214	42	132	21	195	882
Total	228	734	226	1188	79	446	249	774	101	730	73	904	212	596	81	889	3755
Grand Total	444	1485	464	2393	169	923	464	1556	212	1456	153	1821	445	1199	161	1805	7575
Apprch %	18.6	62.1	19.4		10.9	59.3	29.8		11.6	80	8.4		24.7	66.4	8.9		
Total %	5.9	19.6	6.1	31.6	2.2	12.2	6.1	20.5	2.8	19.2	2	24	5.9	15.8	2.1	23.8	

	Moulton Parkway Southbound				Pacific Park Drive Westbound				Moulton Parkway Northbound				Pacific Park Drive 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 04:45 PM																	
04:45 PM	53	199	**67**	**319**	21	115	54	190	**37**	199	22	**258**	49	173	20	242	**1009**
05:00 PM	46	173	58	277	21	**135**	66	**222**	34	154	16	204	57	129	18	204	907
05:15 PM	57	**203**	48	308	**22**	111	**75**	208	14	**213**	**24**	251	**62**	159	20	241	1008
05:30 PM	**61**	181	60	302	17	106	49	172	29	185	21	235	51	**176**	**22**	**249**	958
Total Volume	217	756	233	1206	81	467	244	792	114	751	83	948	219	637	80	936	3882
% App. Total	18	62.7	19.3		10.2	59	30.8		12	79.2	8.8		23.4	68.1	8.5		
PHF	.889	.931	.869	.945	.920	.865	.813	.892	.770	.881	.865	.919	.883	.905	.909	.940	.962

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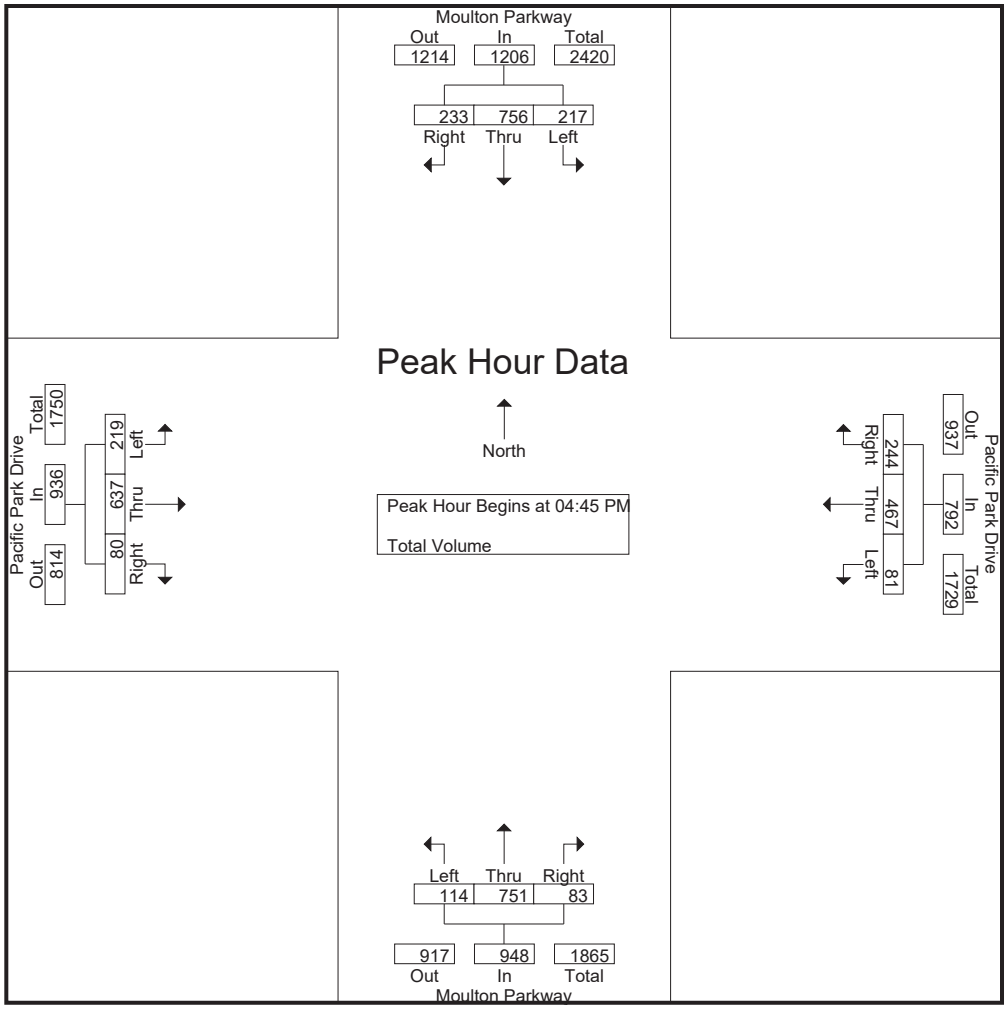
City of Laguna Hills
N/S: Moulton Parkway
E/W: Pacific Park Drive
Weather: Clear

File Name : 08_LHS_Moulton_Pac P PM
Site Code : 05722006
Start Date : 1/11/2022
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				04:30 PM				04:45 PM				04:45 PM			
+0 mins.	**67**	184	54	305	21	105	50	176	**37**	199	22	**258**	49	173	20	242
+15 mins.	53	199	**67**	**319**	21	115	54	190	34	154	16	204	57	129	18	204
+30 mins.	46	173	58	277	21	**135**	66	**222**	14	**213**	**24**	251	**62**	159	20	241
+45 mins.	57	**203**	48	308	**22**	111	**75**	208	29	185	21	235	51	**176**	**22**	**249**
Total Volume	223	759	227	1209	85	466	245	796	114	751	83	948	219	637	80	936
% App. Total	18.4	62.8	18.8		10.7	58.5	30.8		12	79.2	8.8		23.4	68.1	8.5	
PHF	.832	.935	.847	.947	.966	.863	.817	.896	.770	.881	.865	.919	.883	.905	.909	.940

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City of Laguna Niguel
N/S: Moulton Parkway
E/W: SR-73 Southbound Off Ramp
Weather: Clear

File Name : 09_LNL_Moulton_73S AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Moulton Parkway Southbound			Moulton Parkway Northbound			SR-73 Southbound Off Ramp Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	65	0	65	0	156	156	4	6	10	231
07:15 AM	89	0	89	0	221	221	12	9	21	331
07:30 AM	111	0	111	0	272	272	8	9	17	400
07:45 AM	114	0	114	0	277	277	9	17	26	417
Total	379	0	379	0	926	926	33	41	74	1379
08:00 AM	115	0	115	0	249	249	9	16	25	389
08:15 AM	112	0	112	0	112	112	13	17	30	254
08:30 AM	127	0	127	0	94	94	12	17	29	250
08:45 AM	99	0	99	0	69	69	19	15	34	202
Total	453	0	453	0	524	524	53	65	118	1095
Grand Total	832	0	832	0	1450	1450	86	106	192	2474
Apprch %	100	0		0	100		44.8	55.2		
Total %	33.6	0	33.6	0	58.6	58.6	3.5	4.3	7.8	

	Moulton Parkway Southbound			Moulton Parkway Northbound			SR-73 Southbound Off Ramp Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	89	0	89	0	221	221	**12**	9	21	331
07:30 AM	111	0	111	0	272	272	8	9	17	400
07:45 AM	114	0	114	0	**277**	**277**	9	**17**	**26**	**417**
08:00 AM	**115**	0	**115**	0	249	249	9	16	25	389
Total Volume	429	0	429	0	1019	1019	38	51	89	1537
% App. Total	100	0		0	100		42.7	57.3		
PHF	.933	.000	.933	.000	.920	.920	.792	.750	.856	.921

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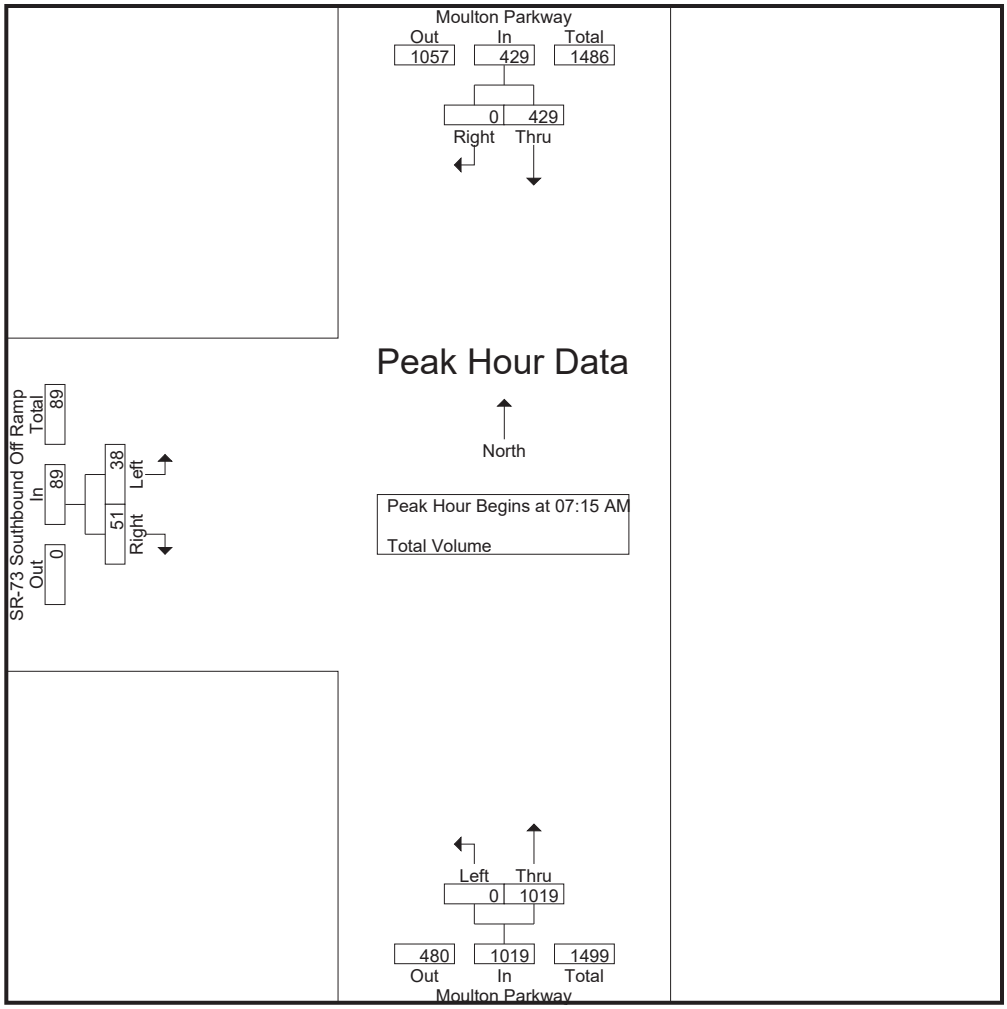
City of Laguna Niguel
N/S: Moulton Parkway
E/W: SR-73 Southbound Off Ramp
Weather: Clear

File Name : 09_LNL_Moulton_73S AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	07:45 AM			07:15 AM			08:00 AM		
+0 mins.	114	0	114	0	221	221	9	16	25
+15 mins.	115	0	115	0	272	272	13	**17**	30
+30 mins.	112	0	112	0	**277**	**277**	12	17	29
+45 mins.	**127**	0	**127**	0	249	249	**19**	15	**34**
Total Volume	468	0	468	0	1019	1019	53	65	118
% App. Total	100	0		0	100		44.9	55.1	
PHF	.921	.000	.921	.000	.920	.920	.697	.956	.868

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City of Laguna Niguel
N/S: Moulton Parkway
E/W: SR-73 Southbound Off Ramp
Weather: Clear

File Name : 09_LNL_Moulton_73S PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Moulton Parkway Southbound			Moulton Parkway Northbound			SR-73 Southbound Off Ramp Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	197	0	197	0	200	200	23	33	56	453
04:15 PM	178	0	178	0	178	178	16	51	67	423
04:30 PM	182	0	182	0	154	154	26	40	66	402
04:45 PM	235	0	235	0	172	172	20	45	65	472
Total	792	0	792	0	704	704	85	169	254	1750
05:00 PM	190	0	190	0	202	202	29	52	81	473
05:15 PM	206	0	206	0	187	187	33	53	86	479
05:30 PM	232	0	232	0	156	156	39	73	112	500
05:45 PM	191	0	191	0	160	160	26	67	93	444
Total	819	0	819	0	705	705	127	245	372	1896
Grand Total	1611	0	1611	0	1409	1409	212	414	626	3646
Apprch %	100	0		0	100		33.9	66.1		
Total %	44.2	0	44.2	0	38.6	38.6	5.8	11.4	17.2	

	Moulton Parkway Southbound			Moulton Parkway Northbound			SR-73 Southbound Off Ramp Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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 04:45 PM										
04:45 PM	**235**	0	**235**	0	172	172	20	45	65	472
05:00 PM	190	0	190	0	**202**	**202**	29	52	81	473
05:15 PM	206	0	206	0	187	187	33	53	86	479
05:30 PM	232	0	232	0	156	156	**39**	**73**	**112**	**500**
Total Volume	863	0	863	0	717	717	121	223	344	1924
% App. Total	100	0		0	100		35.2	64.8		
PHF	.918	.000	.918	.000	.887	.887	.776	.764	.768	.962

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City of Laguna Niguel
N/S: Moulton Parkway
E/W: SR-73 Southbound Off Ramp
Weather: Clear

File Name : 09_LNL_Moulton_73S PM
Site Code : 05722006
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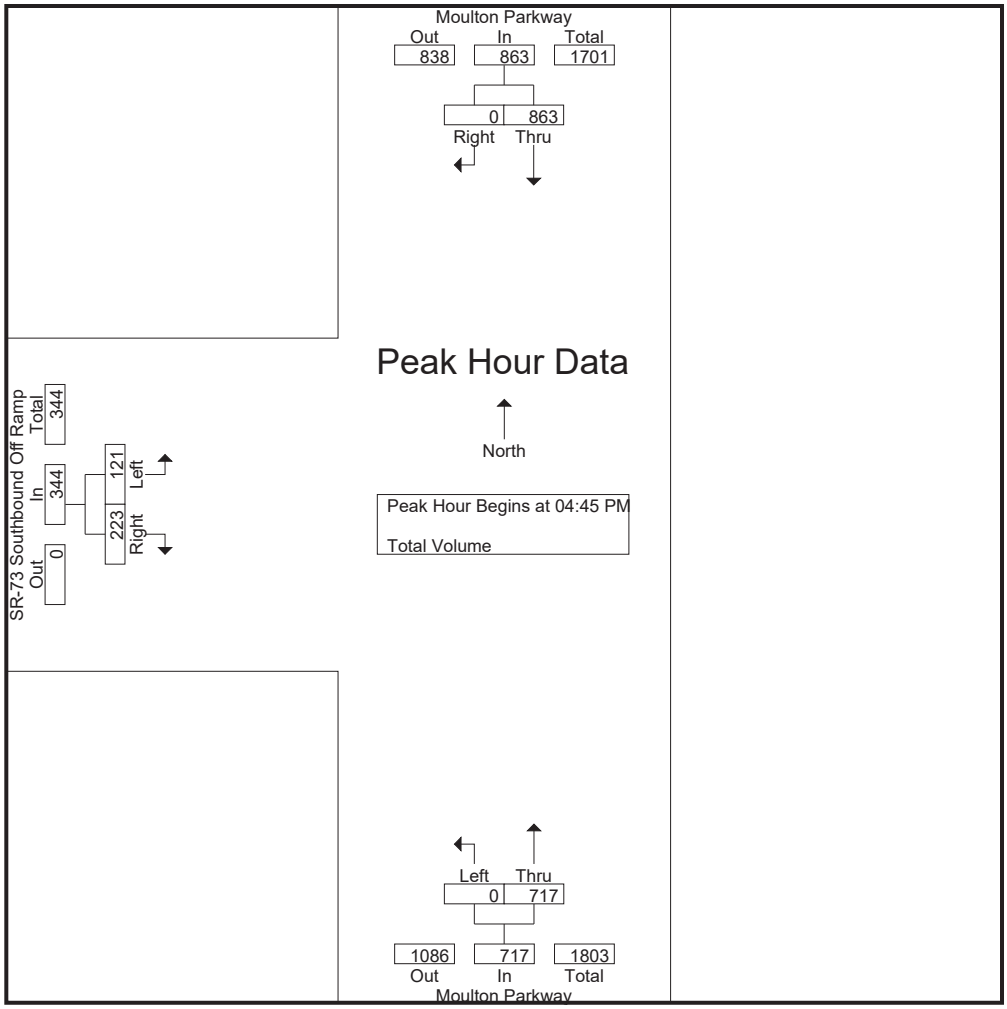

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			05:00 PM		
+0 mins.	**235**	0	**235**	0	172	172	29	52	81
+15 mins.	190	0	190	0	**202**	**202**	33	53	86
+30 mins.	206	0	206	0	187	187	**39**	**73**	**112**
+45 mins.	232	0	232	0	156	156	26	67	93
Total Volume	863	0	863	0	717	717	127	245	372
% App. Total	100	0		0	100		34.1	65.9	
PHF	.918	.000	.918	.000	.887	.887	.814	.839	.830

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Aliva Road
Weather: Clear

File Name : 10_LNL_Alicia_Aliva AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Alicia Parkway Southbound			Aliva Road Westbound			Alicia Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	8	108	116	10	11	21	115	10	125	262
07:15 AM	13	191	204	10	10	20	174	14	188	412
07:30 AM	18	213	231	9	11	20	258	14	272	523
07:45 AM	19	250	269	19	14	33	204	30	234	536
Total	58	762	820	48	46	94	751	68	819	1733
08:00 AM	18	208	226	15	19	34	219	19	238	498
08:15 AM	17	171	188	18	22	40	241	19	260	488
08:30 AM	19	235	254	12	18	30	215	23	238	522
08:45 AM	26	200	226	18	19	37	212	45	257	520
Total	80	814	894	63	78	141	887	106	993	2028
Grand Total	138	1576	1714	111	124	235	1638	174	1812	3761
Apprch %	8.1	91.9		47.2	52.8		90.4	9.6		
Total %	3.7	41.9	45.6	3	3.3	6.2	43.6	4.6	48.2	

	Alicia Parkway Southbound			Aliva Road Westbound			Alicia Parkway 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	18	213	231	9	11	20	**258**	14	**272**	523
07:45 AM	**19**	**250**	**269**	**19**	14	33	204	**30**	234	**536**
08:00 AM	18	208	226	15	19	34	219	19	238	498
08:15 AM	17	171	188	18	**22**	**40**	241	19	260	488
Total Volume	72	842	914	61	66	127	922	82	1004	2045
% App. Total	7.9	92.1		48	52		91.8	8.2		
PHF	.947	.842	.849	.803	.750	.794	.893	.683	.923	.954

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Aliva Road
Weather: Clear

File Name : 10_LNL_Alicia_Aliva AM
Site Code : 05722006
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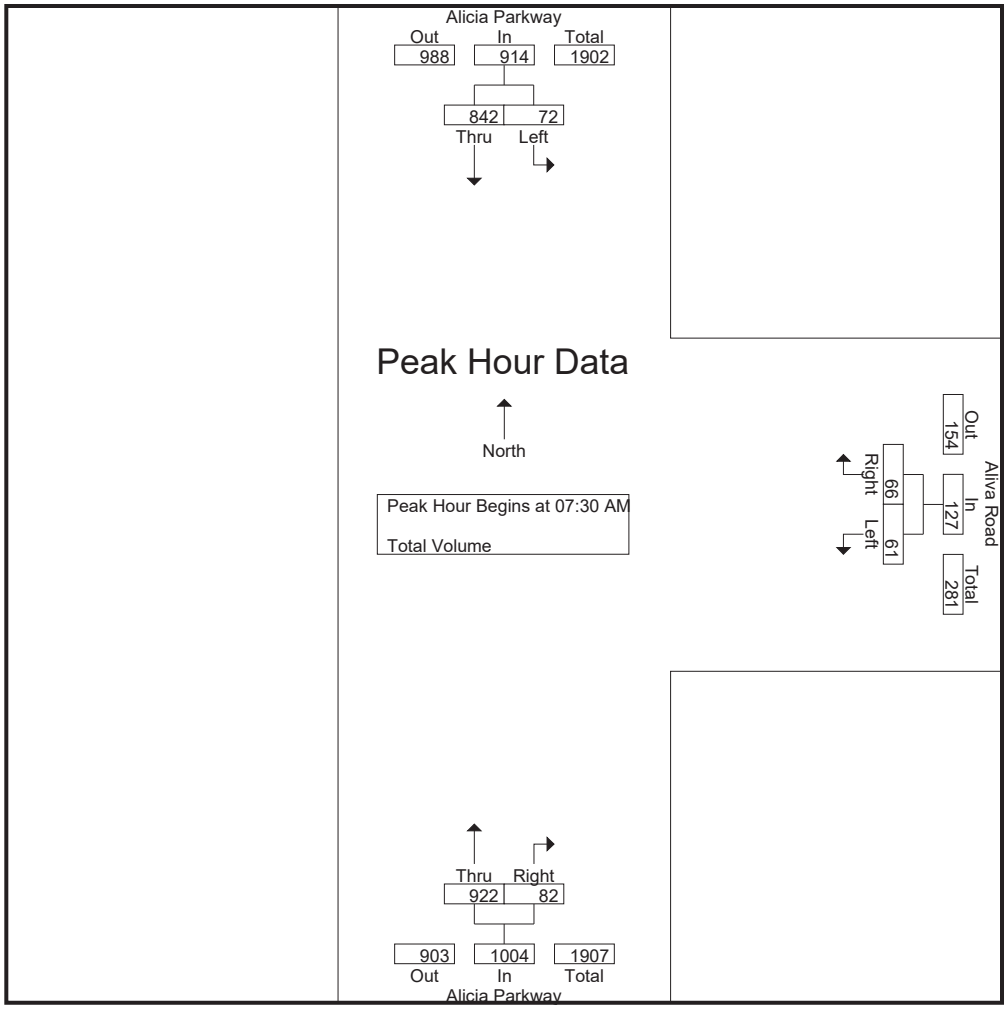

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			08:00 AM			07:30 AM		
+0 mins.	**19**	**250**	**269**	15	19	34	**258**	14	**272**
+15 mins.	18	208	226	**18**	**22**	**40**	204	**30**	234
+30 mins.	17	171	188	12	18	30	219	19	238
+45 mins.	19	235	254	18	19	37	241	19	260
Total Volume	73	864	937	63	78	141	922	82	1004
% App. Total	7.8	92.2		44.7	55.3		91.8	8.2	
PHF	.961	.864	.871	.875	.886	.881	.893	.683	.923

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Aliva Road
Weather: Clear

File Name : 10_LNL_Alicia_Aliva PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Alicia Parkway Southbound			Aliva Road Westbound			Alicia Parkway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	17	201	218	37	40	77	247	36	283	578
04:15 PM	20	233	253	41	44	85	220	30	250	588
04:30 PM	17	249	266	38	35	73	230	37	267	606
04:45 PM	17	238	255	37	42	79	248	31	279	613
Total	71	921	992	153	161	314	945	134	1079	2385
05:00 PM	12	224	236	34	48	82	242	27	269	587
05:15 PM	16	231	247	39	30	69	217	23	240	556
05:30 PM	20	218	238	37	35	72	212	25	237	547
05:45 PM	27	216	243	42	29	71	194	22	216	530
Total	75	889	964	152	142	294	865	97	962	2220
Grand Total	146	1810	1956	305	303	608	1810	231	2041	4605
Apprch %	7.5	92.5		50.2	49.8		88.7	11.3		
Total %	3.2	39.3	42.5	6.6	6.6	13.2	39.3	5	44.3	

	Alicia Parkway Southbound			Aliva Road Westbound			Alicia Parkway 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 04:15 PM										
04:15 PM	**20**	233	253	**41**	44	**85**	220	30	250	588
04:30 PM	17	**249**	**266**	38	35	73	230	**37**	267	606
04:45 PM	17	238	255	37	42	79	**248**	31	**279**	**613**
05:00 PM	12	224	236	34	**48**	82	242	27	269	587
Total Volume	66	944	1010	150	169	319	940	125	1065	2394
% App. Total	6.5	93.5		47	53		88.3	11.7		
PHF	.825	.948	.949	.915	.880	.938	.948	.845	.954	.976

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File Name : 10_LNL_Alicia_Aliva PM
Site Code : 05722006
Start Date : 1/11/2022
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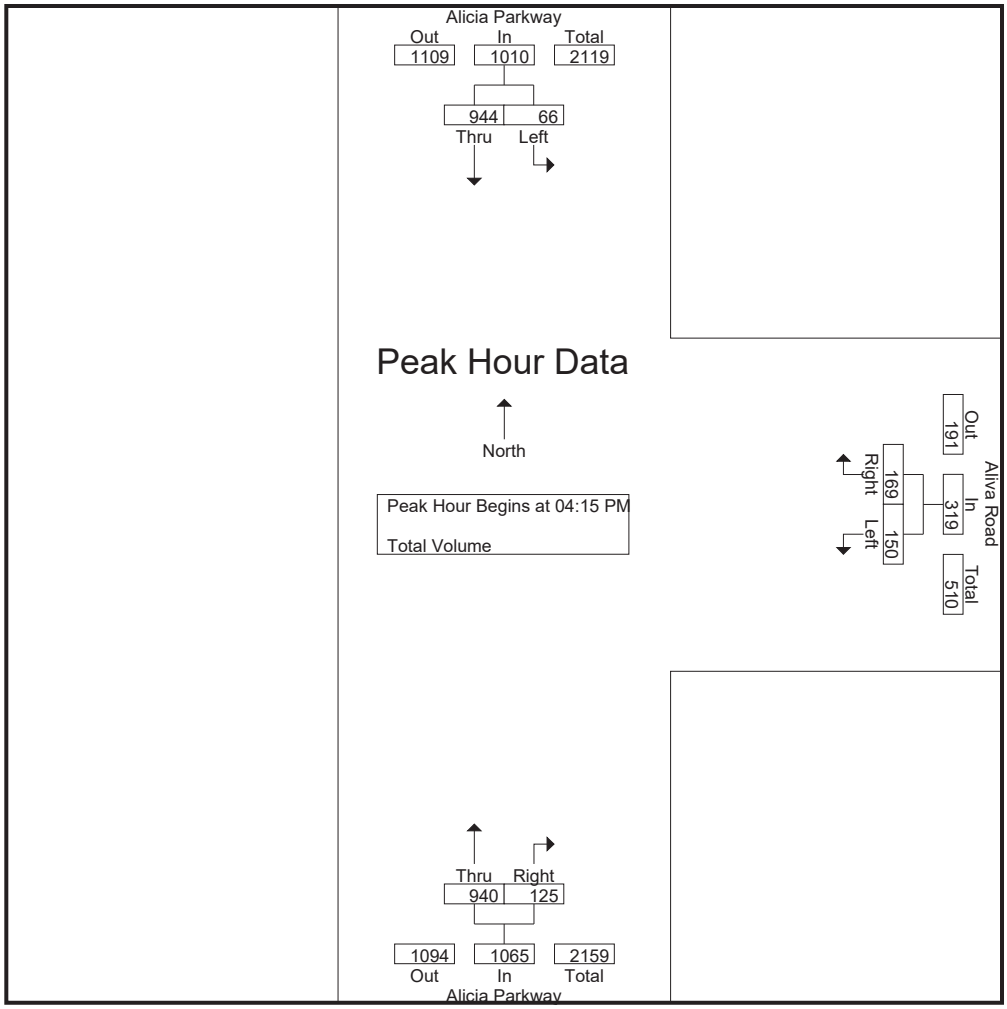

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:00 PM		
+0 mins.	**20**	233	253	**41**	44	**85**	247	36	**283**
+15 mins.	17	**249**	**266**	38	35	73	220	30	250
+30 mins.	17	238	255	37	42	79	230	**37**	267
+45 mins.	12	224	236	34	**48**	82	**248**	31	279
Total Volume	66	944	1010	150	169	319	945	134	1079
% App. Total	6.5	93.5		47	53		87.6	12.4	
PHF	.825	.948	.949	.915	.880	.938	.953	.905	.953

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City of Laguna Niguel
N/S: La Paz Road
E/W: Aliva Road
Weather: Clear

File Name : 11_LNL_La Paz_Aliva AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	La Paz Road Southbound				Aliva Road Westbound				La Paz Road Northbound				Aliva 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	5	30	8	43	2	15	10	27	4	3	2	9	5	3	4	12	91
07:15 AM	10	41	11	62	3	19	10	32	2	59	1	62	5	6	4	15	171
07:30 AM	17	65	10	92	7	11	22	40	9	69	7	85	11	13	12	36	253
07:45 AM	14	84	6	104	1	29	24	54	10	99	7	116	6	12	5	23	297
Total	46	220	35	301	13	74	66	153	25	230	17	272	27	34	25	86	812
08:00 AM	17	89	9	115	5	22	20	47	8	77	0	85	8	13	9	30	277
08:15 AM	16	108	26	150	2	22	13	37	21	174	11	206	9	10	11	30	423
08:30 AM	23	108	17	148	6	9	8	23	22	192	21	235	7	15	7	29	435
08:45 AM	23	153	27	203	6	10	4	20	21	191	29	241	18	22	12	52	516
Total	79	458	79	616	19	63	45	127	72	634	61	767	42	60	39	141	1651
Grand Total	125	678	114	917	32	137	111	280	97	864	78	1039	69	94	64	227	2463
Apprch %	13.6	73.9	12.4		11.4	48.9	39.6		9.3	83.2	7.5		30.4	41.4	28.2		
Total %	5.1	27.5	4.6	37.2	1.3	5.6	4.5	11.4	3.9	35.1	3.2	42.2	2.8	3.8	2.6	9.2	

	La Paz Road Southbound				Aliva Road Westbound				La Paz Road Northbound				Aliva 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 08:00 AM																	
08:00 AM	17	89	9	115	5	**22**	**20**	**47**	8	77	0	85	8	13	9	30	277
08:15 AM	16	108	26	150	2	22	13	37	21	174	11	206	9	10	11	30	423
08:30 AM	**23**	108	17	148	**6**	9	8	23	**22**	**192**	21	235	7	15	7	29	435
08:45 AM	23	**153**	**27**	**203**	6	10	4	20	21	191	**29**	**241**	**18**	**22**	**12**	**52**	**516**
Total Volume	79	458	79	616	19	63	45	127	72	634	61	767	42	60	39	141	1651
% App. Total	12.8	74.4	12.8		15	49.6	35.4		9.4	82.7	8		29.8	42.6	27.7		
PHF	.859	.748	.731	.759	.792	.716	.563	.676	.818	.826	.526	.796	.583	.682	.813	.678	.800

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City of Laguna Niguel
N/S: La Paz Road
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File Name : 11_LNL_La Paz_Aliva AM
Site Code : 05722006
Start Date : 1/11/2022
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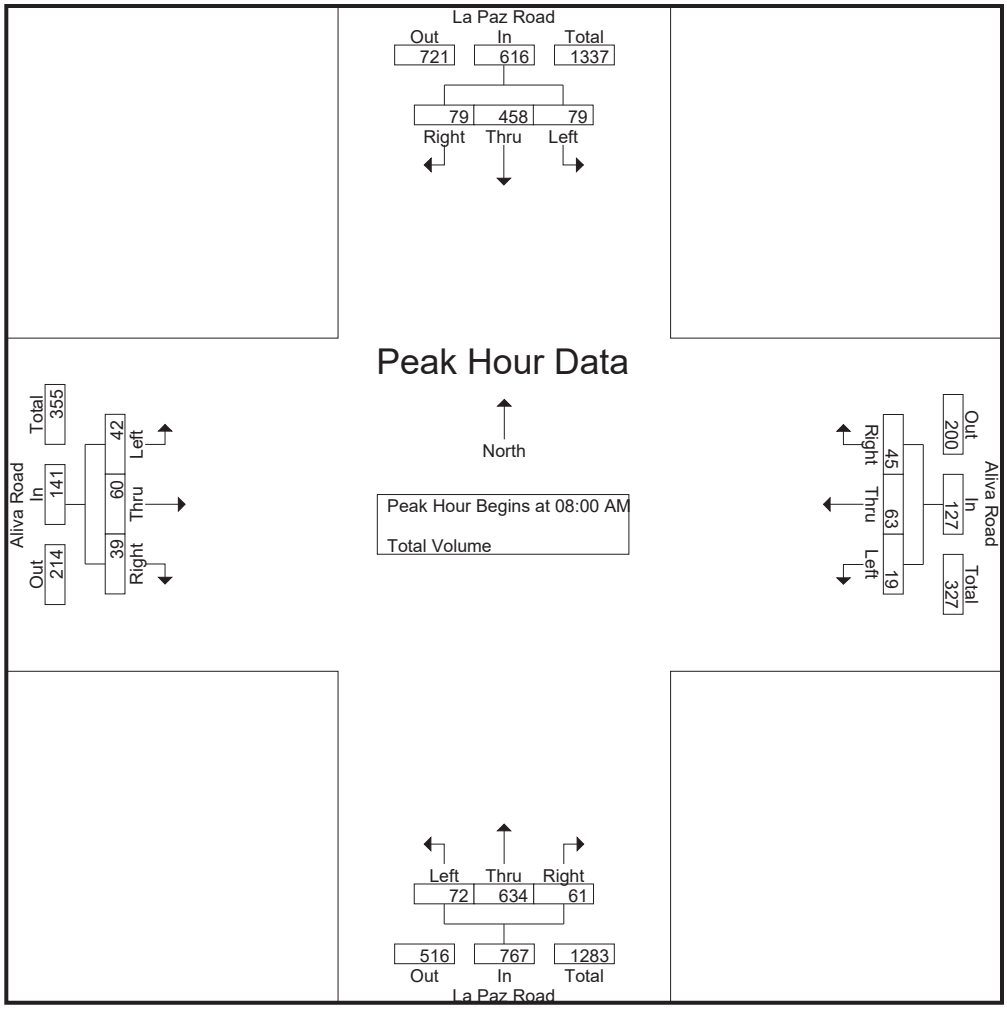

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				08:00 AM				08:00 AM			
+0 mins.	17	89	9	115	**7**	11	22	40	8	77	0	85	8	13	9	30
+15 mins.	16	108	26	150	1	**29**	**24**	**54**	21	174	11	206	9	10	11	30
+30 mins.	**23**	108	17	148	5	22	20	47	**22**	**192**	21	235	7	15	7	29
+45 mins.	23	**153**	**27**	**203**	2	22	13	37	21	191	**29**	**241**	**18**	**22**	**12**	**52**
Total Volume	79	458	79	616	15	84	79	178	72	634	61	767	42	60	39	141
% App. Total	12.8	74.4	12.8		8.4	47.2	44.4		9.4	82.7	8		29.8	42.6	27.7	
PHF	.859	.748	.731	.759	.536	.724	.823	.824	.818	.826	.526	.796	.583	.682	.813	.678

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City of Laguna Niguel
N/S: La Paz Road
E/W: Aliva Road
Weather: Clear

File Name : 11_LNL_La Paz_Aliva PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	La Paz Road Southbound				Aliva Road Westbound				La Paz Road Northbound				Aliva 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	41	121	45	207	6	43	19	68	10	105	5	120	25	31	24	80	475
04:15 PM	63	129	34	226	7	43	18	68	27	93	5	125	17	28	19	64	483
04:30 PM	49	126	34	209	4	29	19	52	13	113	4	130	23	52	20	95	486
04:45 PM	42	113	34	189	5	35	24	64	20	92	9	121	18	36	20	74	448
Total	195	489	147	831	22	150	80	252	70	403	23	496	83	147	83	313	1892
05:00 PM	55	155	36	246	3	27	29	59	17	86	10	113	27	38	15	80	498
05:15 PM	37	115	25	177	6	31	24	61	26	108	14	148	21	41	24	86	472
05:30 PM	49	152	29	230	5	40	24	69	13	91	8	112	18	29	19	66	477
05:45 PM	48	126	27	201	1	24	19	44	21	100	9	130	14	30	21	65	440
Total	189	548	117	854	15	122	96	233	77	385	41	503	80	138	79	297	1887
Grand Total	384	1037	264	1685	37	272	176	485	147	788	64	999	163	285	162	610	3779
Apprch %	22.8	61.5	15.7		7.6	56.1	36.3		14.7	78.9	6.4		26.7	46.7	26.6		
Total %	10.2	27.4	7	44.6	1	7.2	4.7	12.8	3.9	20.9	1.7	26.4	4.3	7.5	4.3	16.1	

	La Paz Road Southbound				Aliva Road Westbound				La Paz Road Northbound				Aliva 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	**63**	129	34	226	**7**	**43**	18	**68**	**27**	93	5	125	17	28	19	64	483
04:30 PM	49	126	34	209	4	29	19	52	13	**113**	4	**130**	23	**52**	**20**	**95**	486
04:45 PM	42	113	34	189	5	35	24	64	20	92	9	121	18	36	20	74	448
05:00 PM	55	**155**	**36**	**246**	3	27	**29**	59	17	86	**10**	113	**27**	38	15	80	**498**
Total Volume	209	523	138	870	19	134	90	243	77	384	28	489	85	154	74	313	1915
% App. Total	24	60.1	15.9		7.8	55.1	37		15.7	78.5	5.7		27.2	49.2	23.6		
PHF	.829	.844	.958	.884	.679	.779	.776	.893	.713	.850	.700	.940	.787	.740	.925	.824	.961

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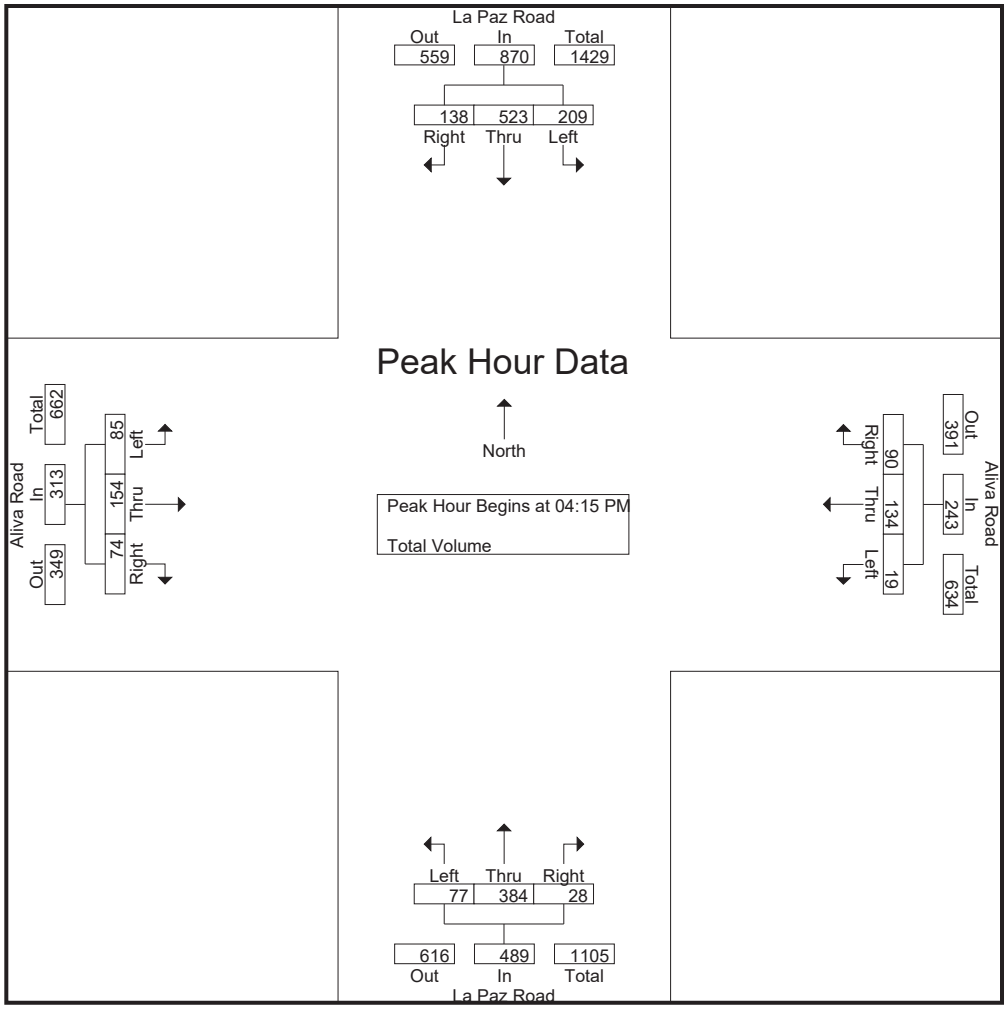
City of Laguna Niguel
N/S: La Paz Road
E/W: Aliva Road
Weather: Clear

File Name : 11_LNL_La Paz_Aliva PM
Site Code : 05722006
Start Date : 1/11/2022
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:

	04:15 PM				04:45 PM				04:30 PM				04:30 PM			
+0 mins.	**63**	129	34	226	5	35	24	64	13	**113**	4	130	23	**52**	20	**95**
+15 mins.	49	126	34	209	3	27	**29**	59	20	92	9	121	18	36	20	74
+30 mins.	42	113	34	189	**6**	31	24	61	17	86	10	113	**27**	38	15	80
+45 mins.	55	**155**	**36**	**246**	5	**40**	24	**69**	**26**	108	**14**	**148**	21	41	**24**	86
Total Volume	209	523	138	870	19	133	101	253	76	399	37	512	89	167	79	335
% App. Total	24	60.1	15.9		7.5	52.6	39.9		14.8	77.9	7.2		26.6	49.9	23.6	
PHF	.829	.844	.958	.884	.792	.831	.871	.917	.731	.883	.661	.865	.824	.803	.823	.882

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City of Laguna Niguel
N/S: Moulton Parkway
E/W: Aliva Road
Weather: Clear

File Name : 12_LNL_Moulton_Aliva AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Moulton Parkway Southbound			Moulton Parkway Northbound			Aliva Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	50	30	80	17	117	134	13	4	17	231
07:15 AM	114	24	138	11	154	165	18	6	24	327
07:30 AM	120	61	181	15	229	244	24	21	45	470
07:45 AM	113	16	129	32	249	281	34	21	55	465
Total	397	131	528	75	749	824	89	52	141	1493
08:00 AM	129	21	150	25	194	219	16	18	34	403
08:15 AM	127	14	141	18	176	194	33	20	53	388
08:30 AM	136	20	156	21	159	180	46	21	67	403
08:45 AM	137	19	156	18	153	171	53	29	82	409
Total	529	74	603	82	682	764	148	88	236	1603
Grand Total	926	205	1131	157	1431	1588	237	140	377	3096
Apprch %	81.9	18.1		9.9	90.1		62.9	37.1		
Total %	29.9	6.6	36.5	5.1	46.2	51.3	7.7	4.5	12.2	

	Moulton Parkway Southbound			Moulton Parkway Northbound			Aliva Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	120	**61**	**181**	15	229	244	24	**21**	45	**470**
07:45 AM	113	16	129	**32**	**249**	**281**	**34**	21	**55**	465
08:00 AM	**129**	21	150	25	194	219	16	18	34	403
08:15 AM	127	14	141	18	176	194	33	20	53	388
Total Volume	489	112	601	90	848	938	107	80	187	1726
% App. Total	81.4	18.6		9.6	90.4		57.2	42.8		
PHF	.948	.459	.830	.703	.851	.835	.787	.952	.850	.918

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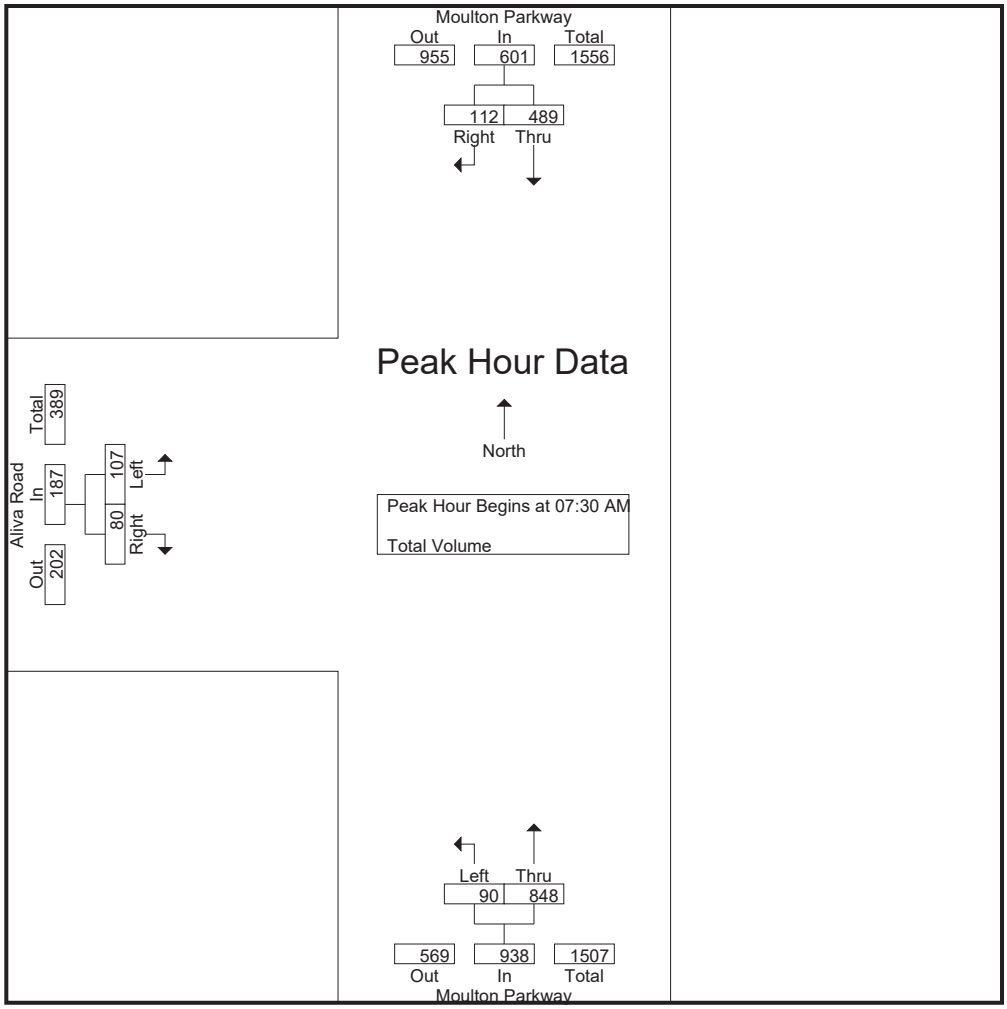
City of Laguna Niguel
N/S: Moulton Parkway
E/W: Aliva Road
Weather: Clear

File Name : 12_LNL_Moulton_Aliva AM
Site Code : 05722006
Start Date : 1/11/2022



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			08:00 AM		
+0 mins.	129	**21**	150	15	229	244	16	18	34
+15 mins.	127	14	141	**32**	**249**	**281**	33	20	53
+30 mins.	136	20	**156**	25	194	219	46	21	67
+45 mins.	**137**	19	156	18	176	194	**53**	**29**	**82**
Total Volume	529	74	603	90	848	938	148	88	236
% App. Total	87.7	12.3		9.6	90.4		62.7	37.3	
PHF	.965	.881	.966	.703	.851	.835	.698	.759	.720

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City of Laguna Niguel
N/S: Moulton Parkway
E/W: Aliva Road
Weather: Clear

File Name : 12_LNL_Moulton_Aliva PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Moulton Parkway Southbound			Moulton Parkway Northbound			Aliva Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	50	30	80	17	117	134	13	4	17	231
04:15 PM	114	24	138	11	154	165	18	6	24	327
04:30 PM	120	61	181	15	229	244	24	21	45	470
04:45 PM	113	16	129	32	249	281	34	21	55	465
Total	397	131	528	75	749	824	89	52	141	1493
05:00 PM	129	21	150	25	194	219	16	18	34	403
05:15 PM	127	14	141	18	26	44	33	20	53	238
05:30 PM	136	20	156	1	19	20	46	21	67	243
05:45 PM	137	19	156	1	3	4	53	29	82	242
Total	529	74	603	45	242	287	148	88	236	1126
Grand Total	926	205	1131	120	991	1111	237	140	377	2619
Apprch %	81.9	18.1		10.8	89.2		62.9	37.1		
Total %	35.4	7.8	43.2	4.6	37.8	42.4	9	5.3	14.4	

	Moulton Parkway Southbound			Moulton Parkway Northbound			Aliva Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	114	24	138	11	154	165	18	6	24	327
04:30 PM	120	**61**	**181**	15	229	244	24	**21**	45	**470**
04:45 PM	113	16	129	**32**	**249**	**281**	**34**	21	**55**	465
05:00 PM	**129**	21	150	25	194	219	16	18	34	403
Total Volume	476	122	598	83	826	909	92	66	158	1665
% App. Total	79.6	20.4		9.1	90.9		58.2	41.8		
PHF	.922	.500	.826	.648	.829	.809	.676	.786	.718	.886

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City of Laguna Niguel
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File Name : 12_LNL_Moulton_Aliva PM
Site Code : 05722006
Start Date : 1/11/2022
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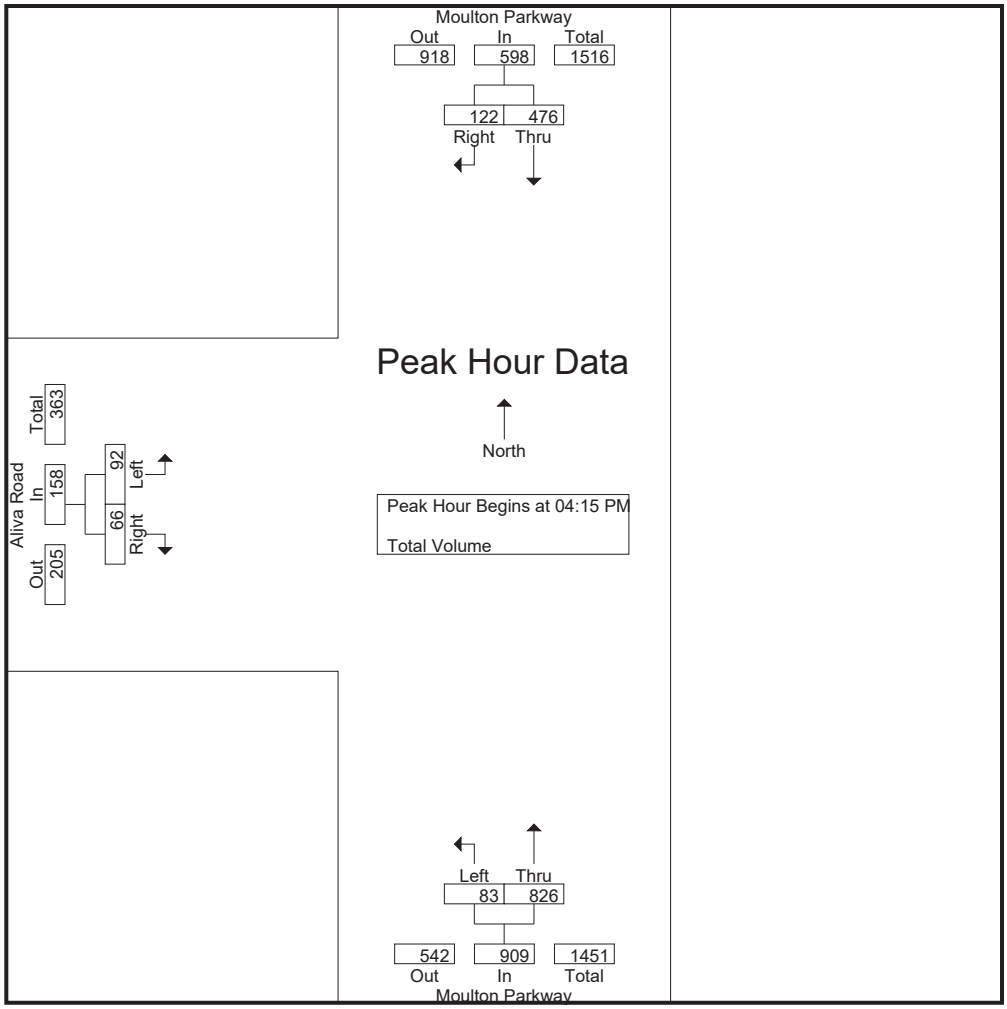

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:15 PM			05:00 PM		
+0 mins.	129	**21**	150	11	154	165	16	18	34
+15 mins.	127	14	141	15	229	244	33	20	53
+30 mins.	136	20	**156**	**32**	**249**	**281**	46	21	67
+45 mins.	**137**	19	156	25	194	219	**53**	**29**	**82**
Total Volume	529	74	603	83	826	909	148	88	236
% App. Total	87.7	12.3		9.1	90.9		62.7	37.3	
PHF	.965	.881	.966	.648	.829	.809	.698	.759	.720

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Aliso Creek Road
Weather: Clear

File Name : 13_LNL_Alicia_Aliso C AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Alicia Parkway Southbound				Aliso Creek Road Westbound				Alicia Parkway Northbound				Aliso Creek 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	8	80	26	114	11	65	4	80	36	91	10	137	33	52	51	136	467
07:15 AM	8	118	68	194	17	159	6	182	110	167	31	308	48	110	68	226	910
07:30 AM	10	139	82	231	11	240	11	262	134	177	31	342	83	172	82	337	1172
07:45 AM	29	156	51	236	20	160	12	192	135	167	53	355	81	192	128	401	1184
Total	55	493	227	775	59	624	33	716	415	602	125	1142	245	526	329	1100	3733
08:00 AM	23	138	55	216	29	133	10	172	123	179	29	331	63	140	81	284	1003
08:15 AM	17	128	37	182	27	129	24	180	116	191	36	343	46	133	97	276	981
08:30 AM	39	161	36	236	34	121	34	189	101	171	25	297	42	107	83	232	954
08:45 AM	38	157	28	223	32	108	35	175	95	190	37	322	40	87	81	208	928
Total	117	584	156	857	122	491	103	716	435	731	127	1293	191	467	342	1000	3866
Grand Total	172	1077	383	1632	181	1115	136	1432	850	1333	252	2435	436	993	671	2100	7599
Apprch %	10.5	66	23.5		12.6	77.9	9.5		34.9	54.7	10.3		20.8	47.3	32		
Total %	2.3	14.2	5	21.5	2.4	14.7	1.8	18.8	11.2	17.5	3.3	32	5.7	13.1	8.8	27.6	

	Alicia Parkway Southbound				Aliso Creek Road Westbound				Alicia Parkway Northbound				Aliso Creek 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	10	139	**82**	231	11	**240**	11	**262**	134	177	31	342	**83**	172	82	337	1172
07:45 AM	**29**	**156**	51	**236**	20	160	12	192	**135**	167	**53**	**355**	81	**192**	**128**	**401**	**1184**
08:00 AM	23	138	55	216	**29**	133	10	172	123	179	29	331	63	140	81	284	1003
08:15 AM	17	128	37	182	27	129	**24**	180	116	**191**	36	343	46	133	97	276	981
Total Volume	79	561	225	865	87	662	57	806	508	714	149	1371	273	637	388	1298	4340
% App. Total	9.1	64.9	26		10.8	82.1	7.1		37.1	52.1	10.9		21	49.1	29.9		
PHF	.681	.899	.686	.916	.750	.690	.594	.769	.941	.935	.703	.965	.822	.829	.758	.809	.916

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File Name : 13_LNL_Alicia_Aliso C AM
Site Code : 05722006
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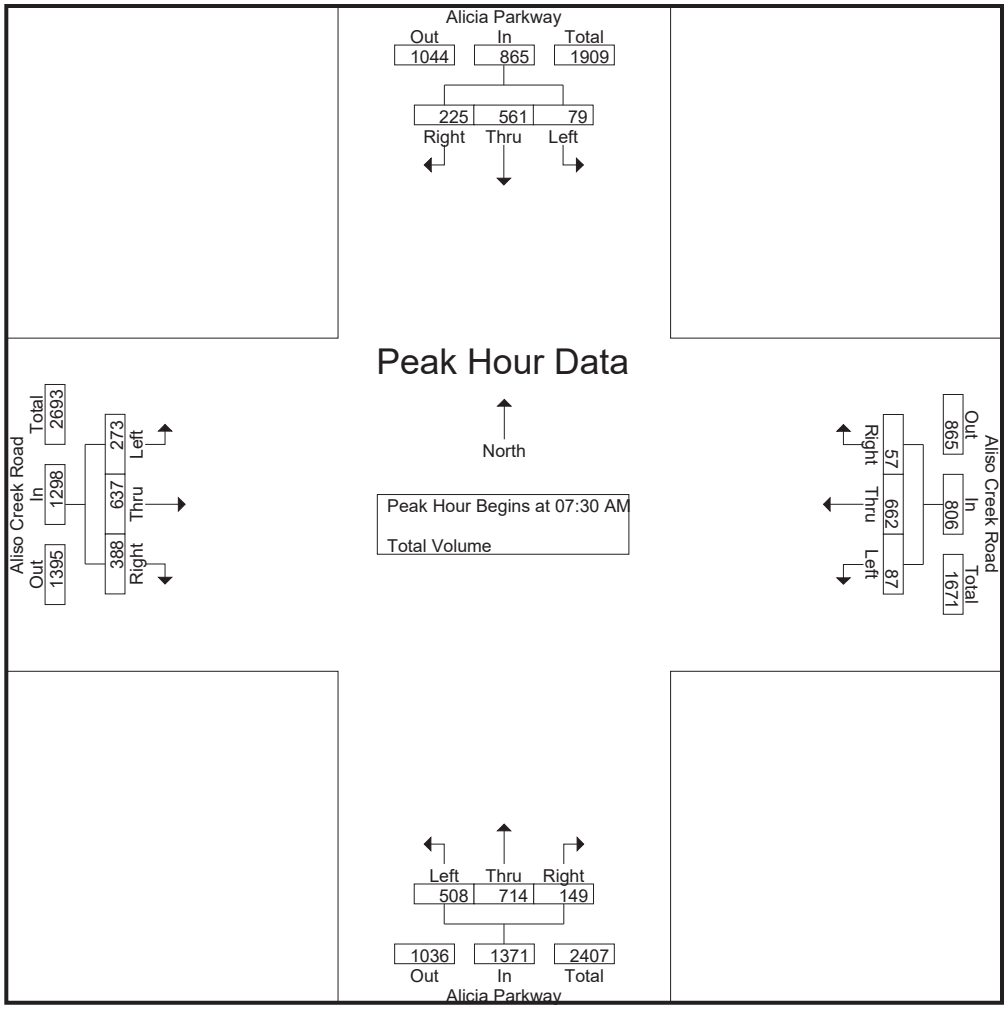

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	8	118	68	194	17	159	6	182	134	177	31	342	**83**	172	82	337
+15 mins.	10	139	**82**	231	11	**240**	11	**262**	**135**	167	**53**	**355**	81	**192**	**128**	**401**
+30 mins.	**29**	**156**	51	**236**	20	160	**12**	192	123	179	29	331	63	140	81	284
+45 mins.	23	138	55	216	**29**	133	10	172	116	**191**	36	343	46	133	97	276
Total Volume	70	551	256	877	77	692	39	808	508	714	149	1371	273	637	388	1298
% App. Total	8	62.8	29.2		9.5	85.6	4.8		37.1	52.1	10.9		21	49.1	29.9	
PHF	.603	.883	.780	.929	.664	.721	.813	.771	.941	.935	.703	.965	.822	.829	.758	.809

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Aliso Creek Road
Weather: Clear

File Name : 13_LNL_Alicia_Aliso C PM
Site Code : 05722006
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Groups Printed- Total Volume

	Alicia Parkway Southbound				Aliso Creek Road Westbound				Alicia Parkway Northbound				Aliso Creek 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	34	160	60	254	50	131	26	207	89	202	33	324	64	153	116	333	1118
04:15 PM	26	183	51	260	48	156	31	235	104	176	47	327	59	122	122	303	1125
04:30 PM	24	206	50	280	51	145	25	221	88	178	42	308	61	164	134	359	1168
04:45 PM	29	188	53	270	56	165	26	247	113	220	48	381	43	132	105	280	1178
Total	113	737	214	1064	205	597	108	910	394	776	170	1340	227	571	477	1275	4589
05:00 PM	32	165	57	254	55	137	25	217	100	194	40	334	65	141	130	336	1141
05:15 PM	28	195	65	288	51	178	30	259	116	178	38	332	42	152	131	325	1204
05:30 PM	26	180	46	252	49	131	52	232	129	192	39	360	37	152	135	324	1168
05:45 PM	31	161	54	246	54	135	20	209	81	167	26	274	56	105	111	272	1001
Total	117	701	222	1040	209	581	127	917	426	731	143	1300	200	550	507	1257	4514
Grand Total	230	1438	436	2104	414	1178	235	1827	820	1507	313	2640	427	1121	984	2532	9103
Apprch %	10.9	68.3	20.7		22.7	64.5	12.9		31.1	57.1	11.9		16.9	44.3	38.9		
Total %	2.5	15.8	4.8	23.1	4.5	12.9	2.6	20.1	9	16.6	3.4	29	4.7	12.3	10.8	27.8	

	Alicia Parkway Southbound				Aliso Creek Road Westbound				Alicia Parkway Northbound				Aliso Creek 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	24	**206**	50	280	51	145	25	221	88	178	42	308	61	**164**	**134**	**359**	1168
04:45 PM	29	188	53	270	**56**	165	26	247	113	**220**	**48**	**381**	43	132	105	280	1178
05:00 PM	**32**	165	57	254	55	137	25	217	100	194	40	334	**65**	141	130	336	1141
05:15 PM	28	195	**65**	**288**	51	**178**	**30**	**259**	**116**	178	38	332	42	152	131	325	**1204**
Total Volume	113	754	225	1092	213	625	106	944	417	770	168	1355	211	589	500	1300	4691
% App. Total	10.3	69	20.6		22.6	66.2	11.2		30.8	56.8	12.4		16.2	45.3	38.5		
PHF	.883	.915	.865	.948	.951	.878	.883	.911	.899	.875	.875	.889	.812	.898	.933	.905	.974

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File Name : 13_LNL_Alicia_Aliso C PM
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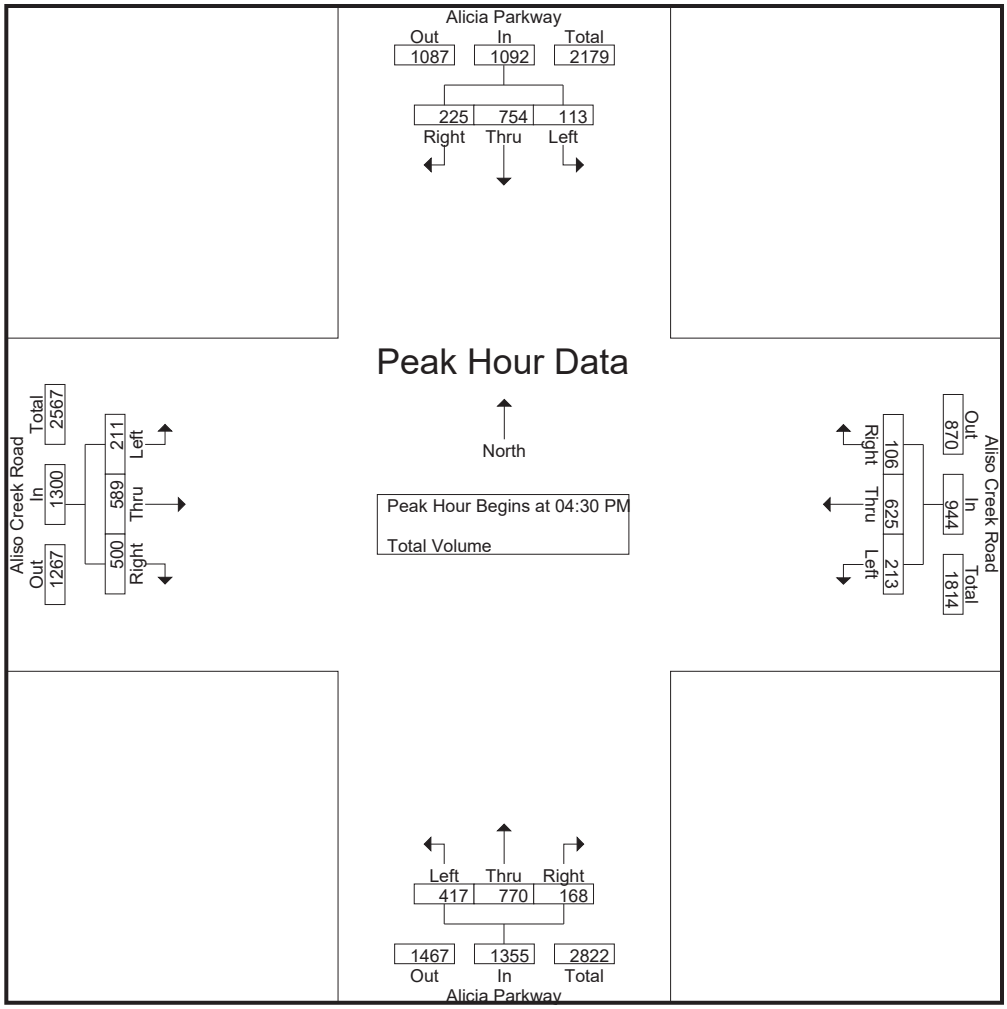

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:45 PM				04:30 PM			
+0 mins.	24	**206**	50	280	**56**	165	26	247	113	**220**	**48**	**381**	61	**164**	**134**	**359**
+15 mins.	29	188	53	270	55	137	25	217	100	194	40	334	43	132	105	280
+30 mins.	**32**	165	57	254	51	**178**	30	**259**	116	178	38	332	**65**	141	130	336
+45 mins.	28	195	**65**	**288**	49	131	**52**	232	**129**	192	39	360	42	152	131	325
Total Volume	113	754	225	1092	211	611	133	955	458	784	165	1407	211	589	500	1300
% App. Total	10.3	69	20.6		22.1	64	13.9		32.6	55.7	11.7		16.2	45.3	38.5	
PHF	.883	.915	.865	.948	.942	.858	.639	.922	.888	.891	.859	.923	.812	.898	.933	.905

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City of Laguna Niguel
N/S: La Paz Road
E/W: Aliso Creek Road
Weather: Clear

File Name : 14_LNL_La Paz_Aliso C AM
Site Code : 05722006
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Groups Printed- Total Volume

	La Paz Road Southbound				Aliso Creek Road Westbound				La Paz Road Northbound				Aliso Creek 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	8	24	15	47	6	33	12	51	31	29	3	63	9	28	23	60	221
07:15 AM	6	25	14	45	5	113	28	146	54	34	0	88	16	62	61	139	418
07:30 AM	13	47	18	78	5	157	26	188	83	52	16	151	25	98	65	188	605
07:45 AM	6	50	19	75	13	126	24	163	39	53	2	94	48	114	95	257	589
Total	33	146	66	245	29	429	90	548	207	168	21	396	98	302	244	644	1833
08:00 AM	4	63	29	96	8	93	21	122	50	65	6	121	25	80	67	172	511
08:15 AM	9	41	30	80	7	109	112	228	44	86	6	136	20	78	61	159	603
08:30 AM	9	57	31	97	9	108	159	276	53	78	4	135	27	67	37	131	639
08:45 AM	19	63	34	116	8	78	117	203	38	91	6	135	33	72	41	146	600
Total	41	224	124	389	32	388	409	829	185	320	22	527	105	297	206	608	2353
Grand Total	74	370	190	634	61	817	499	1377	392	488	43	923	203	599	450	1252	4186
Apprch %	11.7	58.4	30		4.4	59.3	36.2		42.5	52.9	4.7		16.2	47.8	35.9		
Total %	1.8	8.8	4.5	15.1	1.5	19.5	11.9	32.9	9.4	11.7	1	22	4.8	14.3	10.8	29.9	

	La Paz Road Southbound				Aliso Creek Road Westbound				La Paz Road Northbound				Aliso Creek 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 08:00 AM																	
08:00 AM	4	**63**	29	96	8	93	21	122	50	65	**6**	121	25	**80**	**67**	**172**	511
08:15 AM	9	41	30	80	7	**109**	112	228	44	86	6	**136**	20	78	61	159	603
08:30 AM	9	57	31	97	**9**	108	**159**	**276**	**53**	78	4	135	27	67	37	131	**639**
08:45 AM	**19**	63	**34**	**116**	8	78	117	203	38	**91**	6	135	**33**	72	41	146	600
Total Volume	41	224	124	389	32	388	409	829	185	320	22	527	105	297	206	608	2353
% App. Total	10.5	57.6	31.9		3.9	46.8	49.3		35.1	60.7	4.2		17.3	48.8	33.9		
PHF	.539	.889	.912	.838	.889	.890	.643	.751	.873	.879	.917	.969	.795	.928	.769	.884	.921

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City of Laguna Niguel
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File Name : 14_LNL_La Paz_Aliso C AM
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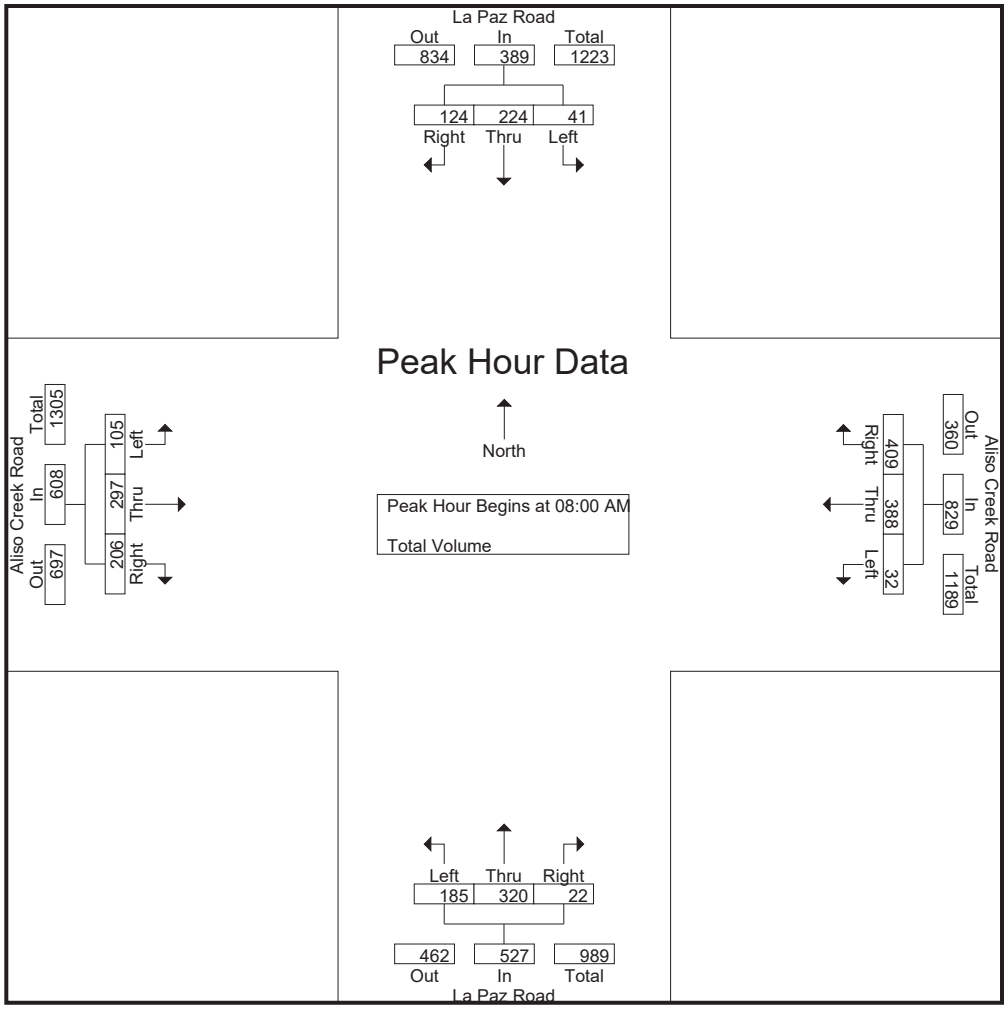

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				07:30 AM			
+0 mins.	4	**63**	29	96	8	93	21	122	50	65	**6**	121	25	98	65	188
+15 mins.	9	41	30	80	7	**109**	112	228	44	86	6	**136**	**48**	**114**	**95**	**257**
+30 mins.	9	57	31	97	**9**	108	**159**	**276**	**53**	78	4	135	25	80	67	172
+45 mins.	**19**	63	**34**	**116**	8	78	117	203	38	**91**	6	135	20	78	61	159
Total Volume	41	224	124	389	32	388	409	829	185	320	22	527	118	370	288	776
% App. Total	10.5	57.6	31.9		3.9	46.8	49.3		35.1	60.7	4.2		15.2	47.7	37.1	
PHF	.539	.889	.912	.838	.889	.890	.643	.751	.873	.879	.917	.969	.615	.811	.758	.755

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City of Laguna Niguel
N/S: La Paz Road
E/W: Aliso Creek Road
Weather: Clear

File Name : 14_LNL_La Paz_Aliso C PM
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Groups Printed- Total Volume

	La Paz Road Southbound				Aliso Creek Road Westbound				La Paz Road Northbound				Aliso Creek 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	25	92	49	166	15	85	14	114	46	59	8	113	53	97	50	200	593
04:15 PM	25	98	65	188	9	112	18	139	38	61	6	105	44	85	43	172	604
04:30 PM	27	76	45	148	13	89	23	125	48	60	5	113	47	110	60	217	603
04:45 PM	25	110	45	180	7	99	20	126	42	64	5	111	38	109	52	199	616
Total	102	376	204	682	44	385	75	504	174	244	24	442	182	401	205	788	2416
05:00 PM	40	93	55	188	11	90	17	118	33	50	8	91	43	116	63	222	619
05:15 PM	23	87	54	164	4	112	25	141	41	65	7	113	34	84	52	170	588
05:30 PM	30	85	60	175	4	99	18	121	36	55	9	100	42	127	40	209	605
05:45 PM	29	106	53	188	9	96	22	127	37	56	10	103	32	55	31	118	536
Total	122	371	222	715	28	397	82	507	147	226	34	407	151	382	186	719	2348
Grand Total	224	747	426	1397	72	782	157	1011	321	470	58	849	333	783	391	1507	4764
Apprch %	16	53.5	30.5		7.1	77.3	15.5		37.8	55.4	6.8		22.1	52	25.9		
Total %	4.7	15.7	8.9	29.3	1.5	16.4	3.3	21.2	6.7	9.9	1.2	17.8	7	16.4	8.2	31.6	

	La Paz Road Southbound				Aliso Creek Road Westbound				La Paz Road Northbound				Aliso Creek 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	25	98	**65**	**188**	9	**112**	18	**139**	38	61	6	105	44	85	43	172	604
04:30 PM	27	76	45	148	**13**	89	**23**	125	**48**	60	5	**113**	**47**	110	60	217	603
04:45 PM	25	**110**	45	180	7	99	20	126	42	**64**	5	111	38	109	52	199	616
05:00 PM	**40**	93	55	188	11	90	17	118	33	50	**8**	91	43	**116**	**63**	**222**	**619**
Total Volume	117	377	210	704	40	390	78	508	161	235	24	420	172	420	218	810	2442
% App. Total	16.6	53.6	29.8		7.9	76.8	15.4		38.3	56	5.7		21.2	51.9	26.9		
PHF	.731	.857	.808	.936	.769	.871	.848	.914	.839	.918	.750	.929	.915	.905	.865	.912	.986

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City of Laguna Niguel
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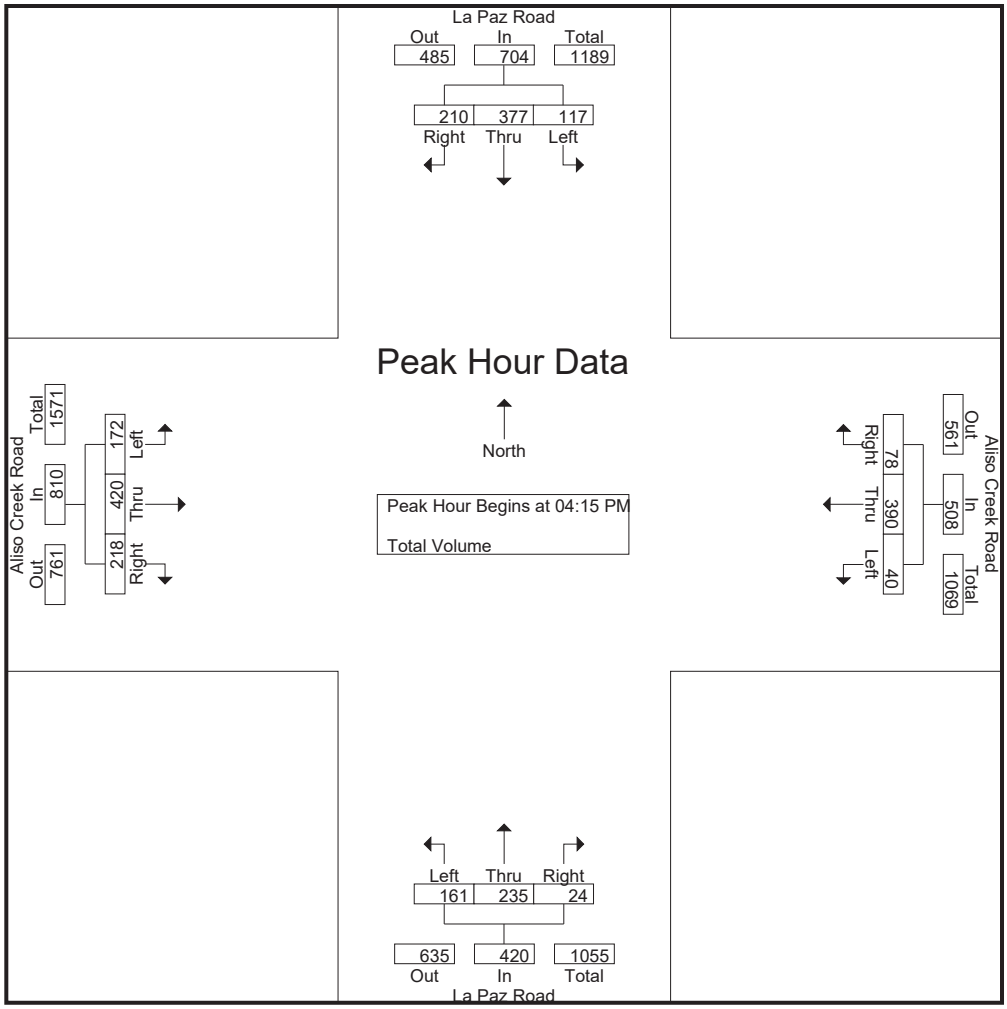

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	**40**	93	55	**188**	**13**	89	23	125	46	59	**8**	**113**	44	85	43	172
+15 mins.	23	87	54	164	7	99	20	126	38	61	6	105	**47**	110	60	217
+30 mins.	30	85	**60**	175	11	90	17	118	**48**	60	5	113	38	109	52	199
+45 mins.	29	**106**	53	188	4	**112**	**25**	**141**	42	**64**	5	111	43	**116**	**63**	**222**
Total Volume	122	371	222	715	35	390	85	510	174	244	24	442	172	420	218	810
% App. Total	17.1	51.9	31		6.9	76.5	16.7		39.4	55.2	5.4		21.2	51.9	26.9	
PHF	.763	.875	.925	.951	.673	.871	.850	.904	.906	.953	.750	.978	.915	.905	.865	.912

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City of Laguna Niguel
N/S: Moulton Parkway
E/W: Aliso Creek Road
Weather: Clear

File Name : 15_LNL_Moulton_Aliso C AM
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Groups Printed- Total Volume

	Moulton Parkway Southbound				Aliso Creek Road Westbound				Moulton Parkway Northbound				Aliso Creek 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	61	14	77	8	10	7	25	48	92	1	141	17	3	34	54	297
07:15 AM	4	102	17	123	10	24	16	50	95	143	3	241	18	4	57	79	493
07:30 AM	10	110	24	144	16	68	16	100	119	201	13	333	26	28	85	139	716
07:45 AM	10	130	15	155	14	28	21	63	92	243	8	343	24	29	83	136	697
Total	26	403	70	499	48	130	60	238	354	679	25	1058	85	64	259	408	2203
08:00 AM	10	129	17	156	22	21	13	56	85	207	10	302	19	14	103	136	650
08:15 AM	15	101	17	133	13	5	17	35	64	205	11	280	24	8	52	84	532
08:30 AM	13	122	19	154	20	5	15	40	62	206	14	282	19	12	77	108	584
08:45 AM	6	128	19	153	18	10	15	43	78	199	10	287	17	6	59	82	565
Total	44	480	72	596	73	41	60	174	289	817	45	1151	79	40	291	410	2331
Grand Total	70	883	142	1095	121	171	120	412	643	1496	70	2209	164	104	550	818	4534
Apprch %	6.4	80.6	13		29.4	41.5	29.1		29.1	67.7	3.2		20	12.7	67.2		
Total %	1.5	19.5	3.1	24.2	2.7	3.8	2.6	9.1	14.2	33	1.5	48.7	3.6	2.3	12.1	18	

	Moulton Parkway Southbound				Aliso Creek Road Westbound				Moulton Parkway Northbound				Aliso Creek 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	10	110	**24**	144	16	**68**	16	**100**	**119**	201	**13**	333	**26**	28	85	**139**	**716**
07:45 AM	10	**130**	15	155	14	28	**21**	63	92	**243**	8	**343**	24	**29**	83	136	697
08:00 AM	10	129	17	**156**	**22**	21	13	56	85	207	10	302	19	14	**103**	136	650
08:15 AM	**15**	101	17	133	13	5	17	35	64	205	11	280	24	8	52	84	532
Total Volume	45	470	73	588	65	122	67	254	360	856	42	1258	93	79	323	495	2595
% App. Total	7.7	79.9	12.4		25.6	48	26.4		28.6	68	3.3		18.8	16	65.3		
PHF	.750	.904	.760	.942	.739	.449	.798	.635	.756	.881	.808	.917	.894	.681	.784	.890	.906

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City of Laguna Niguel
N/S: Moulton Parkway
E/W: Aliso Creek Road
Weather: Clear

File Name : 15_LNL_Moulton_Aliso C AM
Site Code : 05722006
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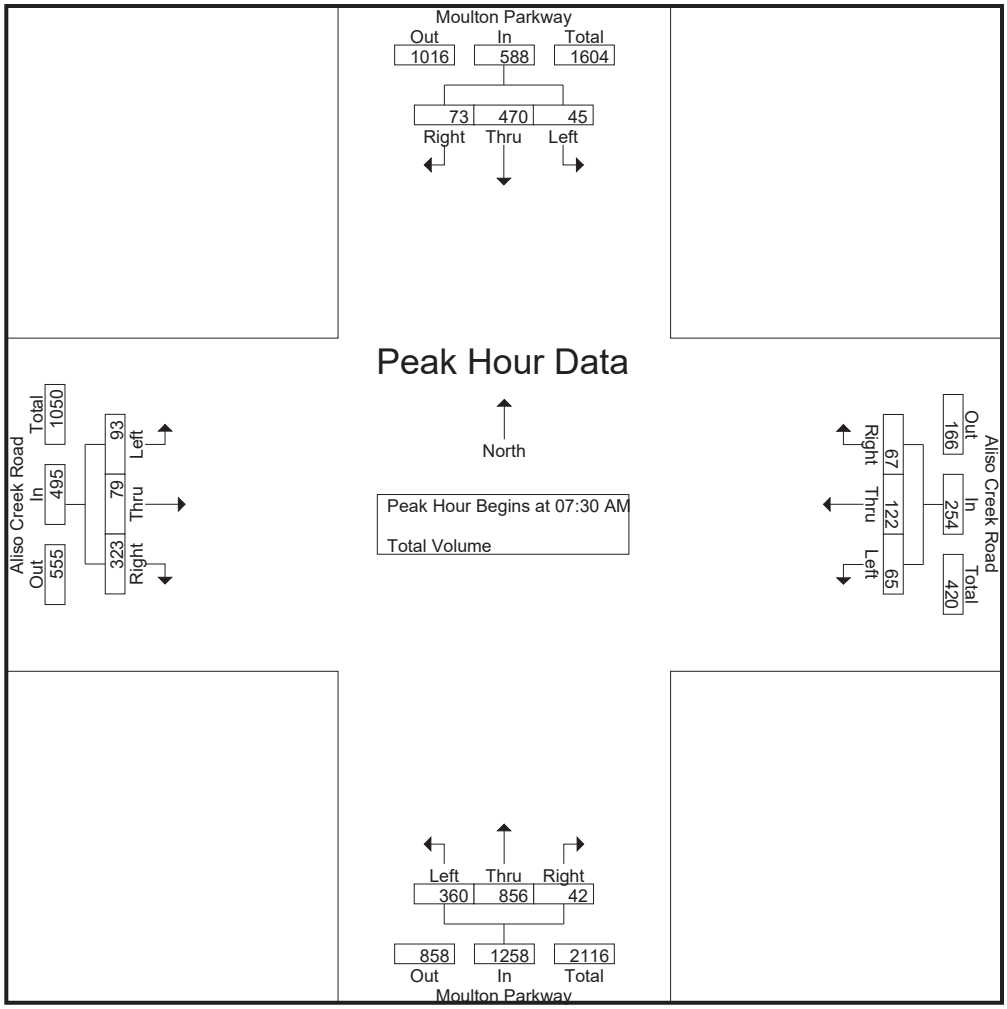

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	10	**130**	15	155	10	24	16	50	**119**	201	**13**	333	**26**	28	85	**139**
+15 mins.	10	129	17	**156**	16	**68**	16	**100**	92	**243**	8	**343**	24	**29**	83	136
+30 mins.	**15**	101	17	133	14	28	**21**	63	85	207	10	302	19	14	**103**	136
+45 mins.	13	122	**19**	154	**22**	21	13	56	64	205	11	280	24	8	52	84
Total Volume	48	482	68	598	62	141	66	269	360	856	42	1258	93	79	323	495
% App. Total	8	80.6	11.4		23	52.4	24.5		28.6	68	3.3		18.8	16	65.3	
PHF	.800	.927	.895	.958	.705	.518	.786	.673	.756	.881	.808	.917	.894	.681	.784	.890

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File Name : 15_LNL_Moulton_Aliso C PM
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Groups Printed- Total Volume

	Moulton Parkway Southbound				Aliso Creek Road Westbound				Moulton Parkway Northbound				Aliso Creek 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	19	237	26	282	19	6	14	39	85	176	18	279	21	7	90	118	718
04:15 PM	14	222	28	264	9	14	12	35	107	187	23	317	16	13	102	131	747
04:30 PM	21	225	18	264	11	16	13	40	94	169	15	278	12	12	105	129	711
04:45 PM	22	236	32	290	12	12	13	37	97	162	23	282	23	17	96	136	745
Total	76	920	104	1100	51	48	52	151	383	694	79	1156	72	49	393	514	2921
05:00 PM	16	244	13	273	9	7	11	27	84	185	25	294	28	18	113	159	753
05:15 PM	15	252	23	290	14	16	11	41	119	193	11	323	22	13	94	129	783
05:30 PM	22	236	23	281	10	6	10	26	88	165	25	278	14	18	115	147	732
05:45 PM	24	218	33	275	16	18	5	39	105	170	18	293	17	11	77	105	712
Total	77	950	92	1119	49	47	37	133	396	713	79	1188	81	60	399	540	2980
Grand Total	153	1870	196	2219	100	95	89	284	779	1407	158	2344	153	109	792	1054	5901
Apprch %	6.9	84.3	8.8		35.2	33.5	31.3		33.2	60	6.7		14.5	10.3	75.1		
Total %	2.6	31.7	3.3	37.6	1.7	1.6	1.5	4.8	13.2	23.8	2.7	39.7	2.6	1.8	13.4	17.9	

	Moulton Parkway Southbound				Aliso Creek Road Westbound				Moulton Parkway Northbound				Aliso Creek 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 04:45 PM																	
04:45 PM	**22**	236	**32**	**290**	12	12	**13**	37	97	162	23	282	23	17	96	136	745
05:00 PM	16	244	13	273	9	7	11	27	84	185	**25**	294	**28**	**18**	113	**159**	753
05:15 PM	15	**252**	23	290	**14**	**16**	11	**41**	**119**	**193**	11	**323**	22	13	94	129	**783**
05:30 PM	22	236	23	281	10	6	10	26	88	165	25	278	14	18	**115**	147	732
Total Volume	75	968	91	1134	45	41	45	131	388	705	84	1177	87	66	418	571	3013
% App. Total	6.6	85.4	8		34.4	31.3	34.4		33	59.9	7.1		15.2	11.6	73.2		
PHF	.852	.960	.711	.978	.804	.641	.865	.799	.815	.913	.840	.911	.777	.917	.909	.898	.962

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File Name : 15_LNL_Moulton_Aliso C PM
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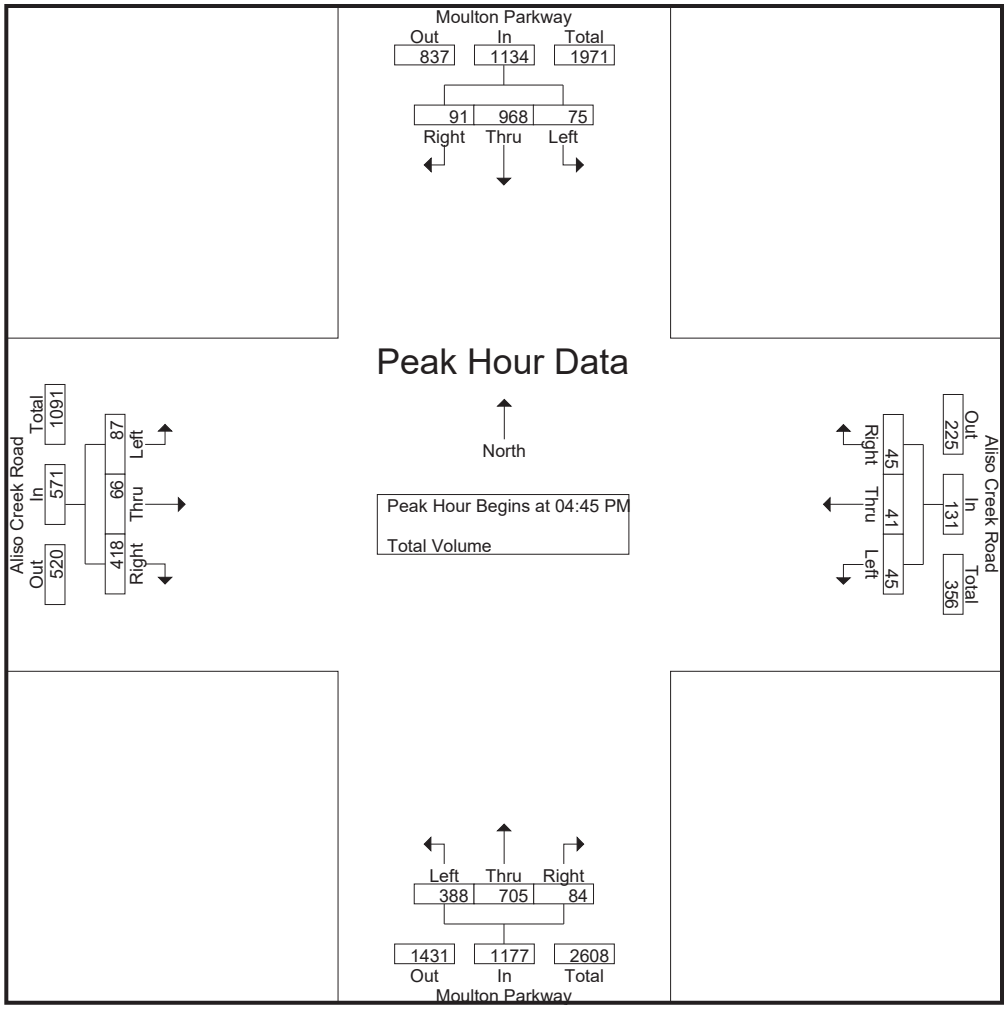

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				05:00 PM				04:45 PM			
+0 mins.	**22**	236	**32**	**290**	**19**	6	**14**	39	84	185	**25**	294	23	17	96	136
+15 mins.	16	244	13	273	9	14	12	35	**119**	**193**	11	**323**	**28**	**18**	113	**159**
+30 mins.	15	**252**	23	290	11	**16**	13	**40**	88	165	25	278	22	13	94	129
+45 mins.	22	236	23	281	12	12	13	37	105	170	18	293	14	18	**115**	147
Total Volume	75	968	91	1134	51	48	52	151	396	713	79	1188	87	66	418	571
% App. Total	6.6	85.4	8		33.8	31.8	34.4		33.3	60	6.6		15.2	11.6	73.2	
PHF	.852	.960	.711	.978	.671	.750	.929	.944	.832	.924	.790	.920	.777	.917	.909	.898

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City of Laguna Niguel
N/S: La Paz Road
E/W: Rancho Niguel Road
Weather: Clear

File Name : 16_LNL_La Paz_Rancho N AM
Site Code : 05722006
Start Date : 1/11/2022
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Groups Printed- Total Volume

	La Paz Road Southbound			Rancho Niguel Road Westbound			La Paz Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	13	31	44	2	22	24	35	1	36	104
07:15 AM	43	38	81	7	42	49	65	5	70	200
07:30 AM	51	57	108	13	49	62	94	2	96	266
07:45 AM	46	92	138	9	37	46	85	7	92	276
Total	153	218	371	31	150	181	279	15	294	846
08:00 AM	27	87	114	11	42	53	86	9	95	262
08:15 AM	26	67	93	10	53	63	100	1	101	257
08:30 AM	32	61	93	7	56	63	93	3	96	252
08:45 AM	38	63	101	5	77	82	67	9	76	259
Total	123	278	401	33	228	261	346	22	368	1030
Grand Total	276	496	772	64	378	442	625	37	662	1876
Apprch %	35.8	64.2		14.5	85.5		94.4	5.6		
Total %	14.7	26.4	41.2	3.4	20.1	23.6	33.3	2	35.3	

	La Paz Road Southbound			Rancho Niguel Road Westbound			La Paz Road 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	**51**	57	108	**13**	49	62	94	2	96	266
07:45 AM	46	**92**	**138**	9	37	46	85	7	92	**276**
08:00 AM	27	87	114	11	42	53	86	**9**	95	262
08:15 AM	26	67	93	10	**53**	**63**	**100**	1	**101**	257
Total Volume	150	303	453	43	181	224	365	19	384	1061
% App. Total	33.1	66.9		19.2	80.8		95.1	4.9		
PHF	.735	.823	.821	.827	.854	.889	.913	.528	.950	.961

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File Name : 16_LNL_La Paz_Rancho N AM
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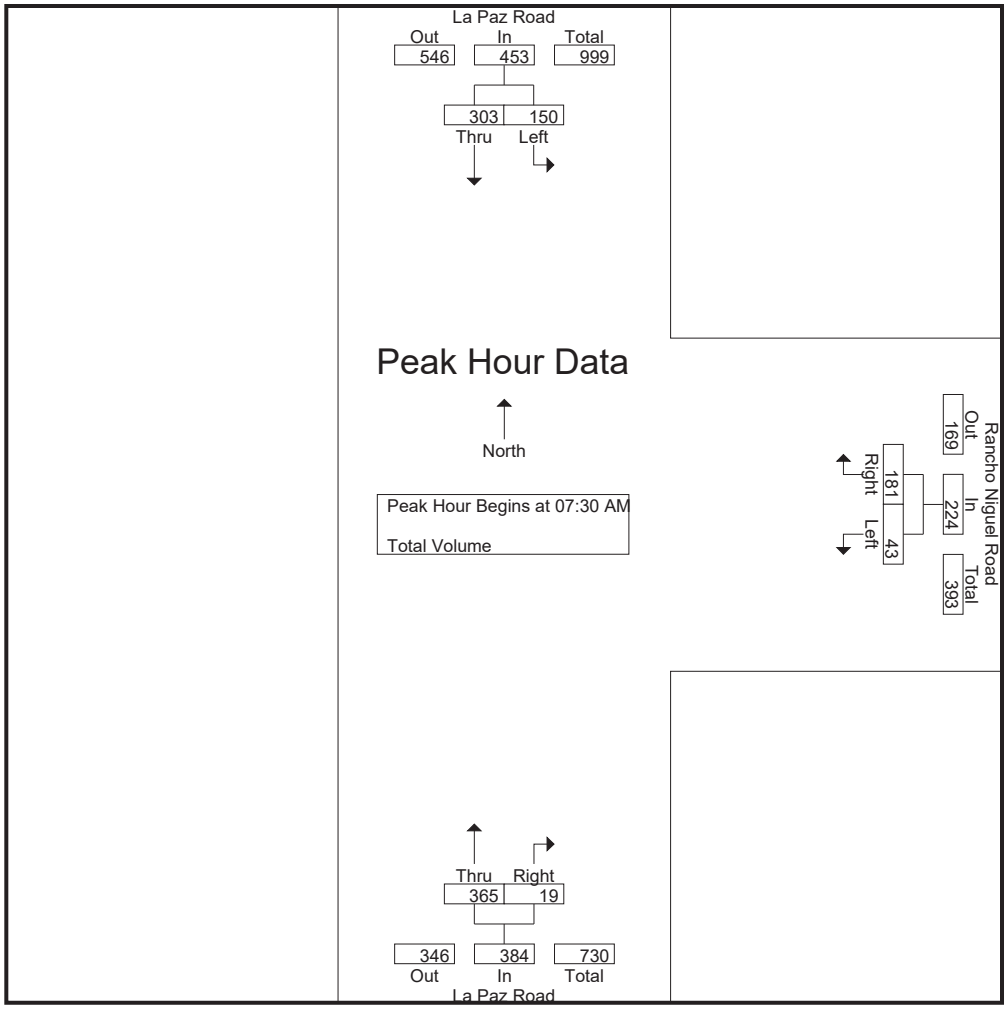

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			08:00 AM			07:30 AM		
+0 mins.	**51**	57	108	**11**	42	53	94	2	96
+15 mins.	46	**92**	**138**	10	53	63	85	7	92
+30 mins.	27	87	114	7	56	63	86	**9**	95
+45 mins.	26	67	93	5	**77**	**82**	**100**	1	**101**
Total Volume	150	303	453	33	228	261	365	19	384
% App. Total	33.1	66.9		12.6	87.4		95.1	4.9	
PHF	.735	.823	.821	.750	.740	.796	.913	.528	.950

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City of Laguna Niguel
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File Name : 16_LNL_La Paz_Rancho N PM
Site Code : 05722006
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Groups Printed- Total Volume

	La Paz Road Southbound			Rancho Niguel Road Westbound			La Paz Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	52	94	146	9	39	48	82	9	91	285
04:15 PM	49	89	138	11	47	58	81	7	88	284
04:30 PM	52	94	146	11	28	39	75	8	83	268
04:45 PM	58	89	147	9	45	54	62	5	67	268
Total	211	366	577	40	159	199	300	29	329	1105
05:00 PM	73	99	172	10	30	40	60	9	69	281
05:15 PM	55	92	147	10	35	45	58	9	67	259
05:30 PM	44	96	140	7	30	37	64	9	73	250
05:45 PM	43	93	136	7	41	48	69	4	73	257
Total	215	380	595	34	136	170	251	31	282	1047
Grand Total	426	746	1172	74	295	369	551	60	611	2152
Apprch %	36.3	63.7		20.1	79.9		90.2	9.8		
Total %	19.8	34.7	54.5	3.4	13.7	17.1	25.6	2.8	28.4	

	La Paz Road Southbound			Rancho Niguel Road Westbound			La Paz Road 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	52	**94**	146	9	39	48	**82**	**9**	**91**	**285**
04:15 PM	49	89	138	**11**	**47**	**58**	81	7	88	284
04:30 PM	52	94	146	11	28	39	75	8	83	268
04:45 PM	**58**	89	**147**	9	45	54	62	5	67	268
Total Volume	211	366	577	40	159	199	300	29	329	1105
% App. Total	36.6	63.4		20.1	79.9		91.2	8.8		
PHF	.909	.973	.981	.909	.846	.858	.915	.806	.904	.969

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City of Laguna Niguel
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File Name : 16_LNL_La Paz_Rancho N PM
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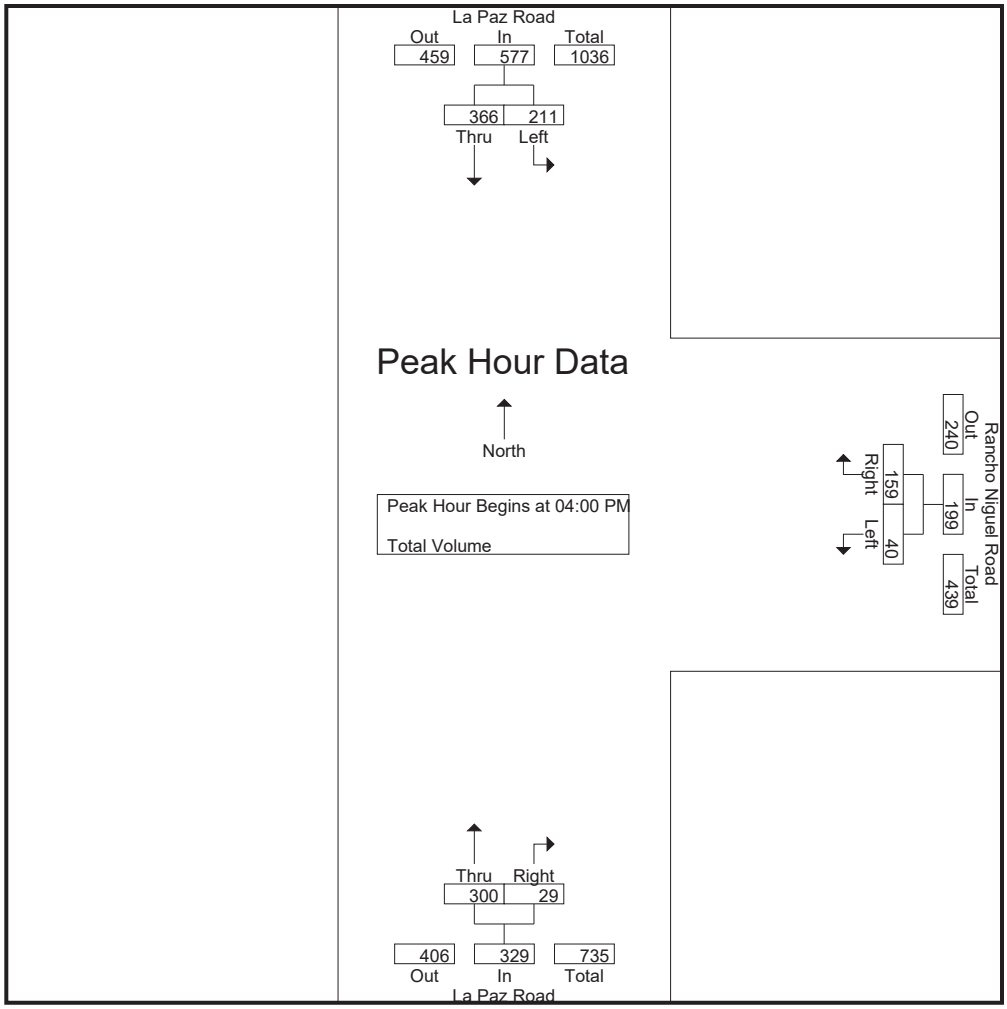

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:00 PM		
+0 mins.	52	94	146	9	39	48	**82**	**9**	**91**
+15 mins.	58	89	147	**11**	**47**	**58**	81	7	88
+30 mins.	**73**	**99**	**172**	11	28	39	75	8	83
+45 mins.	55	92	147	9	45	54	62	5	67
Total Volume	238	374	612	40	159	199	300	29	329
% App. Total	38.9	61.1		20.1	79.9		91.2	8.8	
PHF	.815	.944	.890	.909	.846	.858	.915	.806	.904

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City of Laguna Niguel
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E/W: Rancho Niguel Road
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File Name : 17_LNL_Moulton_Rancho N AM
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Groups Printed- Total Volume

	Moulton Parkway Southbound				Rancho Niguel Road Westbound				Moulton Parkway Northbound				Rancho Niguel 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	45	46	1	92	13	15	52	80	6	88	10	104	4	13	8	25	301
07:15 AM	80	112	3	195	13	21	72	106	11	157	24	192	8	47	12	67	560
07:30 AM	108	132	3	243	11	32	118	161	14	208	30	252	6	59	16	81	737
07:45 AM	90	156	7	253	13	31	100	144	27	240	16	283	12	34	9	55	735
Total	323	446	14	783	50	99	342	491	58	693	80	831	30	153	45	228	2333
08:00 AM	70	108	5	183	17	35	95	147	18	194	16	228	9	42	11	62	620
08:15 AM	84	135	30	249	12	27	90	129	11	194	9	214	9	24	17	50	642
08:30 AM	88	143	34	265	15	17	71	103	11	202	6	219	6	25	15	46	633
08:45 AM	98	136	55	289	12	28	74	114	10	170	11	191	4	35	9	48	642
Total	340	522	124	986	56	107	330	493	50	760	42	852	28	126	52	206	2537
Grand Total	663	968	138	1769	106	206	672	984	108	1453	122	1683	58	279	97	434	4870
Apprch %	37.5	54.7	7.8		10.8	20.9	68.3		6.4	86.3	7.2		13.4	64.3	22.4		
Total %	13.6	19.9	2.8	36.3	2.2	4.2	13.8	20.2	2.2	29.8	2.5	34.6	1.2	5.7	2	8.9	

	Moulton Parkway Southbound				Rancho Niguel Road Westbound				Moulton Parkway Northbound				Rancho Niguel 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	**108**	132	3	243	11	32	**118**	**161**	14	208	**30**	252	6	**59**	16	**81**	**737**
07:45 AM	90	**156**	7	**253**	13	31	100	144	**27**	**240**	16	**283**	**12**	34	9	55	735
08:00 AM	70	108	5	183	**17**	**35**	95	147	18	194	16	228	9	42	11	62	620
08:15 AM	84	135	**30**	249	12	27	90	129	11	194	9	214	9	24	**17**	50	642
Total Volume	352	531	45	928	53	125	403	581	70	836	71	977	36	159	53	248	2734
% App. Total	37.9	57.2	4.8		9.1	21.5	69.4		7.2	85.6	7.3		14.5	64.1	21.4		
PHF	.815	.851	.375	.917	.779	.893	.854	.902	.648	.871	.592	.863	.750	.674	.779	.765	.927

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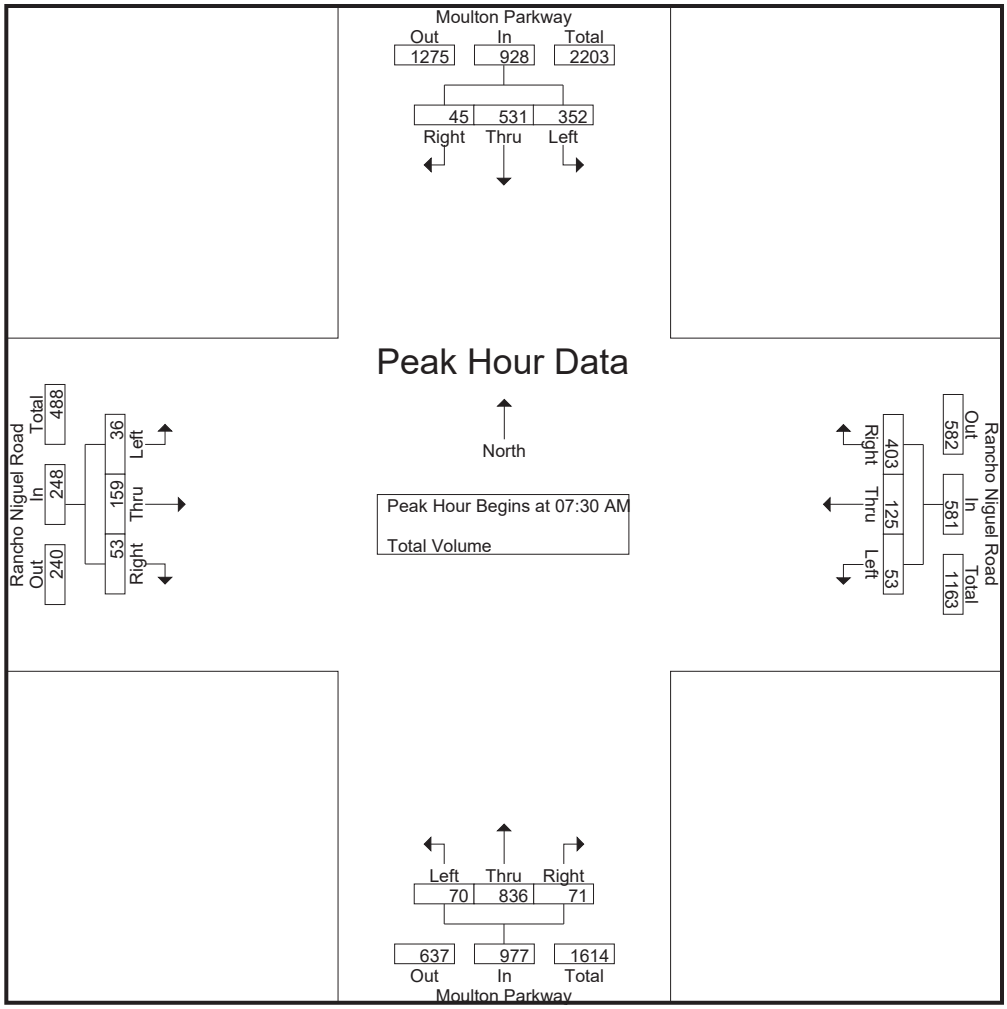

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	70	108	5	183	11	32	**118**	**161**	14	208	**30**	252	8	47	12	67
+15 mins.	84	135	30	249	13	31	100	144	**27**	**240**	16	**283**	6	**59**	**16**	**81**
+30 mins.	88	**143**	34	265	**17**	**35**	95	147	18	194	16	228	**12**	34	9	55
+45 mins.	**98**	136	**55**	**289**	12	27	90	129	11	194	9	214	9	42	11	62
Total Volume	340	522	124	986	53	125	403	581	70	836	71	977	35	182	48	265
% App. Total	34.5	52.9	12.6		9.1	21.5	69.4		7.2	85.6	7.3		13.2	68.7	18.1	
PHF	.867	.913	.564	.853	.779	.893	.854	.902	.648	.871	.592	.863	.729	.771	.750	.818

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File Name : 17_LNL_Moulton_Rancho N PM
Site Code : 05722006
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Groups Printed- Total Volume

	Moulton Parkway Southbound				Rancho Niguel Road Westbound				Moulton Parkway Northbound				Rancho Niguel 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	105	256	12	373	22	30	97	149	18	170	13	201	8	42	17	67	790
04:15 PM	104	234	9	347	19	41	125	185	13	193	19	225	8	46	18	72	829
04:30 PM	107	263	7	377	24	25	104	153	16	165	23	204	9	47	13	69	803
04:45 PM	99	221	11	331	17	45	128	190	10	161	19	190	3	46	16	65	776
Total	415	974	39	1428	82	141	454	677	57	689	74	820	28	181	64	273	3198
05:00 PM	98	230	7	335	18	33	104	155	6	198	19	223	10	47	30	87	800
05:15 PM	130	217	7	354	16	32	134	182	11	181	20	212	5	53	12	70	818
05:30 PM	127	267	6	400	11	34	130	175	12	187	27	226	7	39	19	65	866
05:45 PM	105	239	8	352	16	42	111	169	13	168	19	200	3	25	22	50	771
Total	460	953	28	1441	61	141	479	681	42	734	85	861	25	164	83	272	3255
Grand Total	875	1927	67	2869	143	282	933	1358	99	1423	159	1681	53	345	147	545	6453
Apprch %	30.5	67.2	2.3		10.5	20.8	68.7		5.9	84.7	9.5		9.7	63.3	27		
Total %	13.6	29.9	1	44.5	2.2	4.4	14.5	21	1.5	22.1	2.5	26	0.8	5.3	2.3	8.4	

	Moulton Parkway Southbound				Rancho Niguel Road Westbound				Moulton Parkway Northbound				Rancho Niguel 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 04:45 PM																	
04:45 PM	99	221	**11**	331	17	**45**	128	**190**	10	161	19	190	3	46	16	65	776
05:00 PM	98	230	7	335	**18**	33	104	155	6	**198**	19	223	**10**	47	**30**	**87**	800
05:15 PM	**130**	217	7	354	16	32	**134**	182	11	181	20	212	5	**53**	12	70	818
05:30 PM	127	**267**	6	**400**	11	34	130	175	**12**	187	**27**	**226**	7	39	19	65	**866**
Total Volume	454	935	31	1420	62	144	496	702	39	727	85	851	25	185	77	287	3260
% App. Total	32	65.8	2.2		8.8	20.5	70.7		4.6	85.4	10		8.7	64.5	26.8		
PHF	.873	.875	.705	.888	.861	.800	.925	.924	.813	.918	.787	.941	.625	.873	.642	.825	.941

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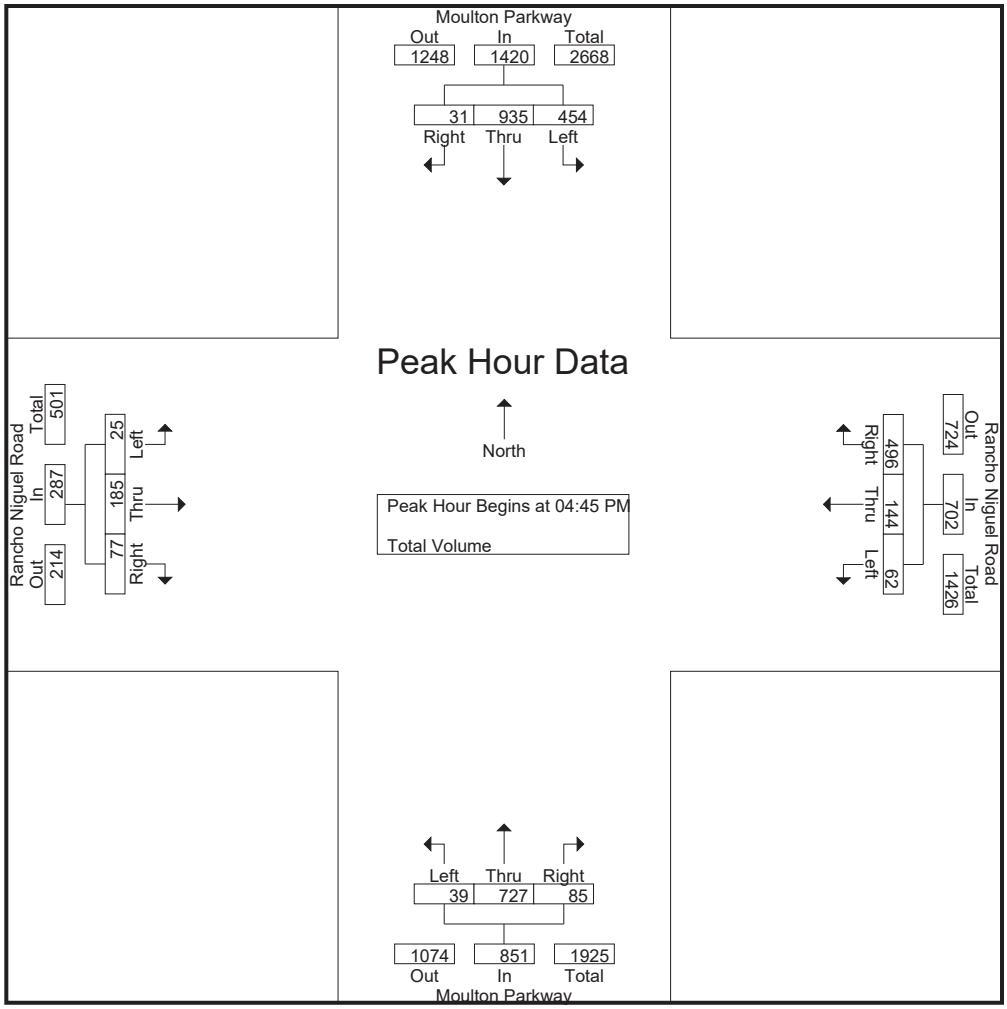
City of Laguna Niguel
N/S: Moulton Parkway
E/W: Rancho Niguel Road
Weather: Clear

File Name : 17_LNL_Moulton_Rancho N PM
Site Code : 05722006
Start Date : 1/11/2022



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				05:00 PM				04:15 PM			
+0 mins.	98	230	7	335	17	**45**	128	**190**	6	**198**	19	223	8	46	18	72
+15 mins.	**130**	217	7	354	**18**	33	104	155	11	181	20	212	9	**47**	13	69
+30 mins.	127	**267**	6	**400**	16	32	**134**	182	12	187	**27**	**226**	3	46	16	65
+45 mins.	105	239	**8**	352	11	34	130	175	**13**	168	19	200	**10**	47	**30**	**87**
Total Volume	460	953	28	1441	62	144	496	702	42	734	85	861	30	186	77	293
% App. Total	31.9	66.1	1.9		8.8	20.5	70.7		4.9	85.2	9.9		10.2	63.5	26.3	
PHF	.885	.892	.875	.901	.861	.800	.925	.924	.808	.927	.787	.952	.750	.989	.642	.842

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City of Laguna Hills
N/S: Greenfield Drive
E/W: SR-73 Northbound Ramps
Weather: Clear

File Name : 18_LHS_Green_73N AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Greenfield Drive Southbound				SR-73 Northbound Off Ramp Westbound				Greenfield Drive Northbound				SR-73 Northbound On Ramp 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	7	4	11	51	0	4	55	24	4	0	28	0	0	0	0	94
07:15 AM	0	12	1	13	76	0	4	80	53	3	0	56	0	0	0	0	149
07:30 AM	0	22	3	25	94	0	8	102	80	9	0	89	0	0	0	0	216
07:45 AM	0	15	3	18	105	0	7	112	80	15	0	95	0	0	0	0	225
Total	0	56	11	67	326	0	23	349	237	31	0	268	0	0	0	0	684
08:00 AM	0	16	2	18	108	0	8	116	80	9	0	89	0	0	0	0	223
08:15 AM	0	11	3	14	91	1	6	98	76	9	0	85	0	0	0	0	197
08:30 AM	0	11	4	15	71	0	9	80	92	7	0	99	0	0	0	0	194
08:45 AM	0	10	1	11	74	0	9	83	52	12	0	64	0	0	0	0	158
Total	0	48	10	58	344	1	32	377	300	37	0	337	0	0	0	0	772
Grand Total	0	104	21	125	670	1	55	726	537	68	0	605	0	0	0	0	1456
Apprch %	0	83.2	16.8		92.3	0.1	7.6		88.8	11.2	0		0	0	0		
Total %	0	7.1	1.4	8.6	46	0.1	3.8	49.9	36.9	4.7	0	41.6	0	0	0	0	

	Greenfield Drive Southbound				SR-73 Northbound Off Ramp Westbound				Greenfield Drive Northbound				SR-73 Northbound On Ramp 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	0	**22**	**3**	**25**	94	0	**8**	102	**80**	9	0	89	0	0	0	0	216
07:45 AM	0	15	3	18	105	0	7	112	80	**15**	0	**95**	0	0	0	0	**225**
08:00 AM	0	16	2	18	**108**	0	8	**116**	80	9	0	89	0	0	0	0	223
08:15 AM	0	11	3	14	91	**1**	6	98	76	9	0	85	0	0	0	0	197
Total Volume	0	64	11	75	398	1	29	428	316	42	0	358	0	0	0	0	861
% App. Total	0	85.3	14.7		93	0.2	6.8		88.3	11.7	0		0	0	0		
PHF	.000	.727	.917	.750	.921	.250	.906	.922	.988	.700	.000	.942	.000	.000	.000	.000	.957

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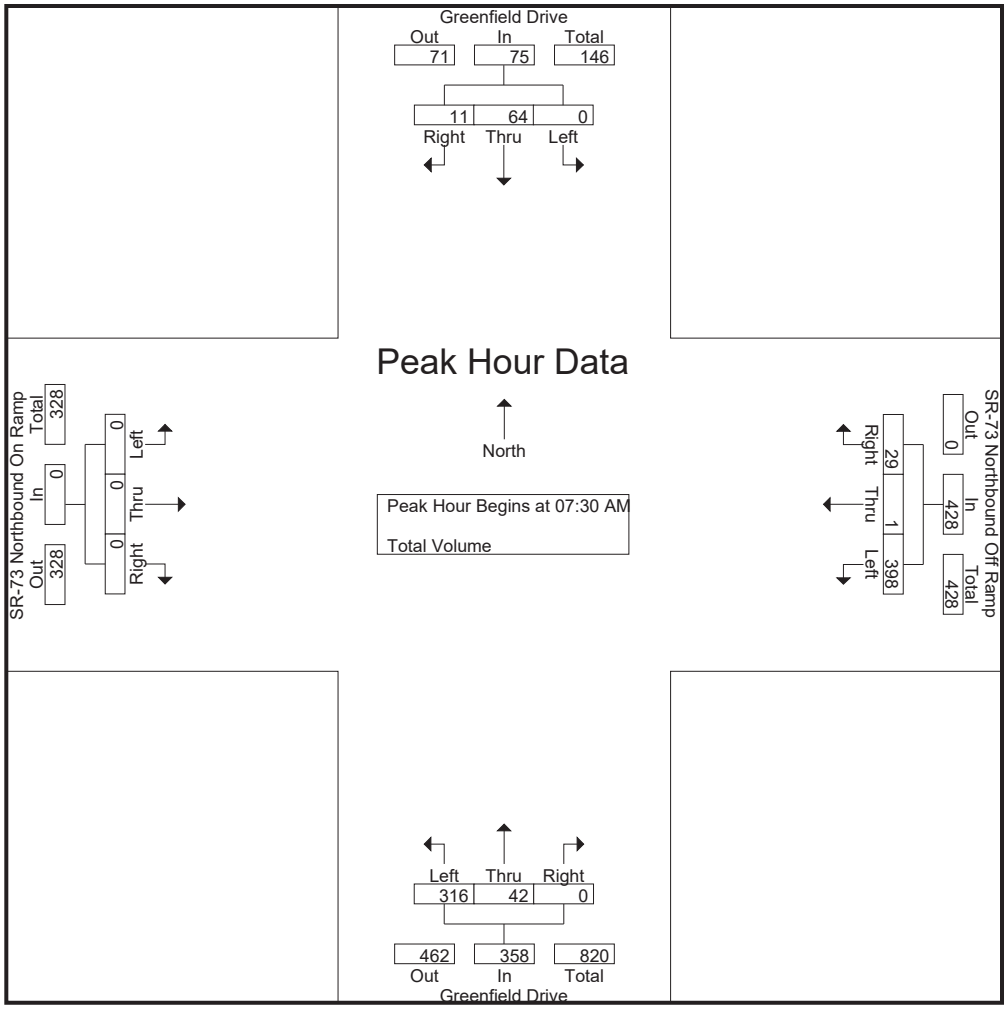
City of Laguna Hills
N/S: Greenfield Drive
E/W: SR-73 Northbound Ramps
Weather: Clear

File Name : 18_LHS_Green_73N AM
Site Code : 05722006
Start Date : 1/11/2022
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				07:45 AM				07:00 AM			
+0 mins.	0	**22**	**3**	**25**	94	0	**8**	102	80	**15**	0	95	0	0	0	0
+15 mins.	0	15	3	18	105	0	7	112	80	9	0	89	0	0	0	0
+30 mins.	0	16	2	18	**108**	0	8	**116**	76	9	0	85	0	0	0	0
+45 mins.	0	11	3	14	91	**1**	6	98	**92**	7	0	**99**	0	0	0	0
Total Volume	0	64	11	75	398	1	29	428	328	40	0	368	0	0	0	0
% App. Total	0	85.3	14.7		93	0.2	6.8		89.1	10.9	0		0	0	0	
PHF	.000	.727	.917	.750	.921	.250	.906	.922	.891	.667	.000	.929	.000	.000	.000	.000

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City of Laguna Hills
N/S: Greenfield Drive
E/W: SR-73 Northbound Ramps
Weather: Clear

File Name : 18_LHS_Green_73N PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Greenfield Drive Southbound				SR-73 Northbound Off Ramp Westbound				Greenfield Drive Northbound				SR-73 Northbound On Ramp 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	19	4	23	105	0	13	118	44	17	0	61	0	0	0	0	202
04:15 PM	0	26	4	30	109	0	10	119	62	16	0	78	0	0	0	0	227
04:30 PM	0	19	3	22	93	0	8	101	62	14	0	76	0	0	0	0	199
04:45 PM	0	29	2	31	117	0	8	125	51	6	0	57	0	0	0	0	213
Total	0	93	13	106	424	0	39	463	219	53	0	272	0	0	0	0	841
05:00 PM	0	18	1	19	103	0	4	107	50	18	0	68	0	0	0	0	194
05:15 PM	0	17	2	19	122	0	12	134	51	20	0	71	0	0	0	0	224
05:30 PM	0	14	1	15	112	0	8	120	46	23	0	69	0	0	0	0	204
05:45 PM	0	18	1	19	112	0	11	123	43	17	0	60	0	0	0	0	202
Total	0	67	5	72	449	0	35	484	190	78	0	268	0	0	0	0	824
Grand Total	0	160	18	178	873	0	74	947	409	131	0	540	0	0	0	0	1665
Apprch %	0	89.9	10.1		92.2	0	7.8		75.7	24.3	0		0	0	0		
Total %	0	9.6	1.1	10.7	52.4	0	4.4	56.9	24.6	7.9	0	32.4	0	0	0	0	

	Greenfield Drive Southbound				SR-73 Northbound Off Ramp Westbound				Greenfield Drive Northbound				SR-73 Northbound On Ramp 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	0	19	**4**	23	105	0	**13**	118	44	**17**	0	61	0	0	0	0	202
04:15 PM	0	26	4	30	109	0	10	119	**62**	16	0	**78**	0	0	0	0	**227**
04:30 PM	0	19	3	22	93	0	8	101	62	14	0	76	0	0	0	0	199
04:45 PM	0	**29**	2	**31**	**117**	0	8	**125**	51	6	0	57	0	0	0	0	213
Total Volume	0	93	13	106	424	0	39	463	219	53	0	272	0	0	0	0	841
% App. Total	0	87.7	12.3		91.6	0	8.4		80.5	19.5	0		0	0	0		
PHF	.000	.802	.813	.855	.906	.000	.750	.926	.883	.779	.000	.872	.000	.000	.000	.000	.926

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City of Laguna Hills
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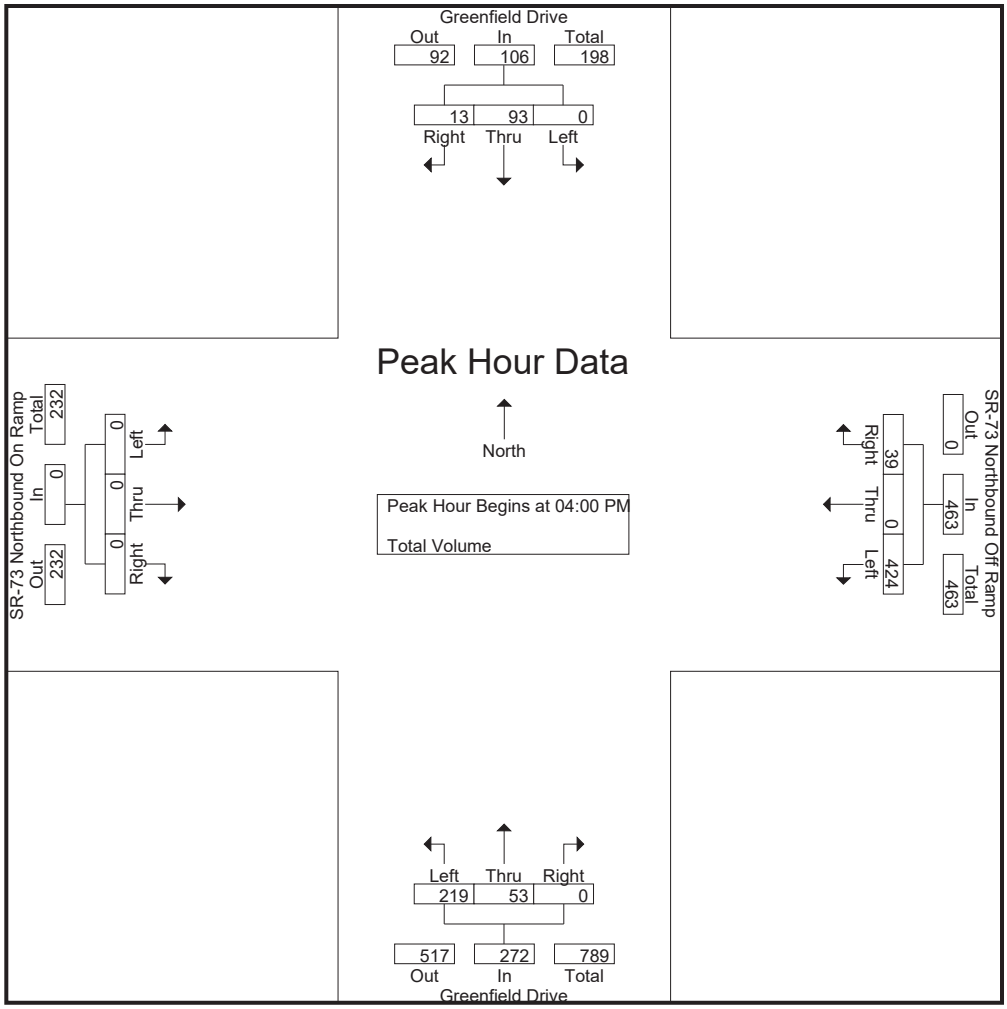
E/W: SR-73 Northbound Ramps
Weather: Clear

File Name : 18_LHS_Green_73N PM
Site Code : 05722006
Start Date : 1/11/2022
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:

	04:00 PM				04:45 PM				04:15 PM				04:00 PM			
+0 mins.	0	19	**4**	23	117	0	8	125	**62**	16	0	**78**	0	0	0	0
+15 mins.	0	26	4	30	103	0	4	107	62	14	0	76	0	0	0	0
+30 mins.	0	19	3	22	**122**	0	**12**	**134**	51	6	0	57	0	0	0	0
+45 mins.	0	**29**	2	**31**	112	0	8	120	50	**18**	0	68	0	0	0	0
Total Volume	0	93	13	106	454	0	32	486	225	54	0	279	0	0	0	0
% App. Total	0	87.7	12.3		93.4	0	6.6		80.6	19.4	0		0	0	0	
PHF	.000	.802	.813	.855	.930	.000	.667	.907	.907	.750	.000	.894	.000	.000	.000	.000

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City of Laguna Hills
N/S: Greenfield Drive
E/W: SR-73 Southbound Ramps
Weather: Clear

File Name : 19_LHS_Green_73S AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Greenfield Drive Southbound				SR-73 Southbound On Ramp Westbound				Greenfield Drive Northbound				SR-73 Southbound Off Ramp 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	54	0	58	0	0	0	0	0	30	63	93	0	0	12	12	163
07:15 AM	6	82	0	88	0	0	0	0	0	57	90	147	0	0	27	27	262
07:30 AM	12	104	0	116	0	0	0	0	0	89	99	188	3	0	29	32	336
07:45 AM	10	110	0	120	0	0	0	0	0	90	118	208	2	0	34	36	364
Total	32	350	0	382	0	0	0	0	0	266	370	636	5	0	102	107	1125
08:00 AM	12	108	0	120	0	0	0	0	0	93	103	196	1	0	34	35	351
08:15 AM	7	98	0	105	0	0	0	0	0	80	82	162	0	0	39	39	306
08:30 AM	4	77	0	81	0	0	0	0	0	98	85	183	2	0	46	48	312
08:45 AM	6	83	0	89	0	0	0	0	0	60	86	146	1	0	50	51	286
Total	29	366	0	395	0	0	0	0	0	331	356	687	4	0	169	173	1255
Grand Total	61	716	0	777	0	0	0	0	0	597	726	1323	9	0	271	280	2380
Apprch %	7.9	92.1	0		0	0	0		0	45.1	54.9		3.2	0	96.8		
Total %	2.6	30.1	0	32.6	0	0	0	0	0	25.1	30.5	55.6	0.4	0	11.4	11.8	

	Greenfield Drive Southbound				SR-73 Southbound On Ramp Westbound				Greenfield Drive Northbound				SR-73 Southbound Off Ramp 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	**12**	104	0	116	0	0	0	0	0	89	99	188	**3**	0	29	32	336
07:45 AM	10	**110**	0	**120**	0	0	0	0	0	90	**118**	**208**	2	0	34	36	**364**
08:00 AM	12	108	0	120	0	0	0	0	0	**93**	103	196	1	0	34	35	351
08:15 AM	7	98	0	105	0	0	0	0	0	80	82	162	0	0	**39**	**39**	306
Total Volume	41	420	0	461	0	0	0	0	0	352	402	754	6	0	136	142	1357
% App. Total	8.9	91.1	0		0	0	0		0	46.7	53.3		4.2	0	95.8		
PHF	.854	.955	.000	.960	.000	.000	.000	.000	.000	.946	.852	.906	.500	.000	.872	.910	.932

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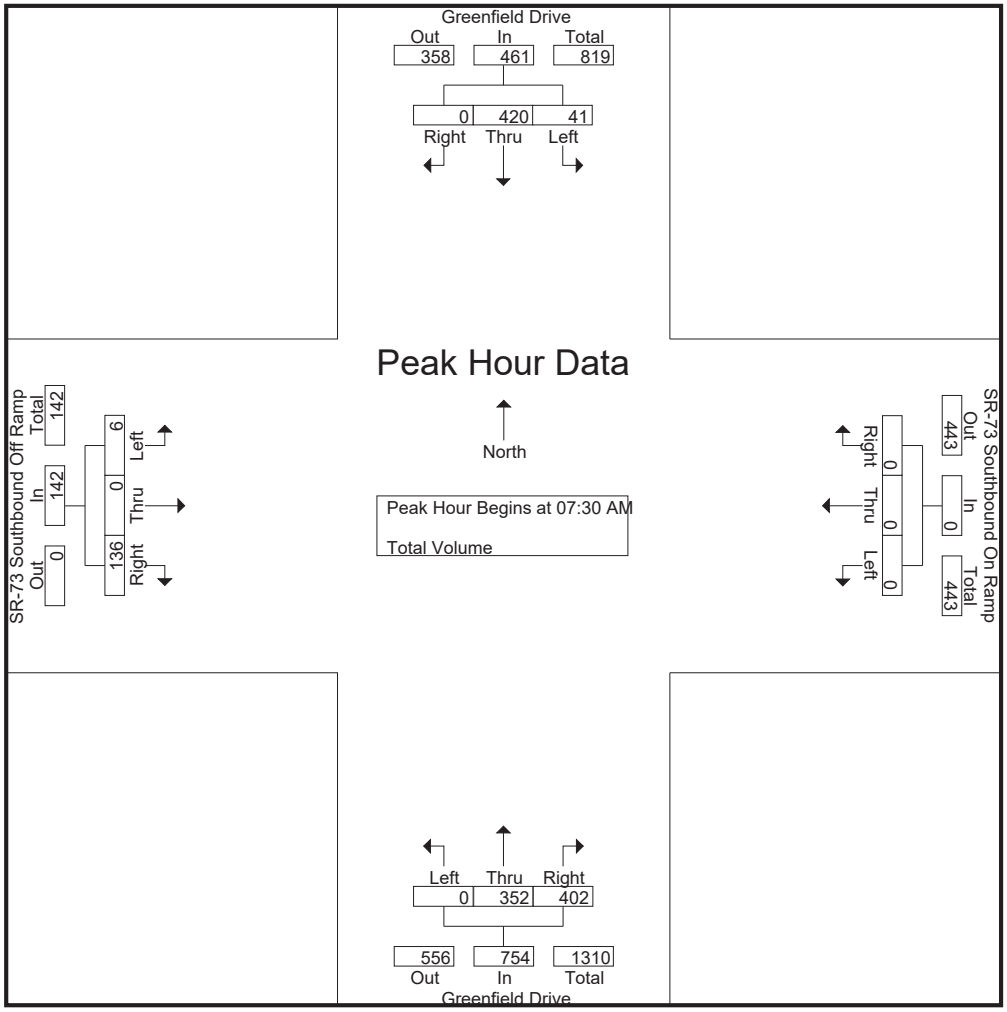
City of Laguna Hills
N/S: Greenfield Drive
E/W: SR-73 Southbound Ramps
Weather: Clear

File Name : 19_LHS_Green_73S AM
Site Code : 05722006
Start Date : 1/11/2022
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				07:00 AM				07:30 AM				08:00 AM			
+0 mins.	**12**	104	0	116	0	0	0	0	0	89	99	188	1	0	34	35
+15 mins.	10	**110**	0	**120**	0	0	0	0	0	90	**118**	**208**	0	0	39	39
+30 mins.	12	108	0	120	0	0	0	0	0	**93**	103	196	**2**	0	46	48
+45 mins.	7	98	0	105	0	0	0	0	0	80	82	162	1	0	**50**	**51**
Total Volume	41	420	0	461	0	0	0	0	0	352	402	754	4	0	169	173
% App. Total	8.9	91.1	0		0	0	0		0	46.7	53.3		2.3	0	97.7	
PHF	.854	.955	.000	.960	.000	.000	.000	.000	.000	.946	.852	.906	.500	.000	.845	.848

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City of Laguna Hills
N/S: Greenfield Drive
E/W: SR-73 Southbound Ramps
Weather: Clear

File Name : 19_LHS_Green_73S PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Greenfield Drive Southbound				SR-73 Southbound On Ramp Westbound				Greenfield Drive Northbound				SR-73 Southbound Off Ramp 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	6	113	0	119	0	0	0	0	0	62	102	164	3	0	53	56	339
04:15 PM	5	136	0	141	0	0	0	0	0	77	103	180	0	0	56	56	377
04:30 PM	3	111	0	114	0	0	0	0	0	73	86	159	1	0	53	54	327
04:45 PM	8	139	0	147	0	0	0	0	0	55	90	145	1	0	63	64	356
Total	22	499	0	521	0	0	0	0	0	267	381	648	5	0	225	230	1399
05:00 PM	7	115	0	122	0	0	0	0	0	68	84	152	2	1	71	74	348
05:15 PM	3	133	0	136	0	0	0	0	0	70	95	165	5	1	90	96	397
05:30 PM	7	121	0	128	0	0	0	0	0	63	99	162	3	1	75	79	369
05:45 PM	4	122	0	126	0	0	0	0	0	60	80	140	1	0	73	74	340
Total	21	491	0	512	0	0	0	0	0	261	358	619	11	3	309	323	1454
Grand Total	43	990	0	1033	0	0	0	0	0	528	739	1267	16	3	534	553	2853
Apprch %	4.2	95.8	0		0	0	0		0	41.7	58.3		2.9	0.5	96.6		
Total %	1.5	34.7	0	36.2	0	0	0	0	0	18.5	25.9	44.4	0.6	0.1	18.7	19.4	

	Greenfield Drive Southbound				SR-73 Southbound On Ramp Westbound				Greenfield Drive Northbound				SR-73 Southbound Off Ramp 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 04:45 PM																	
04:45 PM	**8**	**139**	0	**147**	0	0	0	0	0	55	90	145	1	0	63	64	356
05:00 PM	7	115	0	122	0	0	0	0	0	68	84	152	2	**1**	71	74	348
05:15 PM	3	133	0	136	0	0	0	0	0	**70**	95	**165**	**5**	1	**90**	**96**	**397**
05:30 PM	7	121	0	128	0	0	0	0	0	63	**99**	162	3	1	75	79	369
Total Volume	25	508	0	533	0	0	0	0	0	256	368	624	11	3	299	313	1470
% App. Total	4.7	95.3	0		0	0	0		0	41	59		3.5	1	95.5		
PHF	.781	.914	.000	.906	.000	.000	.000	.000	.000	.914	.929	.945	.550	.750	.831	.815	.926

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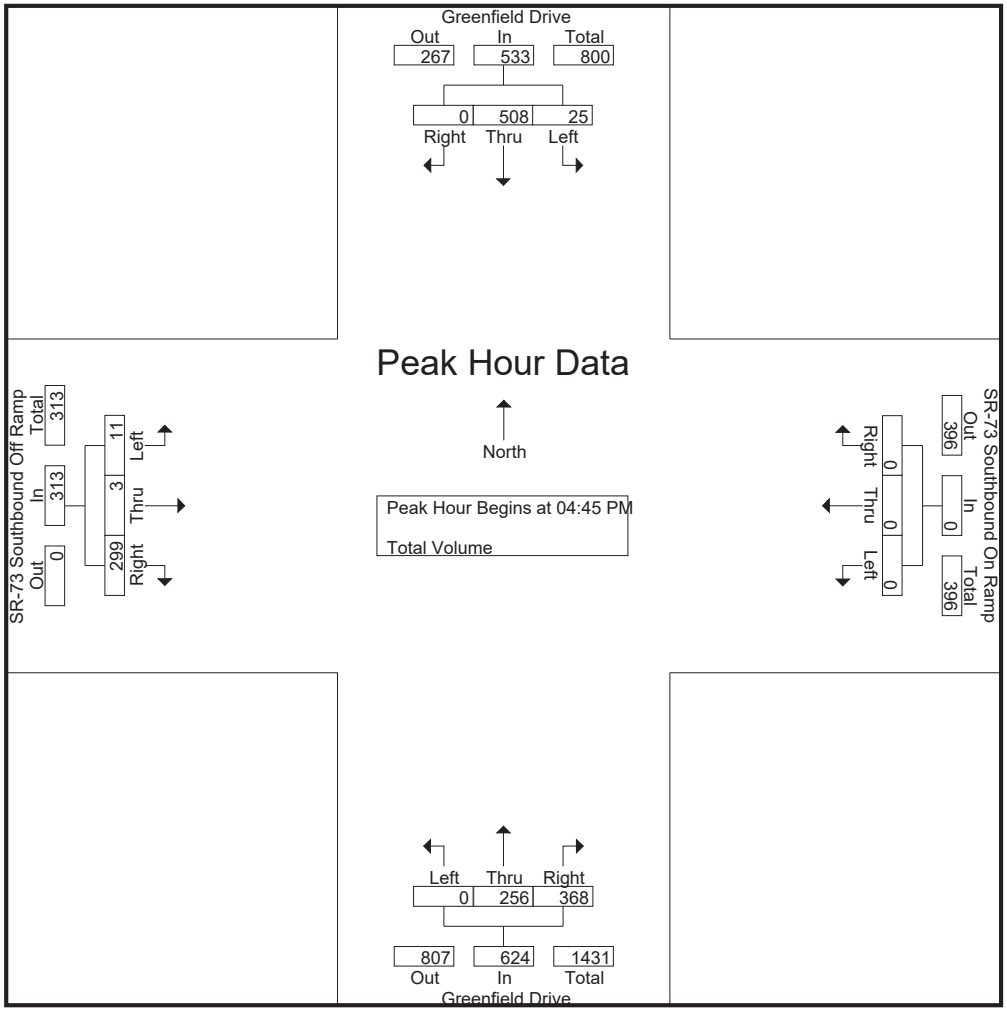
City of Laguna Hills
N/S: Greenfield Drive
E/W: SR-73 Southbound Ramps
Weather: Clear

File Name : 19_LHS_Green_73S PM
Site Code : 05722006
Start Date : 1/11/2022
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				04:00 PM				05:00 PM			
+0 mins.	**8**	**139**	0	**147**	0	0	0	0	0	62	102	164	2	**1**	71	74
+15 mins.	7	115	0	122	0	0	0	0	0	**77**	**103**	**180**	**5**	1	**90**	**96**
+30 mins.	3	133	0	136	0	0	0	0	0	73	86	159	3	1	75	79
+45 mins.	7	121	0	128	0	0	0	0	0	55	90	145	1	0	73	74
Total Volume	25	508	0	533	0	0	0	0	0	267	381	648	11	3	309	323
% App. Total	4.7	95.3	0		0	0	0		0	41.2	58.8		3.4	0.9	95.7	
PHF	.781	.914	.000	.906	.000	.000	.000	.000	.000	.867	.925	.900	.550	.750	.858	.841

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City of Laguna Niguel
N/S: Greenfield Drive
E/W: Rancho Niguel Road
Weather: Clear

File Name : 20_LNL_Green_Rancho N AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Greenfield Drive Southbound				Rancho Niguel Road Westbound				Greenfield Drive Northbound				Rancho Niguel 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	12	24	32	68	21	10	3	34	26	30	25	81	51	13	37	101	284
07:15 AM	6	42	54	102	22	5	4	31	45	65	25	135	73	14	73	160	428
07:30 AM	14	59	57	130	20	11	6	37	73	92	28	193	83	15	88	186	546
07:45 AM	23	53	60	136	35	9	3	47	42	111	35	188	108	24	91	223	594
Total	55	178	203	436	98	35	16	149	186	298	113	597	315	66	289	670	1852
08:00 AM	21	69	68	158	27	11	1	39	47	94	45	186	86	21	51	158	541
08:15 AM	18	58	54	130	20	13	2	35	47	97	50	194	66	17	54	137	496
08:30 AM	14	59	55	128	29	11	6	46	40	98	42	180	79	18	54	151	505
08:45 AM	22	56	53	131	30	6	3	39	47	68	51	166	71	25	52	148	484
Total	75	242	230	547	106	41	12	159	181	357	188	726	302	81	211	594	2026
Grand Total	130	420	433	983	204	76	28	308	367	655	301	1323	617	147	500	1264	3878
Apprch %	13.2	42.7	44		66.2	24.7	9.1		27.7	49.5	22.8		48.8	11.6	39.6		
Total %	3.4	10.8	11.2	25.3	5.3	2	0.7	7.9	9.5	16.9	7.8	34.1	15.9	3.8	12.9	32.6	

	Greenfield Drive Southbound				Rancho Niguel Road Westbound				Greenfield Drive Northbound				Rancho Niguel 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	14	59	57	130	20	11	**6**	37	**73**	92	28	193	83	15	88	186	546
07:45 AM	**23**	53	60	136	**35**	9	3	**47**	42	**111**	35	188	**108**	**24**	**91**	**223**	**594**
08:00 AM	21	**69**	**68**	**158**	27	11	1	39	47	94	45	186	86	21	51	158	541
08:15 AM	18	58	54	130	20	**13**	2	35	47	97	**50**	**194**	66	17	54	137	496
Total Volume	76	239	239	554	102	44	12	158	209	394	158	761	343	77	284	704	2177
% App. Total	13.7	43.1	43.1		64.6	27.8	7.6		27.5	51.8	20.8		48.7	10.9	40.3		
PHF	.826	.866	.879	.877	.729	.846	.500	.840	.716	.887	.790	.981	.794	.802	.780	.789	.916

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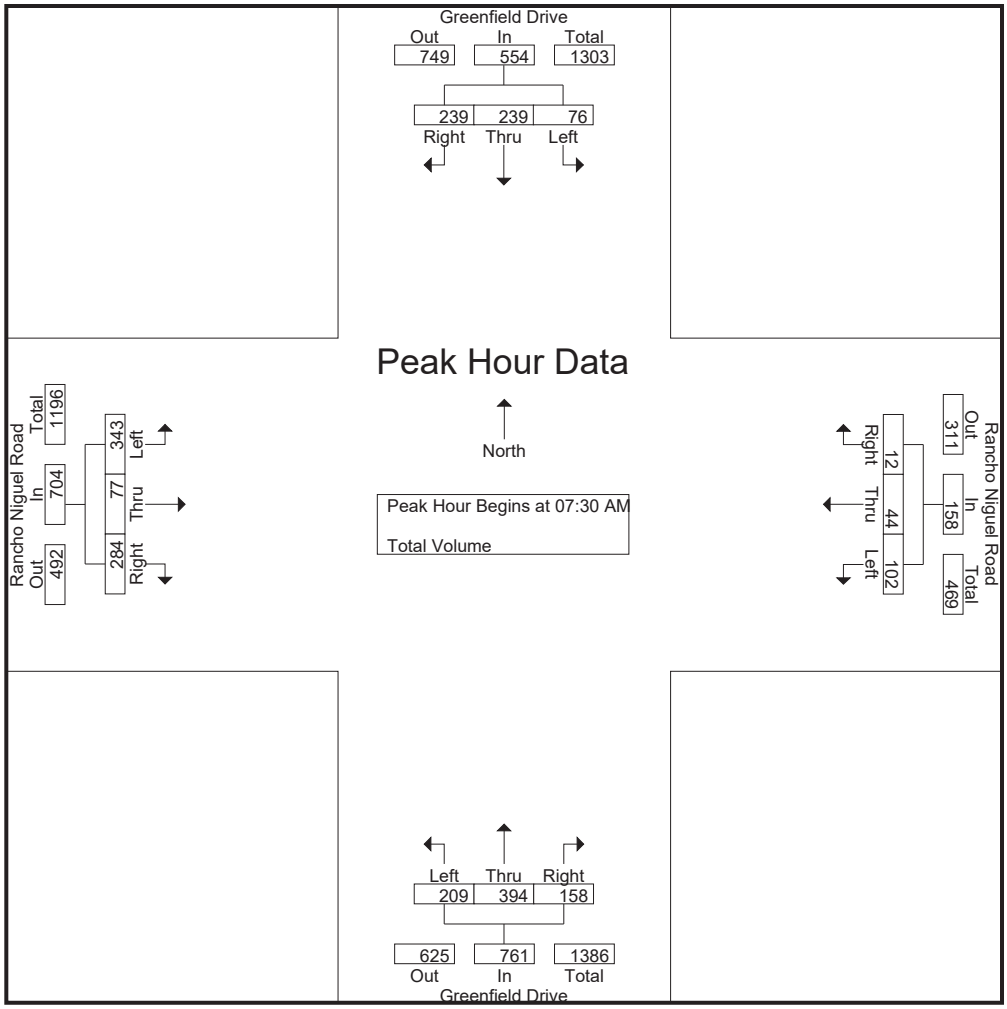
City of Laguna Niguel
N/S: Greenfield Drive
E/W: Rancho Niguel Road
Weather: Clear

File Name : 20_LNL_Green_Rancho N AM
Site Code : 05722006
Start Date : 1/11/2022
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				07:45 AM				07:30 AM				07:15 AM			
+0 mins.	14	59	57	130	**35**	9	3	**47**	**73**	92	28	193	73	14	73	160
+15 mins.	**23**	53	60	136	27	11	1	39	42	**111**	35	188	83	15	88	186
+30 mins.	21	**69**	**68**	**158**	20	**13**	2	35	47	94	45	186	**108**	**24**	**91**	**223**
+45 mins.	18	58	54	130	29	11	**6**	46	47	97	**50**	**194**	86	21	51	158
Total Volume	76	239	239	554	111	44	12	167	209	394	158	761	350	74	303	727
% App. Total	13.7	43.1	43.1		66.5	26.3	7.2		27.5	51.8	20.8		48.1	10.2	41.7	
PHF	.826	.866	.879	.877	.793	.846	.500	.888	.716	.887	.790	.981	.810	.771	.832	.815

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City of Laguna Niguel
N/S: Greenfield Drive
E/W: Rancho Niguel Road
Weather: Clear

File Name : 20_LNL_Green_Rancho N PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Greenfield Drive Southbound				Rancho Niguel Road Westbound				Greenfield Drive Northbound				Rancho Niguel 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	18	102	72	192	34	13	7	54	89	80	51	220	72	20	62	154	620
04:15 PM	25	88	83	196	29	24	6	59	94	89	32	215	75	24	55	154	624
04:30 PM	15	87	71	173	41	13	9	63	80	73	32	185	74	19	58	151	572
04:45 PM	12	93	90	195	37	16	10	63	82	69	32	183	70	15	62	147	588
Total	70	370	316	756	141	66	32	239	345	311	147	803	291	78	237	606	2404
05:00 PM	17	97	71	185	27	19	8	54	76	67	31	174	78	13	46	137	550
05:15 PM	18	126	100	244	51	17	3	71	97	81	26	204	79	16	61	156	675
05:30 PM	13	98	81	192	36	21	10	67	97	72	28	197	74	21	64	159	615
05:45 PM	18	119	79	216	37	17	12	66	89	67	34	190	59	16	44	119	591
Total	66	440	331	837	151	74	33	258	359	287	119	765	290	66	215	571	2431
Grand Total	136	810	647	1593	292	140	65	497	704	598	266	1568	581	144	452	1177	4835
Apprch %	8.5	50.8	40.6		58.8	28.2	13.1		44.9	38.1	17		49.4	12.2	38.4		
Total %	2.8	16.8	13.4	32.9	6	2.9	1.3	10.3	14.6	12.4	5.5	32.4	12	3	9.3	24.3	

	Greenfield Drive Southbound				Rancho Niguel Road Westbound				Greenfield Drive Northbound				Rancho Niguel 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	17	97	71	185	27	19	8	54	76	67	31	174	78	13	46	137	550
05:15 PM	**18**	**126**	**100**	**244**	**51**	17	3	**71**	**97**	**81**	26	**204**	**79**	16	61	156	**675**
05:30 PM	13	98	81	192	36	**21**	10	67	97	72	28	197	74	**21**	**64**	**159**	615
05:45 PM	18	119	79	216	37	17	**12**	66	89	67	**34**	190	59	16	44	119	591
Total Volume	66	440	331	837	151	74	33	258	359	287	119	765	290	66	215	571	2431
% App. Total	7.9	52.6	39.5		58.5	28.7	12.8		46.9	37.5	15.6		50.8	11.6	37.7		
PHF	.917	.873	.828	.858	.740	.881	.688	.908	.925	.886	.875	.938	.918	.786	.840	.898	.900

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City of Laguna Niguel
N/S: Greenfield Drive
E/W: Rancho Niguel Road
Weather: Clear

File Name : 20_LNL_Green_Rancho N PM
Site Code : 05722006
Start Date : 1/11/2022
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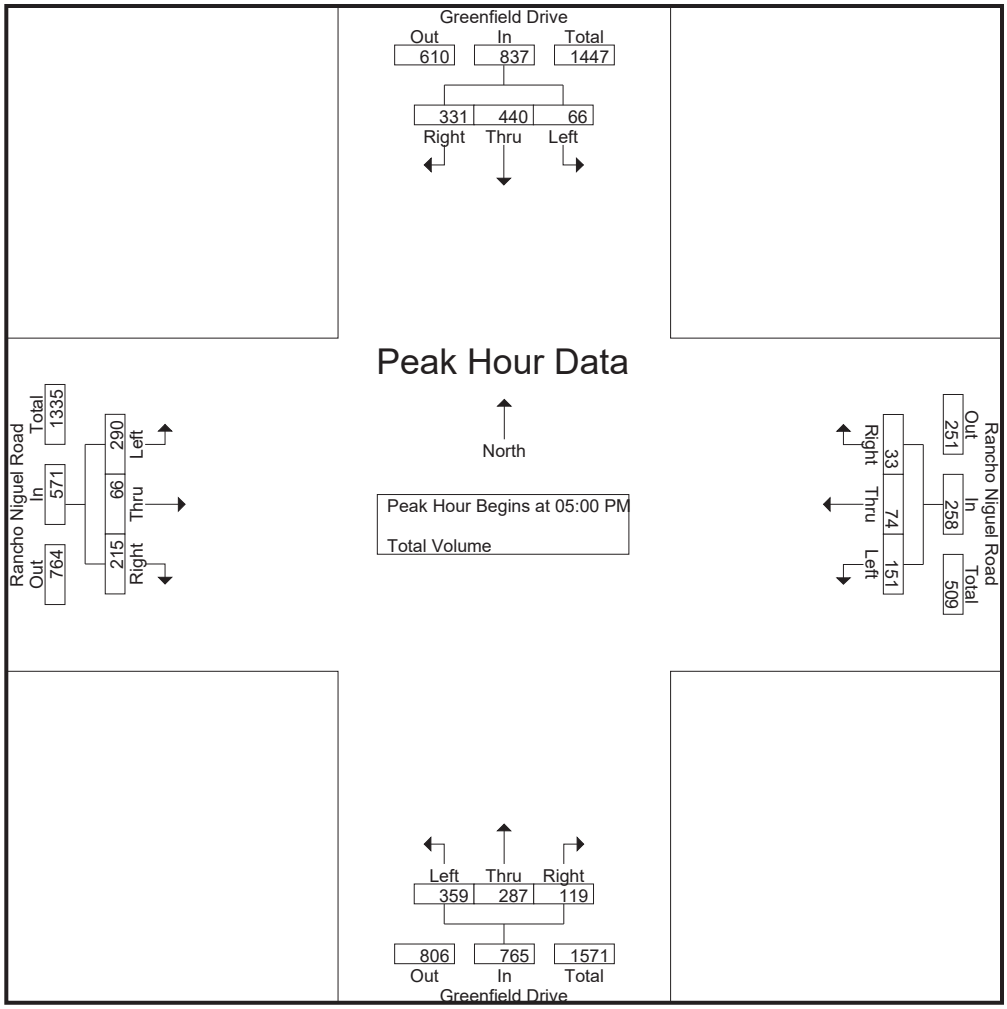

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	17	97	71	185	27	19	8	54	89	80	**51**	**220**	72	20	**62**	**154**
+15 mins.	**18**	**126**	**100**	**244**	**51**	17	3	**71**	**94**	**89**	32	215	**75**	**24**	55	154
+30 mins.	13	98	81	192	36	**21**	10	67	80	73	32	185	74	19	58	151
+45 mins.	18	119	79	216	37	17	**12**	66	82	69	32	183	70	15	62	147
Total Volume	66	440	331	837	151	74	33	258	345	311	147	803	291	78	237	606
% App. Total	7.9	52.6	39.5		58.5	28.7	12.8		43	38.7	18.3		48	12.9	39.1	
PHF	.917	.873	.828	.858	.740	.881	.688	.908	.918	.874	.721	.913	.970	.813	.956	.984

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City of Laguna Nigel
N/S: Greenfield Drive
E/W: Crown Valley Parkway
Weather: Clear

File Name : 21_LNL_Green_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Greenfield Drive Southbound				Crown Valley Parkway Westbound				Greenfield Drive Northbound				Crown Valley Parkway 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	61	0	17	78	2	163	52	217	0	8	11	19	33	123	3	159	473
07:15 AM	92	3	27	122	1	195	84	280	5	13	10	28	59	187	2	248	678
07:30 AM	122	9	58	189	1	198	120	319	10	12	10	32	75	247	0	322	862
07:45 AM	123	3	46	172	1	263	126	390	3	5	11	19	83	267	2	352	933
Total	398	15	148	561	5	819	382	1206	18	38	42	98	250	824	7	1081	2946
08:00 AM	102	7	46	155	5	206	101	312	3	6	10	19	86	170	6	262	748
08:15 AM	93	10	34	137	2	265	123	390	3	6	5	14	81	253	0	334	875
08:30 AM	124	4	29	157	5	207	106	318	5	10	10	25	83	187	0	270	770
08:45 AM	100	6	32	138	4	223	108	335	5	10	7	22	76	218	4	298	793
Total	419	27	141	587	16	901	438	1355	16	32	32	80	326	828	10	1164	3186
Grand Total	817	42	289	1148	21	1720	820	2561	34	70	74	178	576	1652	17	2245	6132
Apprch %	71.2	3.7	25.2		0.8	67.2	32		19.1	39.3	41.6		25.7	73.6	0.8		
Total %	13.3	0.7	4.7	18.7	0.3	28	13.4	41.8	0.6	1.1	1.2	2.9	9.4	26.9	0.3	36.6	

	Greenfield Drive Southbound				Crown Valley Parkway Westbound				Greenfield Drive Northbound				Crown Valley Parkway 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	122	9	**58**	**189**	1	198	120	319	**10**	**12**	10	**32**	75	247	0	322	862
07:45 AM	**123**	3	46	172	1	263	**126**	**390**	3	5	**11**	19	83	**267**	2	**352**	**933**
08:00 AM	102	7	46	155	**5**	206	101	312	3	6	10	19	**86**	170	**6**	262	748
08:15 AM	93	**10**	34	137	2	**265**	123	390	3	6	5	14	81	253	0	334	875
Total Volume	440	29	184	653	9	932	470	1411	19	29	36	84	325	937	8	1270	3418
% App. Total	67.4	4.4	28.2		0.6	66.1	33.3		22.6	34.5	42.9		25.6	73.8	0.6		
PHF	.894	.725	.793	.864	.450	.879	.933	.904	.475	.604	.818	.656	.945	.877	.333	.902	.916

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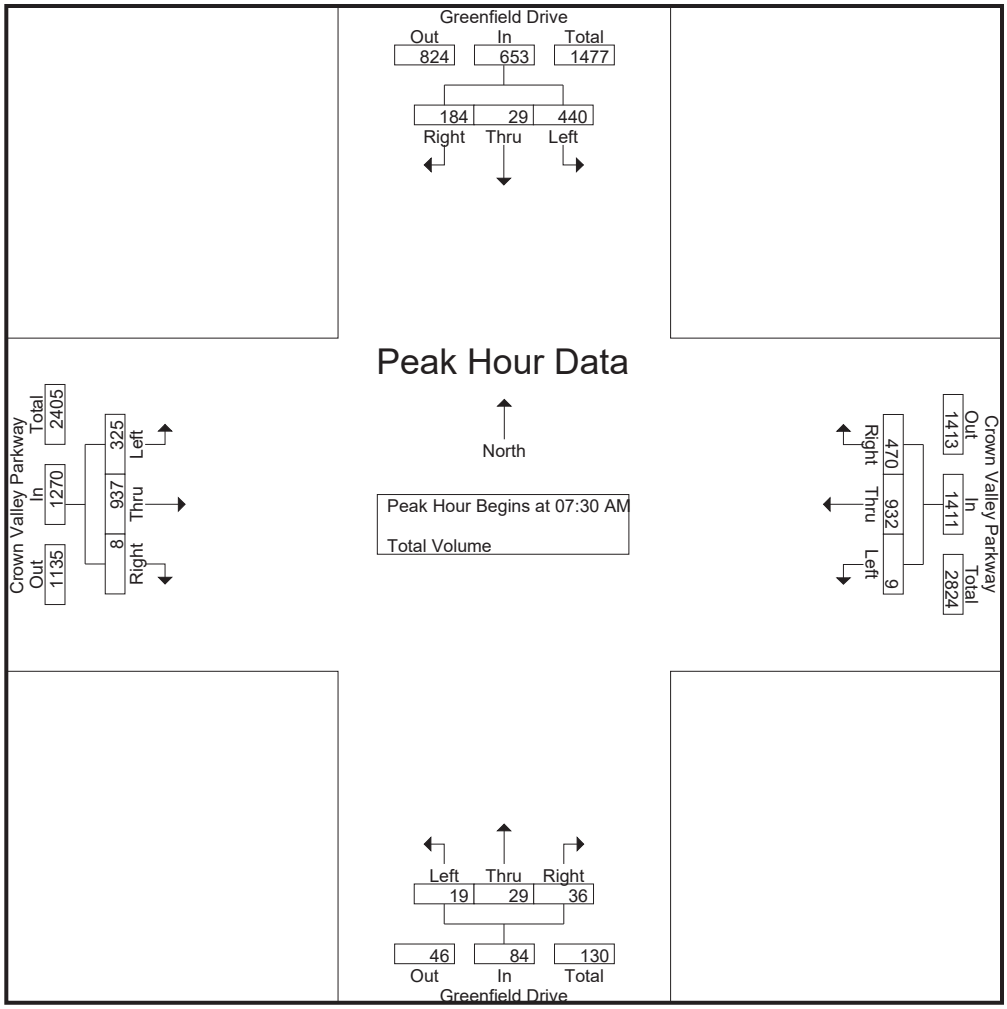
City of Laguna Nigel
N/S: Greenfield Drive
E/W: Crown Valley Parkway
Weather: Clear

File Name : 21_LNL_Green_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
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				07:00 AM				07:30 AM			
+0 mins.	122	9	**58**	**189**	1	198	120	319	0	8	**11**	19	75	247	0	322
+15 mins.	**123**	3	46	172	1	263	**126**	**390**	5	**13**	10	28	83	**267**	2	**352**
+30 mins.	102	7	46	155	**5**	206	101	312	**10**	12	10	**32**	**86**	170	**6**	262
+45 mins.	93	**10**	34	137	2	**265**	123	390	3	5	11	19	81	253	0	334
Total Volume	440	29	184	653	9	932	470	1411	18	38	42	98	325	937	8	1270
% App. Total	67.4	4.4	28.2		0.6	66.1	33.3		18.4	38.8	42.9		25.6	73.8	0.6	
PHF	.894	.725	.793	.864	.450	.879	.933	.904	.450	.731	.955	.766	.945	.877	.333	.902

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City of Laguna Nigel
N/S: Greenfield Drive
E/W: Crown Valley Parkway
Weather: Clear

File Name : 21_LNL_Green_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
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Groups Printed- Total Volume

	Greenfield Drive Southbound				Crown Valley Parkway Westbound				Greenfield Drive Northbound				Crown Valley Parkway 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	151	15	62	228	4	252	141	397	7	6	8	21	79	241	3	323	969
04:15 PM	121	8	44	173	13	301	147	461	4	5	7	16	95	262	2	359	1009
04:30 PM	121	10	52	183	5	254	132	391	8	4	4	16	73	201	3	277	867
04:45 PM	143	12	47	202	8	272	130	410	7	6	5	18	66	205	1	272	902
Total	536	45	205	786	30	1079	550	1659	26	21	24	71	313	909	9	1231	3747
05:00 PM	115	12	43	170	1	279	133	413	8	4	5	17	90	239	8	337	937
05:15 PM	177	13	60	250	10	221	144	375	6	4	7	17	85	218	5	308	950
05:30 PM	152	11	51	214	9	258	150	417	3	3	6	12	68	207	4	279	922
05:45 PM	158	11	35	204	7	236	138	381	10	6	7	23	68	178	7	253	861
Total	602	47	189	838	27	994	565	1586	27	17	25	69	311	842	24	1177	3670
Grand Total	1138	92	394	1624	57	2073	1115	3245	53	38	49	140	624	1751	33	2408	7417
Apprch %	70.1	5.7	24.3		1.8	63.9	34.4		37.9	27.1	35		25.9	72.7	1.4		
Total %	15.3	1.2	5.3	21.9	0.8	27.9	15	43.8	0.7	0.5	0.7	1.9	8.4	23.6	0.4	32.5	

	Greenfield Drive Southbound				Crown Valley Parkway Westbound				Greenfield Drive Northbound				Crown Valley Parkway 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	**151**	**15**	**62**	**228**	4	252	141	397	7	**6**	**8**	**21**	79	241	**3**	323	969
04:15 PM	121	8	44	173	**13**	**301**	**147**	**461**	4	5	7	16	**95**	**262**	2	**359**	**1009**
04:30 PM	121	10	52	183	5	254	132	391	**8**	4	4	16	73	201	3	277	867
04:45 PM	143	12	47	202	8	272	130	410	7	6	5	18	66	205	1	272	902
Total Volume	536	45	205	786	30	1079	550	1659	26	21	24	71	313	909	9	1231	3747
% App. Total	68.2	5.7	26.1		1.8	65	33.2		36.6	29.6	33.8		25.4	73.8	0.7		
PHF	.887	.750	.827	.862	.577	.896	.935	.900	.813	.875	.750	.845	.824	.867	.750	.857	.928

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City of Laguna Nigel
N/S: Greenfield Drive
E/W: Crown Valley Parkway
Weather: Clear

File Name : 21_LNL_Green_Crown PM
Site Code : 05722006
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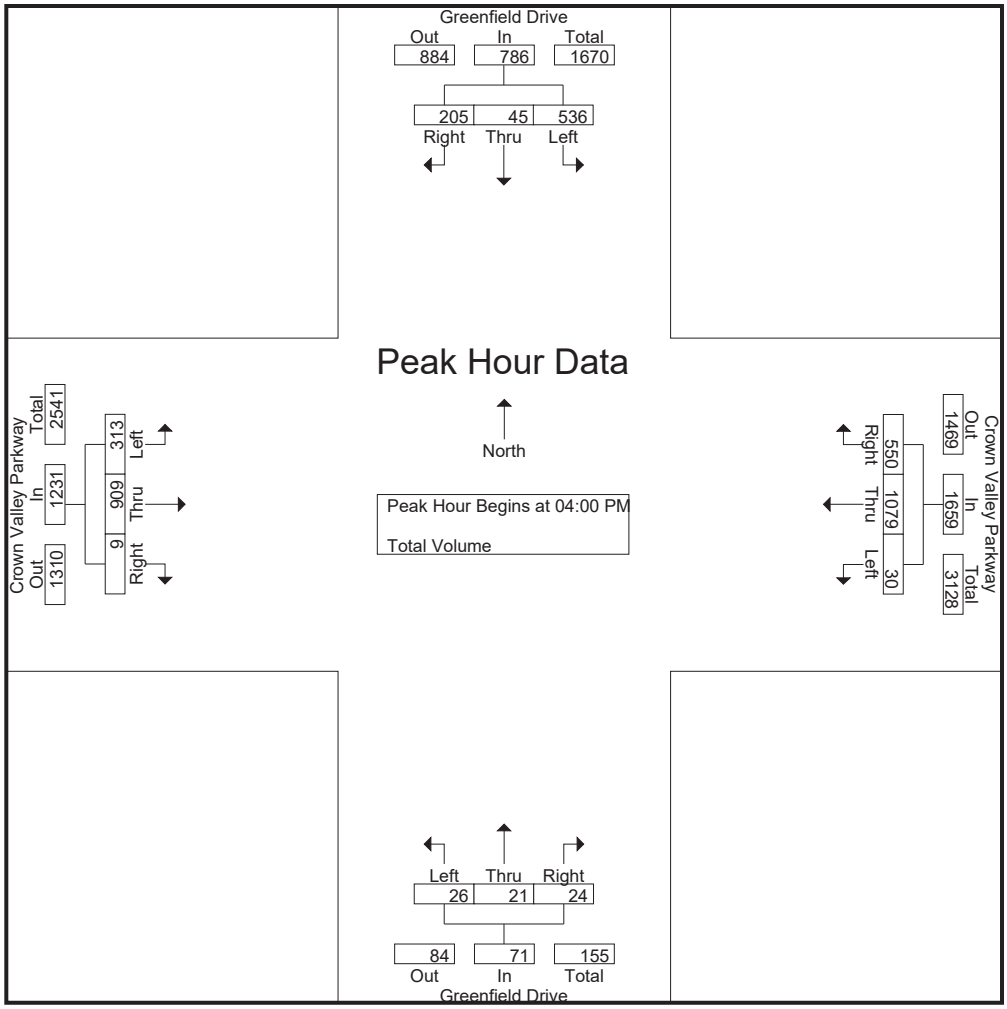

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:00 PM				04:15 PM			
+0 mins.	115	12	43	170	**13**	**301**	**147**	**461**	7	**6**	**8**	**21**	**95**	**262**	2	**359**
+15 mins.	**177**	**13**	**60**	**250**	5	254	132	391	4	5	7	16	73	201	3	277
+30 mins.	152	11	51	214	8	272	130	410	**8**	4	4	16	66	205	1	272
+45 mins.	158	11	35	204	1	279	133	413	7	6	5	18	90	239	**8**	337
Total Volume	602	47	189	838	27	1106	542	1675	26	21	24	71	324	907	14	1245
% App. Total	71.8	5.6	22.6		1.6	66	32.4		36.6	29.6	33.8		26	72.9	1.1	
PHF	.850	.904	.788	.838	.519	.919	.922	.908	.813	.875	.750	.845	.853	.865	.438	.867

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City of Laguna Nigel
N/S: Cabot Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 22_LNL_Cabot_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Cabot Road Southbound				Crown Valley Parkway Westbound				Cabot Road Northbound				Crown Valley Parkway 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	29	21	16	66	50	181	19	250	8	25	74	107	12	160	5	177	600
07:15 AM	38	34	39	111	60	219	15	294	22	47	76	145	44	275	10	329	879
07:30 AM	28	28	58	114	76	284	24	384	12	42	81	135	44	290	21	355	988
07:45 AM	51	68	45	164	103	304	33	440	18	58	82	158	53	331	26	410	1172
Total	146	151	158	455	289	988	91	1368	60	172	313	545	153	1056	62	1271	3639
08:00 AM	60	37	65	162	88	261	37	386	13	58	70	141	62	240	21	323	1012
08:15 AM	44	40	55	139	110	302	37	449	27	48	74	149	50	294	18	362	1099
08:30 AM	46	44	45	135	75	282	32	389	10	57	74	141	57	310	19	386	1051
08:45 AM	35	36	42	113	95	273	24	392	16	40	80	136	42	272	16	330	971
Total	185	157	207	549	368	1118	130	1616	66	203	298	567	211	1116	74	1401	4133
Grand Total	331	308	365	1004	657	2106	221	2984	126	375	611	1112	364	2172	136	2672	7772
Apprch %	33	30.7	36.4		22	70.6	7.4		11.3	33.7	54.9		13.6	81.3	5.1		
Total %	4.3	4	4.7	12.9	8.5	27.1	2.8	38.4	1.6	4.8	7.9	14.3	4.7	27.9	1.7	34.4	

	Cabot Road Southbound				Crown Valley Parkway Westbound				Cabot Road Northbound				Crown Valley Parkway 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	51	**68**	45	**164**	103	**304**	33	440	18	**58**	**82**	**158**	53	**331**	**26**	**410**	**1172**
08:00 AM	**60**	37	**65**	162	88	261	**37**	386	13	58	70	141	**62**	240	21	323	1012
08:15 AM	44	40	55	139	**110**	302	37	**449**	**27**	48	74	149	50	294	18	362	1099
08:30 AM	46	44	45	135	75	282	32	389	10	57	74	141	57	310	19	386	1051
Total Volume	201	189	210	600	376	1149	139	1664	68	221	300	589	222	1175	84	1481	4334
% App. Total	33.5	31.5	35		22.6	69.1	8.4		11.5	37.5	50.9		15	79.3	5.7		
PHF	.838	.695	.808	.915	.855	.945	.939	.927	.630	.953	.915	.932	.895	.887	.808	.903	.924

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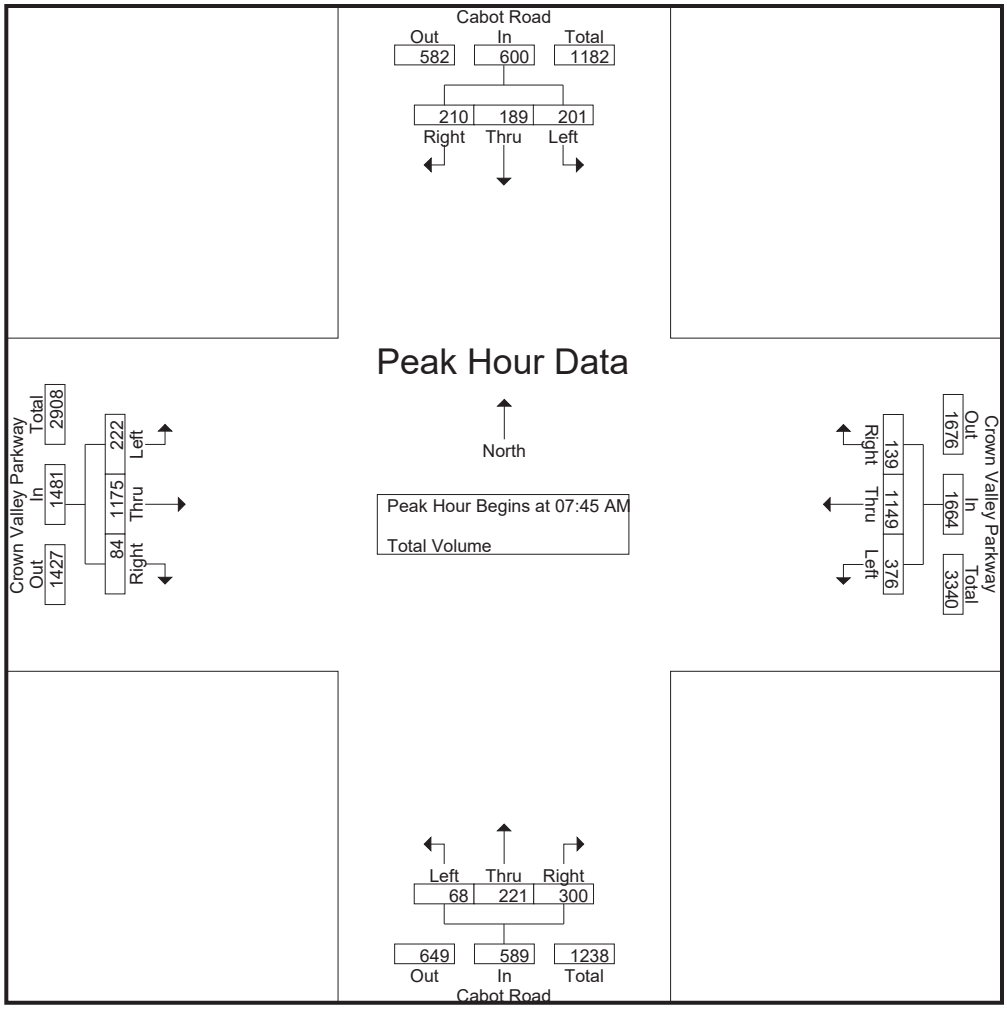
City of Laguna Nigel
N/S: Cabot Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 22_LNL_Cabot_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	51	**68**	45	**164**	103	**304**	33	440	18	**58**	**82**	**158**	53	**331**	**26**	**410**
+15 mins.	**60**	37	**65**	162	88	261	**37**	386	13	58	70	141	**62**	240	21	323
+30 mins.	44	40	55	139	**110**	302	37	**449**	**27**	48	74	149	50	294	18	362
+45 mins.	46	44	45	135	75	282	32	389	10	57	74	141	57	310	19	386
Total Volume	201	189	210	600	376	1149	139	1664	68	221	300	589	222	1175	84	1481
% App. Total	33.5	31.5	35		22.6	69.1	8.4		11.5	37.5	50.9		15	79.3	5.7	
PHF	.838	.695	.808	.915	.855	.945	.939	.927	.630	.953	.915	.932	.895	.887	.808	.903

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City of Laguna Nigel
N/S: Cabot Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 22_LNL_Cabot_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Cabot Road Southbound				Crown Valley Parkway Westbound				Cabot Road Northbound				Crown Valley Parkway 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	45	56	53	154	123	347	35	505	36	58	68	162	61	278	31	370	1191
04:15 PM	55	55	55	165	127	370	46	543	40	48	70	158	46	346	43	435	1301
04:30 PM	38	70	55	163	132	291	42	465	43	80	90	213	49	262	30	341	1182
04:45 PM	55	52	46	153	139	346	58	543	46	63	73	182	51	333	22	406	1284
Total	193	233	209	635	521	1354	181	2056	165	249	301	715	207	1219	126	1552	4958
05:00 PM	62	81	59	202	106	284	50	440	48	72	75	195	49	269	33	351	1188
05:15 PM	50	54	53	157	134	333	39	506	21	53	70	144	73	326	30	429	1236
05:30 PM	54	56	62	172	100	300	46	446	35	66	88	189	46	338	31	415	1222
05:45 PM	52	67	59	178	137	368	51	556	27	37	64	128	60	312	17	389	1251
Total	218	258	233	709	477	1285	186	1948	131	228	297	656	228	1245	111	1584	4897
Grand Total	411	491	442	1344	998	2639	367	4004	296	477	598	1371	435	2464	237	3136	9855
Apprch %	30.6	36.5	32.9		24.9	65.9	9.2		21.6	34.8	43.6		13.9	78.6	7.6		
Total %	4.2	5	4.5	13.6	10.1	26.8	3.7	40.6	3	4.8	6.1	13.9	4.4	25	2.4	31.8	

	Cabot Road Southbound				Crown Valley Parkway Westbound				Cabot Road Northbound				Crown Valley Parkway 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	45	56	53	154	123	347	35	505	36	58	68	162	**61**	278	31	370	1191
04:15 PM	**55**	55	**55**	**165**	127	**370**	46	**543**	40	48	70	158	46	**346**	**43**	**435**	**1301**
04:30 PM	38	**70**	55	163	132	291	42	465	43	**80**	**90**	**213**	49	262	30	341	1182
04:45 PM	55	52	46	153	**139**	346	**58**	543	**46**	63	73	182	51	333	22	406	1284
Total Volume	193	233	209	635	521	1354	181	2056	165	249	301	715	207	1219	126	1552	4958
% App. Total	30.4	36.7	32.9		25.3	65.9	8.8		23.1	34.8	42.1		13.3	78.5	8.1		
PHF	.877	.832	.950	.962	.937	.915	.780	.947	.897	.778	.836	.839	.848	.881	.733	.892	.953

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City of Laguna Nigel
N/S: Cabot Road
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File Name : 22_LNL_Cabot_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
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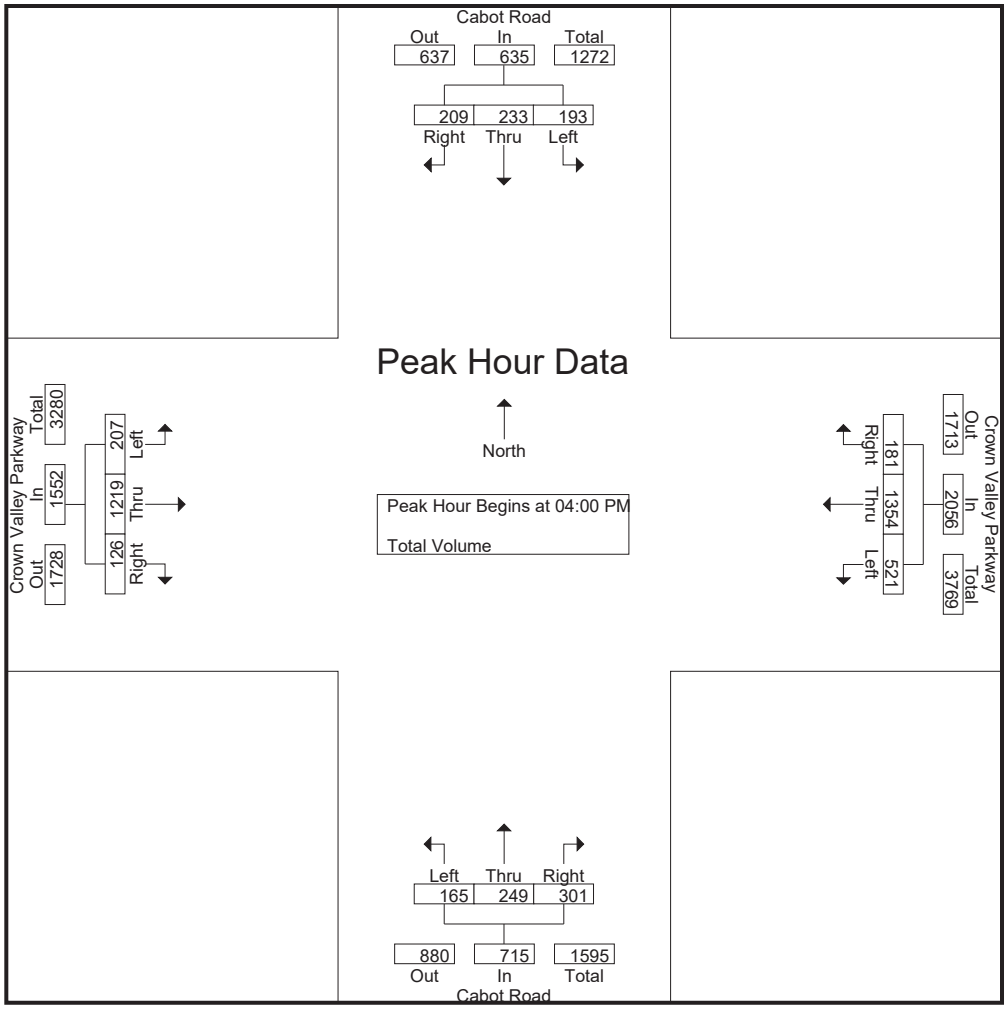

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:15 PM				04:45 PM			
+0 mins.	**62**	**81**	59	**202**	123	347	35	505	40	48	70	158	51	333	22	406
+15 mins.	50	54	53	157	127	**370**	46	**543**	43	**80**	**90**	**213**	49	269	**33**	351
+30 mins.	54	56	**62**	172	132	291	42	465	46	63	73	182	**73**	326	30	**429**
+45 mins.	52	67	59	178	**139**	346	**58**	543	**48**	72	75	195	46	**338**	31	415
Total Volume	218	258	233	709	521	1354	181	2056	177	263	308	748	219	1266	116	1601
% App. Total	30.7	36.4	32.9		25.3	65.9	8.8		23.7	35.2	41.2		13.7	79.1	7.2	
PHF	.879	.796	.940	.877	.937	.915	.780	.947	.922	.822	.856	.878	.750	.936	.879	.933

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City of Laguna Nigel
N/S: Forbes Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 23_LNL_Forbes_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Forbes Road Southbound				Crown Valley Parkway Westbound				Forbes Road Northbound				Crown Valley Parkway 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	18	0	14	32	28	232	16	276	5	0	8	13	7	245	5	257	578
07:15 AM	37	1	22	60	29	277	26	332	11	0	13	24	8	345	12	365	781
07:30 AM	20	0	22	42	25	327	11	363	10	2	12	24	10	360	7	377	806
07:45 AM	29	2	15	46	24	371	26	421	15	1	12	28	24	386	26	436	931
Total	104	3	73	180	106	1207	79	1392	41	3	45	89	49	1336	50	1435	3096
08:00 AM	27	1	14	42	22	375	23	420	10	1	10	21	19	333	13	365	848
08:15 AM	26	0	27	53	10	376	25	411	10	1	16	27	7	363	17	387	878
08:30 AM	37	0	14	51	17	383	24	424	7	2	10	19	17	367	17	401	895
08:45 AM	30	0	9	39	22	342	31	395	11	0	16	27	17	354	21	392	853
Total	120	1	64	185	71	1476	103	1650	38	4	52	94	60	1417	68	1545	3474
Grand Total	224	4	137	365	177	2683	182	3042	79	7	97	183	109	2753	118	2980	6570
Apprch %	61.4	1.1	37.5		5.8	88.2	6		43.2	3.8	53		3.7	92.4	4		
Total %	3.4	0.1	2.1	5.6	2.7	40.8	2.8	46.3	1.2	0.1	1.5	2.8	1.7	41.9	1.8	45.4	

	Forbes Road Southbound				Crown Valley Parkway Westbound				Forbes Road Northbound				Crown Valley Parkway 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	29	**2**	15	46	**24**	371	**26**	421	**15**	1	12	**28**	**24**	**386**	**26**	**436**	**931**
08:00 AM	27	1	14	42	22	375	23	420	10	1	10	21	19	333	13	365	848
08:15 AM	26	0	**27**	**53**	10	376	25	411	10	1	**16**	27	7	363	17	387	878
08:30 AM	**37**	0	14	51	17	**383**	24	**424**	7	**2**	10	19	17	367	17	401	895
Total Volume	119	3	70	192	73	1505	98	1676	42	5	48	95	67	1449	73	1589	3552
% App. Total	62	1.6	36.5		4.4	89.8	5.8		44.2	5.3	50.5		4.2	91.2	4.6		
PHF	.804	.375	.648	.906	.760	.982	.942	.988	.700	.625	.750	.848	.698	.938	.702	.911	.954

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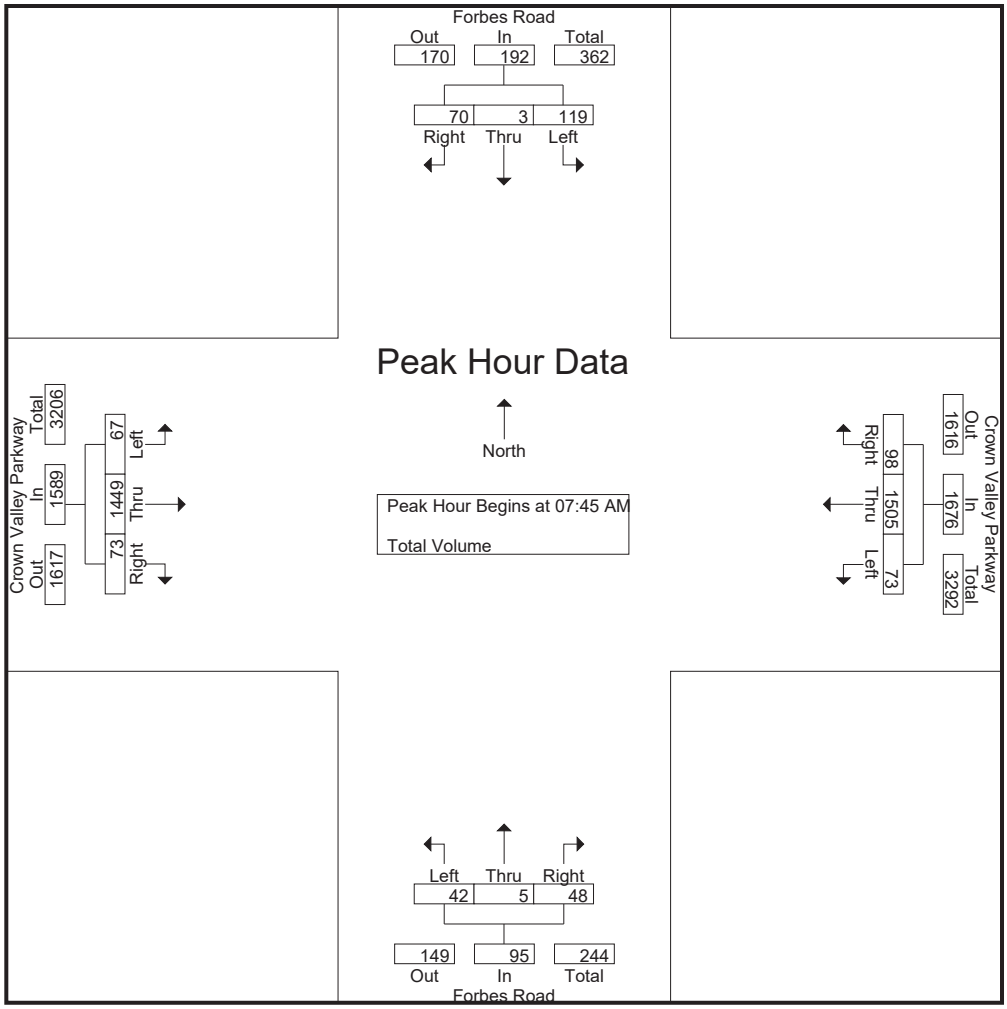
City of Laguna Nigel
N/S: Forbes Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 23_LNL_Forbes_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	07:45 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	29	**2**	15	46	**24**	371	**26**	421	10	**2**	12	24	**24**	**386**	**26**	**436**
+15 mins.	27	1	14	42	22	375	23	420	**15**	1	12	**28**	19	333	13	365
+30 mins.	26	0	**27**	**53**	10	376	25	411	10	1	10	21	7	363	17	387
+45 mins.	**37**	0	14	51	17	**383**	24	**424**	10	1	**16**	27	17	367	17	401
Total Volume	119	3	70	192	73	1505	98	1676	45	5	50	100	67	1449	73	1589
% App. Total	62	1.6	36.5		4.4	89.8	5.8		45	5	50		4.2	91.2	4.6	
PHF	.804	.375	.648	.906	.760	.982	.942	.988	.750	.625	.781	.893	.698	.938	.702	.911

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City of Laguna Nigel
N/S: Forbes Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 23_LNL_Forbes_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Forbes Road Southbound				Crown Valley Parkway Westbound				Forbes Road Northbound				Crown Valley Parkway 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	16	1	24	41	10	473	39	522	13	0	27	40	23	398	6	427	1030
04:15 PM	23	0	24	47	12	482	36	530	17	0	17	34	15	423	10	448	1059
04:30 PM	18	0	22	40	16	409	30	455	19	0	23	42	21	389	8	418	955
04:45 PM	16	1	25	42	13	483	39	535	16	0	18	34	21	413	6	440	1051
Total	73	2	95	170	51	1847	144	2042	65	0	85	150	80	1623	30	1733	4095
05:00 PM	33	0	32	65	11	410	35	456	18	1	25	44	25	380	6	411	976
05:15 PM	34	0	18	52	7	451	39	497	11	1	21	33	31	408	1	440	1022
05:30 PM	33	1	23	57	8	447	30	485	5	2	4	11	30	409	5	444	997
05:45 PM	17	0	13	30	13	446	25	484	19	2	12	33	31	385	9	425	972
Total	117	1	86	204	39	1754	129	1922	53	6	62	121	117	1582	21	1720	3967
Grand Total	190	3	181	374	90	3601	273	3964	118	6	147	271	197	3205	51	3453	8062
Apprch %	50.8	0.8	48.4		2.3	90.8	6.9		43.5	2.2	54.2		5.7	92.8	1.5		
Total %	2.4	0	2.2	4.6	1.1	44.7	3.4	49.2	1.5	0.1	1.8	3.4	2.4	39.8	0.6	42.8	

	Forbes Road Southbound				Crown Valley Parkway Westbound				Forbes Road Northbound				Crown Valley Parkway 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	16	**1**	24	41	10	473	**39**	522	13	0	**27**	40	**23**	398	6	427	1030
04:15 PM	**23**	0	24	**47**	12	482	36	530	17	0	17	34	15	**423**	**10**	**448**	**1059**
04:30 PM	18	0	22	40	**16**	409	30	455	**19**	0	23	**42**	21	389	8	418	955
04:45 PM	16	1	**25**	42	13	**483**	39	**535**	16	0	18	34	21	413	6	440	1051
Total Volume	73	2	95	170	51	1847	144	2042	65	0	85	150	80	1623	30	1733	4095
% App. Total	42.9	1.2	55.9		2.5	90.5	7.1		43.3	0	56.7		4.6	93.7	1.7		
PHF	.793	.500	.950	.904	.797	.956	.923	.954	.855	.000	.787	.893	.870	.959	.750	.967	.967

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City of Laguna Nigel
N/S: Forbes Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 23_LNL_Forbes_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
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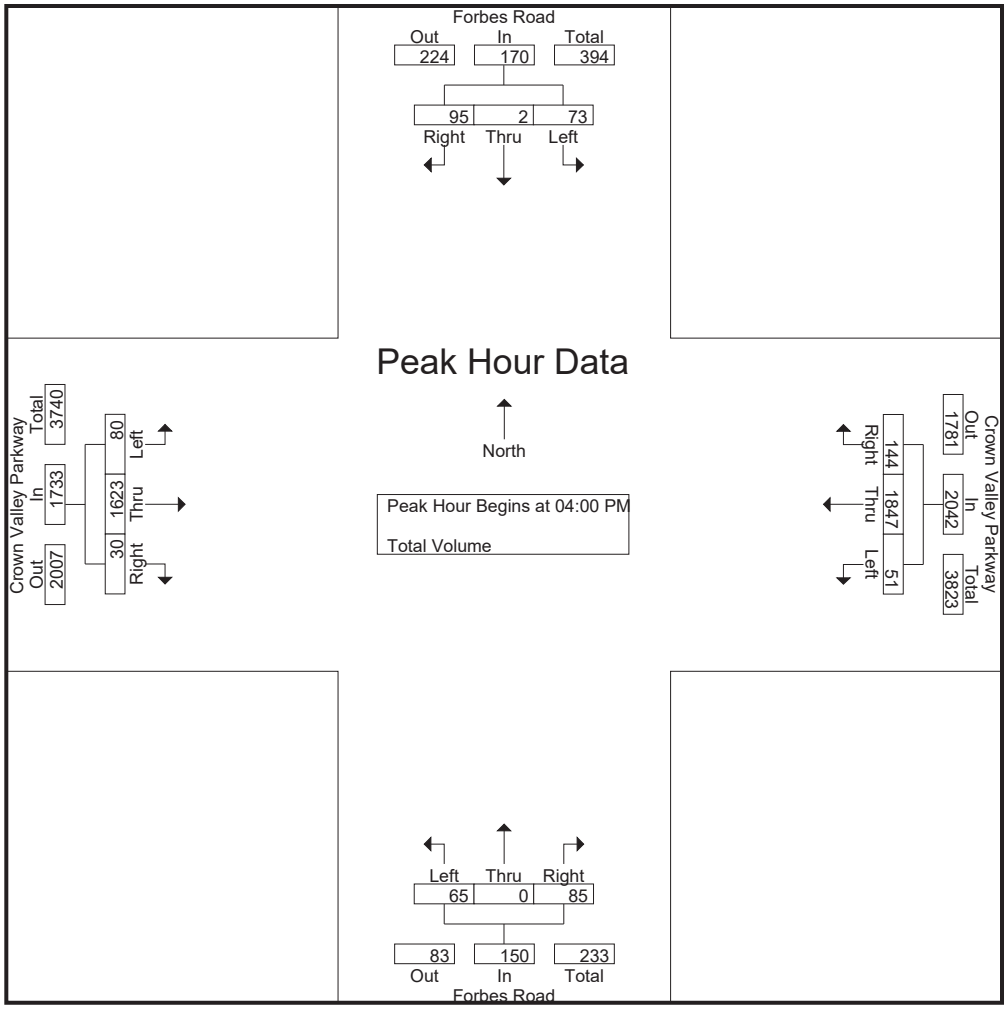

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:15 PM				04:45 PM			
+0 mins.	16	**1**	25	42	10	473	**39**	522	17	0	17	34	21	**413**	**6**	440
+15 mins.	33	0	**32**	**65**	12	482	36	530	**19**	0	23	42	25	380	6	411
+30 mins.	**34**	0	18	52	**16**	409	30	455	16	0	18	34	**31**	408	1	440
+45 mins.	33	1	23	57	13	**483**	39	**535**	18	**1**	**25**	**44**	30	409	5	**444**
Total Volume	116	2	98	216	51	1847	144	2042	70	1	83	154	107	1610	18	1735
% App. Total	53.7	0.9	45.4		2.5	90.5	7.1		45.5	0.6	53.9		6.2	92.8	1	
PHF	.853	.500	.766	.831	.797	.956	.923	.954	.921	.250	.830	.875	.863	.975	.750	.977

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City of Mission Viejo
N/S: I-5 Southbound Ramps
E/W: Crown Valley Parkway
Weather: Clear

File Name : 24_MSV_5S_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	I-5 Southbound Off Ramp Southbound				Crown Valley Parkway Westbound				I-5 Southbound On Ramp Northbound				Crown Valley Parkway 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	168	0	166	334	61	117	0	178	0	0	0	0	0	229	49	278	790
07:15 AM	183	0	168	351	80	178	0	258	0	0	0	0	0	354	48	402	1011
07:30 AM	246	0	170	416	86	203	0	289	0	0	0	0	0	345	64	409	1114
07:45 AM	238	0	154	392	89	294	0	383	0	0	0	0	0	399	67	466	1241
Total	835	0	658	1493	316	792	0	1108	0	0	0	0	0	1327	228	1555	4156
08:00 AM	228	0	156	384	50	246	0	296	0	0	0	0	0	336	46	382	1062
08:15 AM	246	0	164	410	73	255	0	328	0	0	0	0	0	363	55	418	1156
08:30 AM	233	0	181	414	55	239	0	294	0	0	0	0	0	362	54	416	1124
08:45 AM	224	0	195	419	47	198	0	245	0	0	0	0	0	360	61	421	1085
Total	931	0	696	1627	225	938	0	1163	0	0	0	0	0	1421	216	1637	4427
Grand Total	1766	0	1354	3120	541	1730	0	2271	0	0	0	0	0	2748	444	3192	8583
Apprch %	56.6	0	43.4		23.8	76.2	0		0	0	0		0	86.1	13.9		
Total %	20.6	0	15.8	36.4	6.3	20.2	0	26.5	0	0	0	0	0	32	5.2	37.2	

	I-5 Southbound Off Ramp Southbound				Crown Valley Parkway Westbound				I-5 Southbound On Ramp Northbound				Crown Valley Parkway 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	238	0	154	392	**89**	**294**	0	**383**	0	0	0	0	0	**399**	**67**	**466**	**1241**
08:00 AM	228	0	156	384	50	246	0	296	0	0	0	0	0	336	46	382	1062
08:15 AM	**246**	0	164	410	73	255	0	328	0	0	0	0	0	363	55	418	1156
08:30 AM	233	0	**181**	**414**	55	239	0	294	0	0	0	0	0	362	54	416	1124
Total Volume	945	0	655	1600	267	1034	0	1301	0	0	0	0	0	1460	222	1682	4583
% App. Total	59.1	0	40.9		20.5	79.5	0		0	0	0		0	86.8	13.2		
PHF	.960	.000	.905	.966	.750	.879	.000	.849	.000	.000	.000	.000	.000	.915	.828	.902	.923

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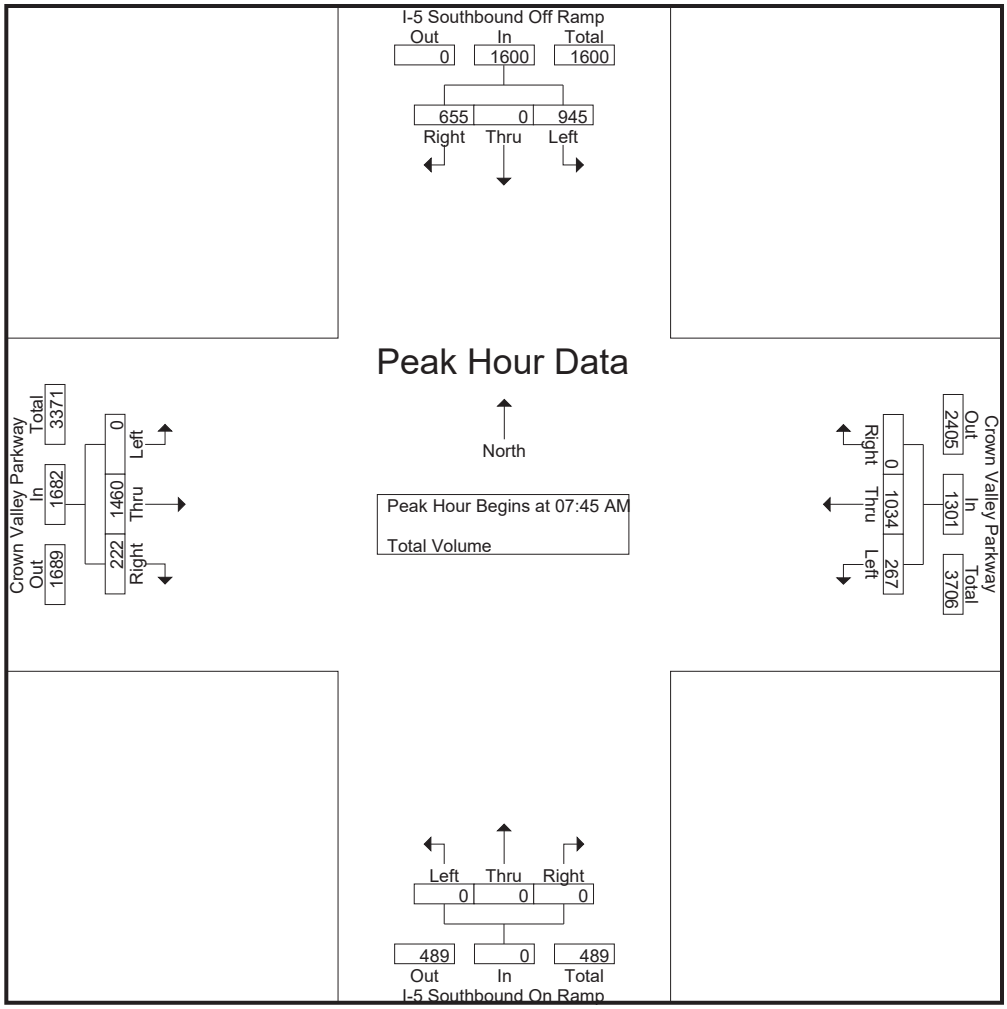
City of Mission Viejo
N/S: I-5 Southbound Ramps
E/W: Crown Valley Parkway
Weather: Clear

File Name : 24_MSV_5S_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	08:00 AM				07:45 AM				07:00 AM				07:45 AM			
+0 mins.	228	0	156	384	**89**	**294**	0	**383**	0	0	0	0	0	**399**	**67**	**466**
+15 mins.	**246**	0	164	410	50	246	0	296	0	0	0	0	0	336	46	382
+30 mins.	233	0	181	414	73	255	0	328	0	0	0	0	0	363	55	418
+45 mins.	224	0	**195**	**419**	55	239	0	294	0	0	0	0	0	362	54	416
Total Volume	931	0	696	1627	267	1034	0	1301	0	0	0	0	0	1460	222	1682
% App. Total	57.2	0	42.8		20.5	79.5	0		0	0	0		0	86.8	13.2	
PHF	.946	.000	.892	.971	.750	.879	.000	.849	.000	.000	.000	.000	.000	.915	.828	.902

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City of Mission Viejo
N/S: I-5 Southbound Ramps
E/W: Crown Valley Parkway
Weather: Clear

File Name : 24_MSV_5S_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	I-5 Southbound Off Ramp Southbound				Crown Valley Parkway Westbound				I-5 Southbound On Ramp Northbound				Crown Valley Parkway 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	177	0	198	375	90	320	0	410	0	0	0	0	0	418	54	472	1257
04:15 PM	193	0	213	406	89	322	0	411	0	0	0	0	0	375	58	433	1250
04:30 PM	202	0	204	406	89	276	0	365	0	0	0	0	0	384	60	444	1215
04:45 PM	213	0	221	434	88	299	0	387	0	0	0	0	0	382	58	440	1261
Total	785	0	836	1621	356	1217	0	1573	0	0	0	0	0	1559	230	1789	4983
05:00 PM	186	0	186	372	73	289	0	362	0	0	0	0	0	406	62	468	1202
05:15 PM	214	0	192	406	88	276	0	364	0	0	0	0	0	373	76	449	1219
05:30 PM	192	0	181	373	66	325	0	391	0	0	0	0	0	434	50	484	1248
05:45 PM	210	0	182	392	79	298	0	377	0	0	0	0	0	371	49	420	1189
Total	802	0	741	1543	306	1188	0	1494	0	0	0	0	0	1584	237	1821	4858
Grand Total	1587	0	1577	3164	662	2405	0	3067	0	0	0	0	0	3143	467	3610	9841
Apprch %	50.2	0	49.8		21.6	78.4	0		0	0	0		0	87.1	12.9		
Total %	16.1	0	16	32.2	6.7	24.4	0	31.2	0	0	0	0	0	31.9	4.7	36.7	

	I-5 Southbound Off Ramp Southbound				Crown Valley Parkway Westbound				I-5 Southbound On Ramp Northbound				Crown Valley Parkway 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	177	0	198	375	**90**	320	0	410	0	0	0	0	0	**418**	54	**472**	1257
04:15 PM	193	0	213	406	89	**322**	0	**411**	0	0	0	0	0	375	58	433	1250
04:30 PM	202	0	204	406	89	276	0	365	0	0	0	0	0	384	**60**	444	1215
04:45 PM	**213**	0	**221**	**434**	88	299	0	387	0	0	0	0	0	382	58	440	**1261**
Total Volume	785	0	836	1621	356	1217	0	1573	0	0	0	0	0	1559	230	1789	4983
% App. Total	48.4	0	51.6		22.6	77.4	0		0	0	0		0	87.1	12.9		
PHF	.921	.000	.946	.934	.989	.945	.000	.957	.000	.000	.000	.000	.000	.932	.958	.948	.988

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City of Mission Viejo
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E/W: Crown Valley Parkway
Weather: Clear

File Name : 24_MSV_5S_Crown PM
Site Code : 05722006
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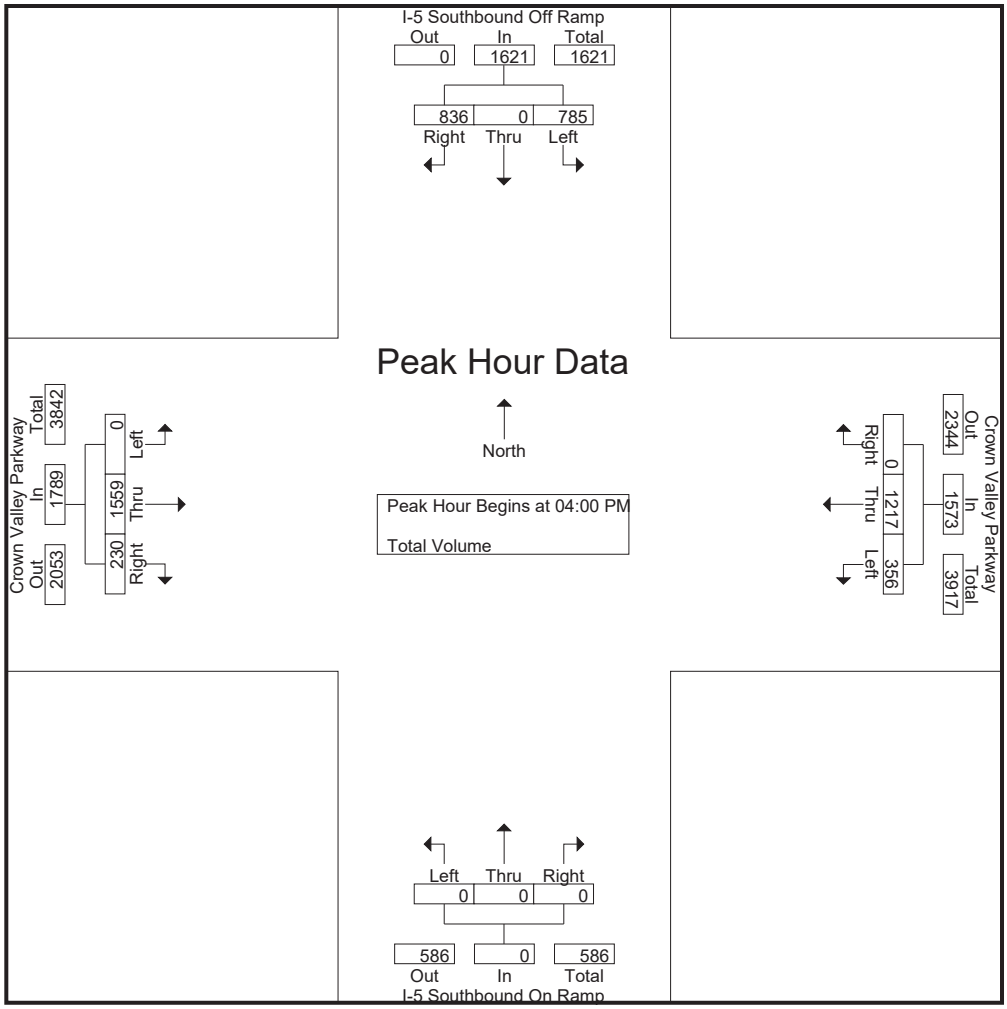
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	177	0	198	375	**90**	320	0	410	0	0	0	0	0	382	58	440
+15 mins.	193	0	213	406	89	**322**	0	**411**	0	0	0	0	0	406	62	468
+30 mins.	202	0	204	406	89	276	0	365	0	0	0	0	0	373	**76**	449
+45 mins.	**213**	0	**221**	**434**	88	299	0	387	0	0	0	0	0	**434**	50	**484**
Total Volume	785	0	836	1621	356	1217	0	1573	0	0	0	0	0	1595	246	1841
% App. Total	48.4	0	51.6		22.6	77.4	0		0	0	0		0	86.6	13.4	
PHF	.921	.000	.946	.934	.989	.945	.000	.957	.000	.000	.000	.000	.000	.919	.809	.951

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City of Mission Viejo
N/S: I-5 Northbound Ramps
E/W: Crown Valley Parkway
Weather: Clear

File Name : 25_MSV_5N_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	I-5 Northbound On Ramp Southbound				Crown Valley Parkway Westbound				I-5 Northbound Ramps Northbound				Crown Valley Parkway 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	0	0	0	0	154	224	378	40	0	53	93	0	240	156	396	867
07:15 AM	0	0	0	0	0	232	263	495	41	0	67	108	0	342	197	539	1142
07:30 AM	0	0	0	0	0	264	245	509	41	0	99	140	0	398	186	584	1233
07:45 AM	0	0	0	0	0	342	288	630	49	0	108	157	0	488	167	655	1442
Total	0	0	0	0	0	992	1020	2012	171	0	327	498	0	1468	706	2174	4684
08:00 AM	0	0	0	0	0	243	274	517	69	0	89	158	0	407	177	584	1259
08:15 AM	0	0	0	0	0	269	263	532	70	0	94	164	0	457	164	621	1317
08:30 AM	0	0	0	0	0	256	248	504	54	0	68	122	0	423	180	603	1229
08:45 AM	0	0	0	0	0	194	230	424	64	0	76	140	0	418	178	596	1160
Total	0	0	0	0	0	962	1015	1977	257	0	327	584	0	1705	699	2404	4965
Grand Total	0	0	0	0	0	1954	2035	3989	428	0	654	1082	0	3173	1405	4578	9649
Apprch %	0	0	0		0	49	51		39.6	0	60.4		0	69.3	30.7		
Total %	0	0	0	0	0	20.3	21.1	41.3	4.4	0	6.8	11.2	0	32.9	14.6	47.4	

	I-5 Northbound On Ramp Southbound				Crown Valley Parkway Westbound				I-5 Northbound Ramps Northbound				Crown Valley Parkway 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	0	0	0	0	0	264	245	509	41	0	99	140	0	398	**186**	584	1233
07:45 AM	0	0	0	0	0	**342**	**288**	**630**	49	0	**108**	157	0	**488**	167	**655**	**1442**
08:00 AM	0	0	0	0	0	243	274	517	69	0	89	158	0	407	177	584	1259
08:15 AM	0	0	0	0	0	269	263	532	**70**	0	94	**164**	0	457	164	621	1317
Total Volume	0	0	0	0	0	1118	1070	2188	229	0	390	619	0	1750	694	2444	5251
% App. Total	0	0	0		0	51.1	48.9		37	0	63		0	71.6	28.4		
PHF	.000	.000	.000	.000	.000	.817	.929	.868	.818	.000	.903	.944	.000	.897	.933	.933	.910

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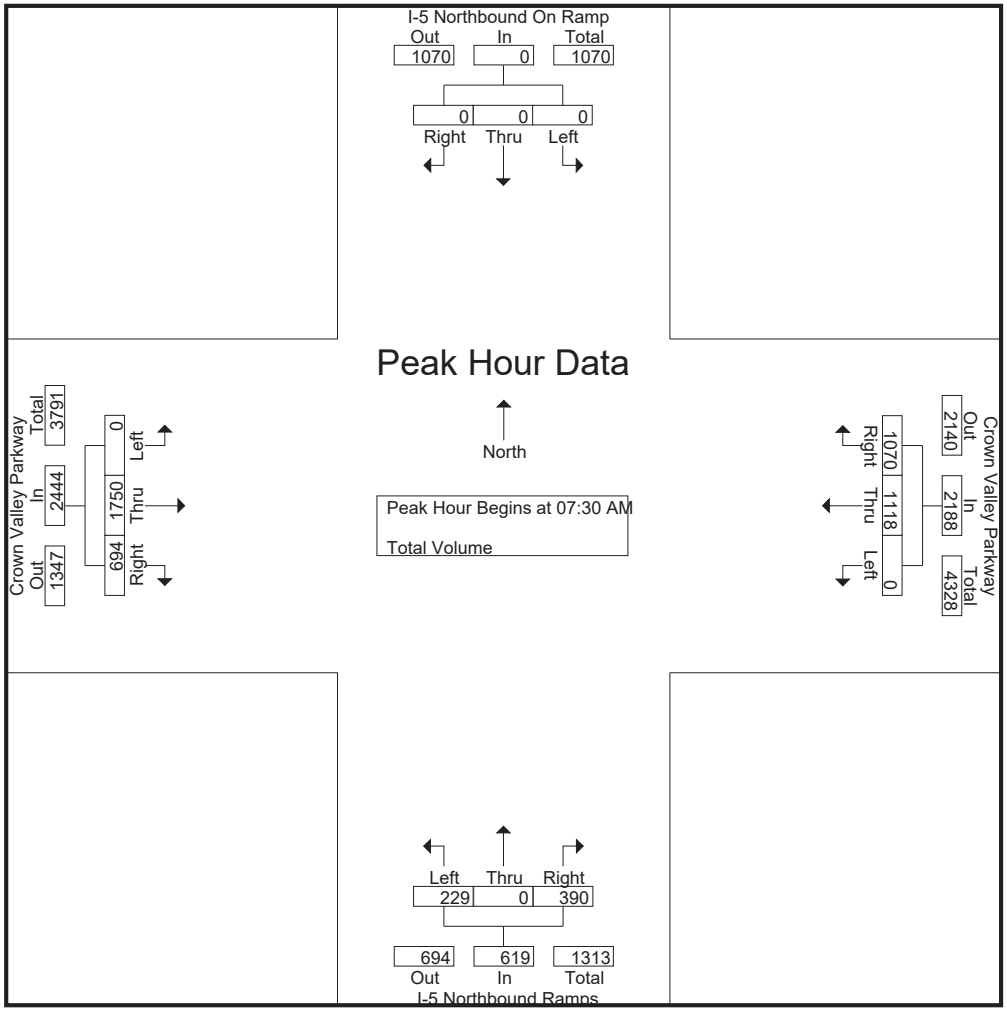
City of Mission Viejo
N/S: I-5 Northbound Ramps
E/W: Crown Valley Parkway
Weather: Clear

File Name : 25_MSV_5N_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	07:00 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	0	0	0	0	0	264	245	509	41	0	99	140	0	**488**	167	**655**
+15 mins.	0	0	0	0	0	**342**	**288**	**630**	49	0	**108**	157	0	407	177	584
+30 mins.	0	0	0	0	0	243	274	517	69	0	89	158	0	457	164	621
+45 mins.	0	0	0	0	0	269	263	532	**70**	0	94	**164**	0	423	**180**	603
Total Volume	0	0	0	0	0	1118	1070	2188	229	0	390	619	0	1775	688	2463
% App. Total	0	0	0		0	51.1	48.9		37	0	63		0	72.1	27.9	
PHF	.000	.000	.000	.000	.000	.817	.929	.868	.818	.000	.903	.944	.000	.909	.956	.940

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City of Mission Viejo
N/S: I-5 Northbound Ramps
E/W: Crown Valley Parkway
Weather: Clear

File Name : 25_MSV_5N_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	I-5 Northbound On Ramp Southbound				Crown Valley Parkway Westbound				I-5 Northbound Ramps Northbound				Crown Valley Parkway 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	0	0	0	0	384	265	649	40	0	80	120	0	429	155	584	1353
04:15 PM	0	0	0	0	0	366	294	660	62	0	87	149	0	439	135	574	1383
04:30 PM	0	0	0	0	0	314	308	622	43	0	99	142	0	425	161	586	1350
04:45 PM	0	0	0	0	0	333	291	624	60	0	106	166	0	449	155	604	1394
Total	0	0	0	0	0	1397	1158	2555	205	0	372	577	0	1742	606	2348	5480
05:00 PM	0	0	0	0	0	341	338	679	39	0	85	124	0	411	177	588	1391
05:15 PM	0	0	0	0	0	328	269	597	48	0	103	151	0	423	149	572	1320
05:30 PM	0	0	0	0	0	338	253	591	51	0	81	132	0	470	155	625	1348
05:45 PM	0	0	0	0	0	340	219	559	49	0	91	140	0	442	133	575	1274
Total	0	0	0	0	0	1347	1079	2426	187	0	360	547	0	1746	614	2360	5333
Grand Total	0	0	0	0	0	2744	2237	4981	392	0	732	1124	0	3488	1220	4708	10813
Apprch %	0	0	0		0	55.1	44.9		34.9	0	65.1		0	74.1	25.9		
Total %	0	0	0	0	0	25.4	20.7	46.1	3.6	0	6.8	10.4	0	32.3	11.3	43.5	

	I-5 Northbound On Ramp Southbound				Crown Valley Parkway Westbound				I-5 Northbound Ramps Northbound				Crown Valley Parkway 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	0	0	0	0	0	**366**	294	660	**62**	0	87	149	0	439	135	574	1383
04:30 PM	0	0	0	0	0	314	308	622	43	0	99	142	0	425	161	586	1350
04:45 PM	0	0	0	0	0	333	291	624	60	0	**106**	**166**	0	**449**	155	**604**	**1394**
05:00 PM	0	0	0	0	0	341	**338**	**679**	39	0	85	124	0	411	**177**	588	1391
Total Volume	0	0	0	0	0	1354	1231	2585	204	0	377	581	0	1724	628	2352	5518
% App. Total	0	0	0		0	52.4	47.6		35.1	0	64.9		0	73.3	26.7		
PHF	.000	.000	.000	.000	.000	.925	.911	.952	.823	.000	.889	.875	.000	.960	.887	.974	.990

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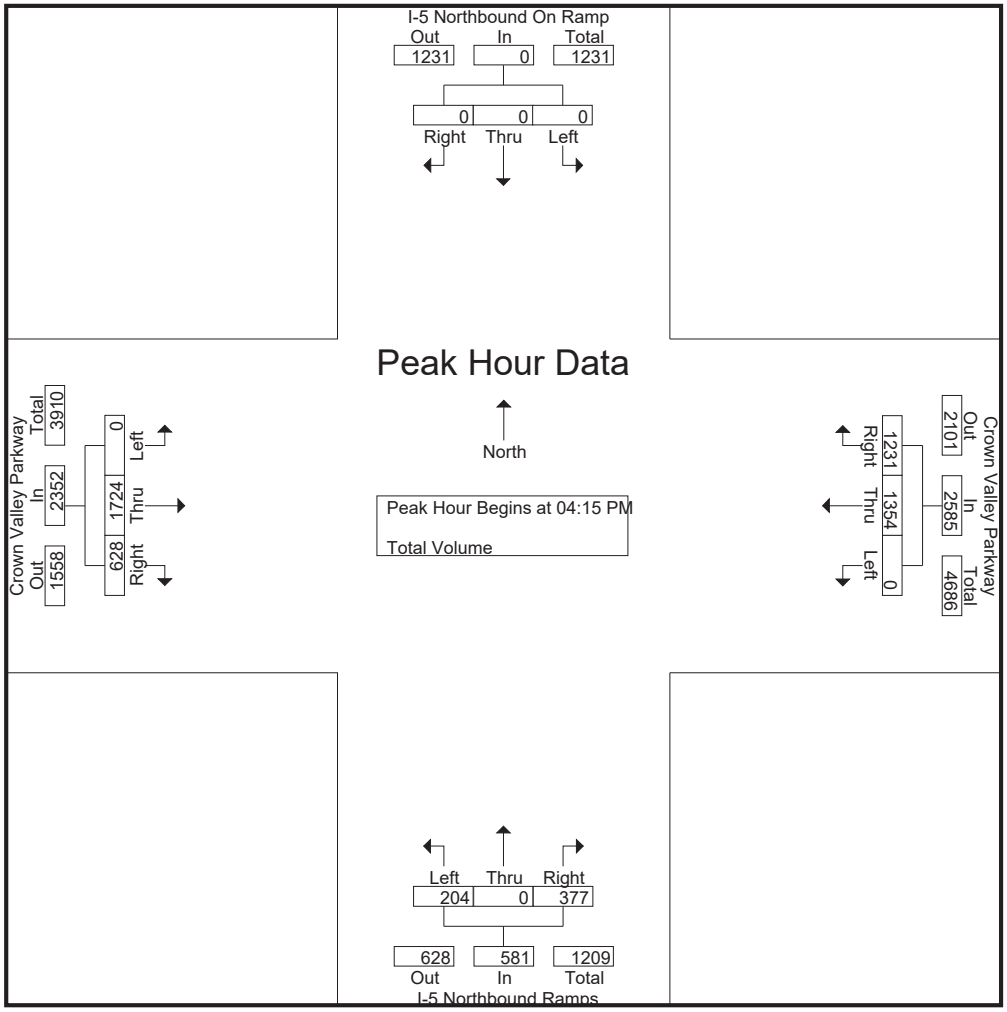
City of Mission Viejo
N/S: I-5 Northbound Ramps
E/W: Crown Valley Parkway
Weather: Clear

File Name : 25_MSV_5N_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
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:

	04:00 PM				04:15 PM				04:30 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**366**	294	660	43	0	99	142	0	449	155	604
+15 mins.	0	0	0	0	0	314	308	622	**60**	0	**106**	**166**	0	411	**177**	588
+30 mins.	0	0	0	0	0	333	291	624	39	0	85	124	0	423	149	572
+45 mins.	0	0	0	0	0	341	**338**	**679**	48	0	103	151	0	**470**	155	**625**
Total Volume	0	0	0	0	0	1354	1231	2585	190	0	393	583	0	1753	636	2389
% App. Total	0	0	0		0	52.4	47.6		32.6	0	67.4		0	73.4	26.6	
PHF	.000	.000	.000	.000	.000	.925	.911	.952	.792	.000	.927	.878	.000	.932	.898	.956

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City of Mission Viejo
N/S: Kaleidoscope
E/W: Crown Valley Parkway
Weather: Clear

File Name : 26_MSV_Kaleido_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Kaleidoscope Southbound				Crown Valley Parkway Westbound				Kaleidoscope Northbound				Crown Valley Parkway 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	0	8	10	4	342	0	346	13	0	1	14	6	263	4	273	643
07:15 AM	2	0	6	8	4	495	3	502	3	0	5	8	5	372	8	385	903
07:30 AM	4	0	7	11	7	506	2	515	8	1	6	15	6	471	7	484	1025
07:45 AM	5	1	7	13	11	605	1	617	9	0	4	13	8	562	6	576	1219
Total	13	1	28	42	26	1948	6	1980	33	1	16	50	25	1668	25	1718	3790
08:00 AM	4	0	1	5	6	491	4	501	11	1	4	16	14	452	7	473	995
08:15 AM	2	1	4	7	4	519	8	531	12	0	5	17	12	506	9	527	1082
08:30 AM	6	1	5	12	3	454	2	459	13	0	3	16	12	461	4	477	964
08:45 AM	5	0	4	9	3	394	4	401	13	0	1	14	15	453	5	473	897
Total	17	2	14	33	16	1858	18	1892	49	1	13	63	53	1872	25	1950	3938
Grand Total	30	3	42	75	42	3806	24	3872	82	2	29	113	78	3540	50	3668	7728
Apprch %	40	4	56		1.1	98.3	0.6		72.6	1.8	25.7		2.1	96.5	1.4		
Total %	0.4	0	0.5	1	0.5	49.2	0.3	50.1	1.1	0	0.4	1.5	1	45.8	0.6	47.5	

	Kaleidoscope Southbound				Crown Valley Parkway Westbound				Kaleidoscope Northbound				Crown Valley Parkway 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	0	**7**	11	7	506	2	515	8	**1**	**6**	15	6	471	7	484	1025
07:45 AM	**5**	**1**	7	**13**	**11**	**605**	1	**617**	9	0	4	13	8	**562**	6	**576**	**1219**
08:00 AM	4	0	1	5	6	491	4	501	11	1	4	16	**14**	452	7	473	995
08:15 AM	2	1	4	7	4	519	**8**	531	**12**	0	5	**17**	12	506	**9**	527	1082
Total Volume	15	2	19	36	28	2121	15	2164	40	2	19	61	40	1991	29	2060	4321
% App. Total	41.7	5.6	52.8		1.3	98	0.7		65.6	3.3	31.1		1.9	96.7	1.4		
PHF	.750	.500	.679	.692	.636	.876	.469	.877	.833	.500	.792	.897	.714	.886	.806	.894	.886

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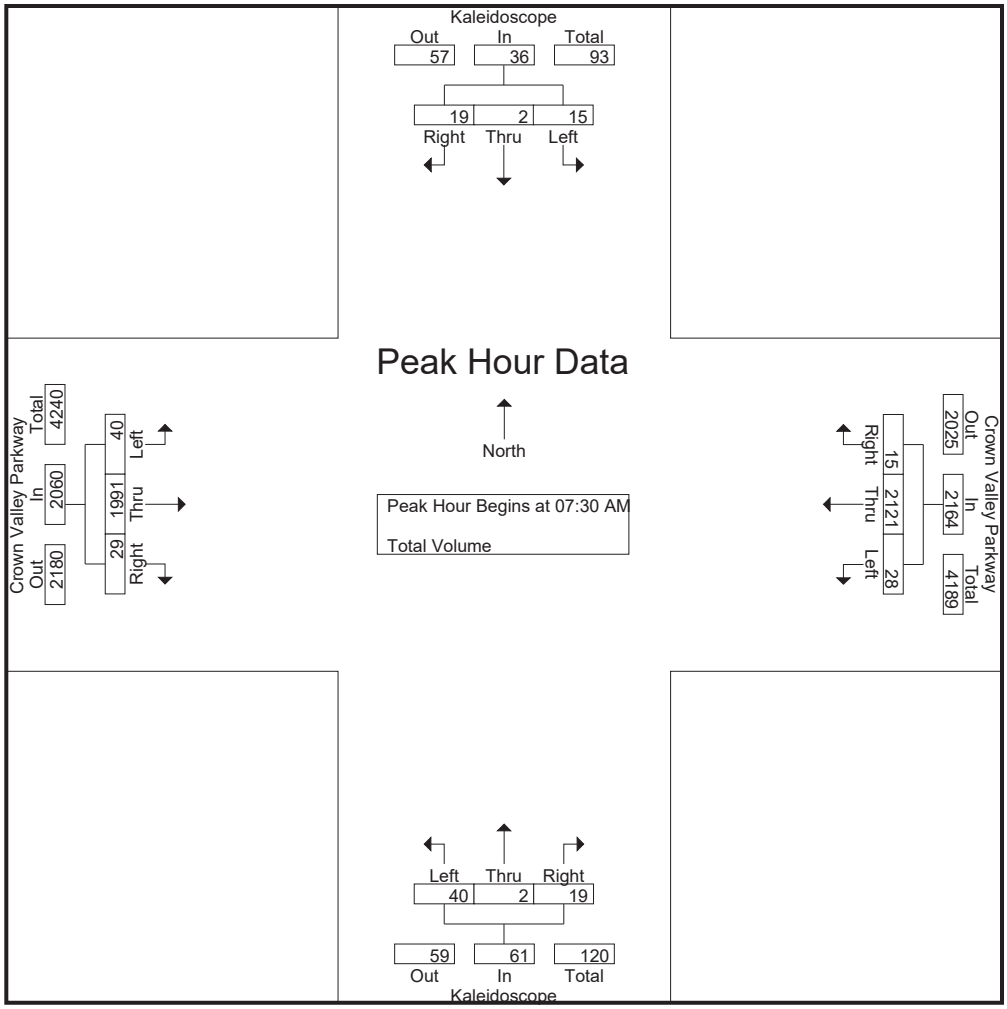
City of Mission Viejo
N/S: Kaleidoscope
E/W: Crown Valley Parkway
Weather: Clear

File Name : 26_MSV_Kaleido_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	07:00 AM				07:30 AM				08:00 AM				07:30 AM			
+0 mins.	2	0	**8**	10	7	506	2	515	11	**1**	4	16	6	471	7	484
+15 mins.	2	0	6	8	**11**	**605**	1	**617**	12	0	**5**	**17**	8	**562**	6	**576**
+30 mins.	4	0	7	11	6	491	4	501	**13**	0	3	16	**14**	452	7	473
+45 mins.	**5**	**1**	7	**13**	4	519	**8**	531	13	0	1	14	12	506	**9**	527
Total Volume	13	1	28	42	28	2121	15	2164	49	1	13	63	40	1991	29	2060
% App. Total	31	2.4	66.7		1.3	98	0.7		77.8	1.6	20.6		1.9	96.7	1.4	
PHF	.650	.250	.875	.808	.636	.876	.469	.877	.942	.250	.650	.926	.714	.886	.806	.894

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City of Mission Viejo
N/S: Kaleidoscope
E/W: Crown Valley Parkway
Weather: Clear

File Name : 26_MSV_Kaleido_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Kaleidoscope Southbound				Crown Valley Parkway Westbound				Kaleidoscope Northbound				Crown Valley Parkway 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	14	1	24	39	22	609	10	641	24	1	10	35	20	467	4	491	1206
04:15 PM	2	1	17	20	14	608	3	625	19	0	8	27	36	462	14	512	1184
04:30 PM	9	1	9	19	15	600	4	619	17	1	7	25	26	474	8	508	1171
04:45 PM	9	1	13	23	26	568	6	600	21	3	9	33	41	484	10	535	1191
Total	34	4	63	101	77	2385	23	2485	81	5	34	120	123	1887	36	2046	4752
05:00 PM	10	4	14	28	14	654	3	671	16	3	13	32	25	464	11	500	1231
05:15 PM	9	2	16	27	18	536	5	559	23	1	6	30	30	462	5	497	1113
05:30 PM	11	1	16	28	17	561	9	587	24	1	5	30	38	501	3	542	1187
05:45 PM	12	1	18	31	15	506	14	535	22	4	6	32	41	471	5	517	1115
Total	42	8	64	114	64	2257	31	2352	85	9	30	124	134	1898	24	2056	4646
Grand Total	76	12	127	215	141	4642	54	4837	166	14	64	244	257	3785	60	4102	9398
Apprch %	35.3	5.6	59.1		2.9	96	1.1		68	5.7	26.2		6.3	92.3	1.5		
Total %	0.8	0.1	1.4	2.3	1.5	49.4	0.6	51.5	1.8	0.1	0.7	2.6	2.7	40.3	0.6	43.6	

	Kaleidoscope Southbound				Crown Valley Parkway Westbound				Kaleidoscope Northbound				Crown Valley Parkway 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	2	1	**17**	20	14	608	3	625	19	0	8	27	36	462	**14**	512	1184
04:30 PM	9	1	9	19	15	600	4	619	17	1	7	25	26	474	8	508	1171
04:45 PM	9	1	13	23	**26**	568	**6**	600	**21**	**3**	9	**33**	**41**	**484**	10	**535**	1191
05:00 PM	**10**	**4**	14	**28**	14	**654**	3	**671**	16	3	**13**	32	25	464	11	500	**1231**
Total Volume	30	7	53	90	69	2430	16	2515	73	7	37	117	128	1884	43	2055	4777
% App. Total	33.3	7.8	58.9		2.7	96.6	0.6		62.4	6	31.6		6.2	91.7	2.1		
PHF	.750	.438	.779	.804	.663	.929	.667	.937	.869	.583	.712	.886	.780	.973	.768	.960	.970

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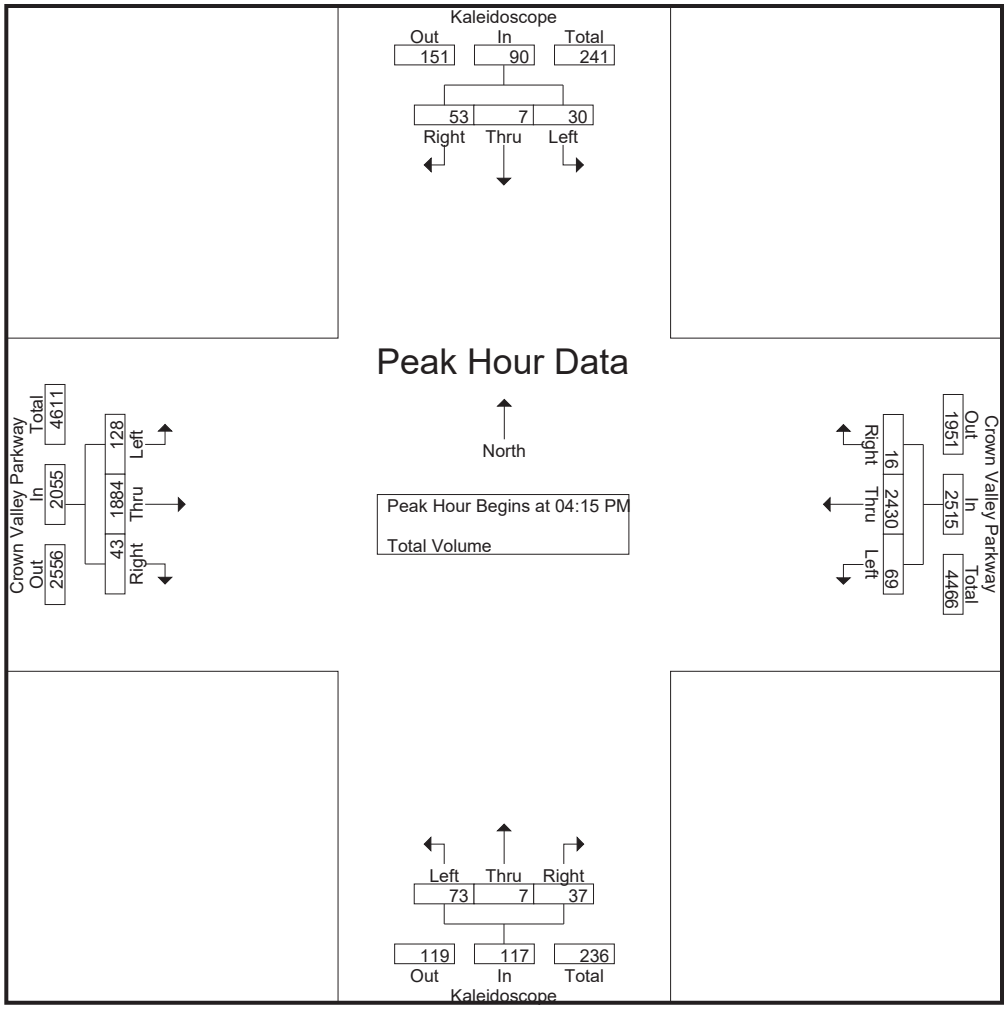
City of Mission Viejo
N/S: Kaleidoscope
E/W: Crown Valley Parkway
Weather: Clear

File Name : 26_MSV_Kaleido_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
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				04:15 PM				04:45 PM				04:45 PM			
+0 mins.	10	**4**	14	28	14	608	3	625	21	**3**	9	**33**	**41**	484	10	535
+15 mins.	9	2	16	27	15	600	4	619	16	3	**13**	32	25	464	**11**	500
+30 mins.	11	1	16	28	**26**	568	**6**	600	23	1	6	30	30	462	5	497
+45 mins.	**12**	1	**18**	**31**	14	**654**	3	**671**	**24**	1	5	30	38	**501**	3	**542**
Total Volume	42	8	64	114	69	2430	16	2515	84	8	33	125	134	1911	29	2074
% App. Total	36.8	7	56.1		2.7	96.6	0.6		67.2	6.4	26.4		6.5	92.1	1.4	
PHF	.875	.500	.889	.919	.663	.929	.667	.937	.875	.667	.635	.947	.817	.954	.659	.957

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City of Mission Viejo
N/S: Puerta Real/The Shops Boulevard
E/W: Crown Valley Parkway
Weather: Clear

File Name : 27_MSV_Puerta R_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Puerta Real Southbound				Crown Valley Parkway Westbound				The Shops Boulevard Northbound				Crown Valley Parkway 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	2	26	28	2	326	5	333	8	2	1	11	16	205	24	245	617
07:15 AM	3	5	34	42	2	423	6	431	6	2	1	9	46	303	29	378	860
07:30 AM	7	17	55	79	2	427	9	438	10	6	3	19	80	348	45	473	1009
07:45 AM	6	8	77	91	3	516	14	533	16	6	1	23	63	443	64	570	1217
Total	16	32	192	240	9	1692	34	1735	40	16	6	62	205	1299	162	1666	3703
08:00 AM	3	5	37	45	4	427	11	442	23	6	3	32	78	333	38	449	968
08:15 AM	7	1	38	46	8	442	16	466	19	3	4	26	45	385	44	474	1012
08:30 AM	12	2	38	52	6	393	15	414	13	2	2	17	59	313	40	412	895
08:45 AM	12	5	29	46	5	365	13	383	16	6	2	24	72	324	36	432	885
Total	34	13	142	189	23	1627	55	1705	71	17	11	99	254	1355	158	1767	3760
Grand Total	50	45	334	429	32	3319	89	3440	111	33	17	161	459	2654	320	3433	7463
Apprch %	11.7	10.5	77.9		0.9	96.5	2.6		68.9	20.5	10.6		13.4	77.3	9.3		
Total %	0.7	0.6	4.5	5.7	0.4	44.5	1.2	46.1	1.5	0.4	0.2	2.2	6.2	35.6	4.3	46	

	Puerta Real Southbound				Crown Valley Parkway Westbound				The Shops Boulevard Northbound				Crown Valley Parkway 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**	**17**	55	79	2	427	9	438	10	**6**	3	19	**80**	348	45	473	1009
07:45 AM	6	8	**77**	**91**	3	**516**	14	**533**	16	6	1	23	63	**443**	**64**	**570**	**1217**
08:00 AM	3	5	37	45	4	427	11	442	**23**	6	3	**32**	78	333	38	449	968
08:15 AM	7	1	38	46	**8**	442	**16**	466	19	3	**4**	26	45	385	44	474	1012
Total Volume	23	31	207	261	17	1812	50	1879	68	21	11	100	266	1509	191	1966	4206
% App. Total	8.8	11.9	79.3		0.9	96.4	2.7		68	21	11		13.5	76.8	9.7		
PHF	.821	.456	.672	.717	.531	.878	.781	.881	.739	.875	.688	.781	.831	.852	.746	.862	.864

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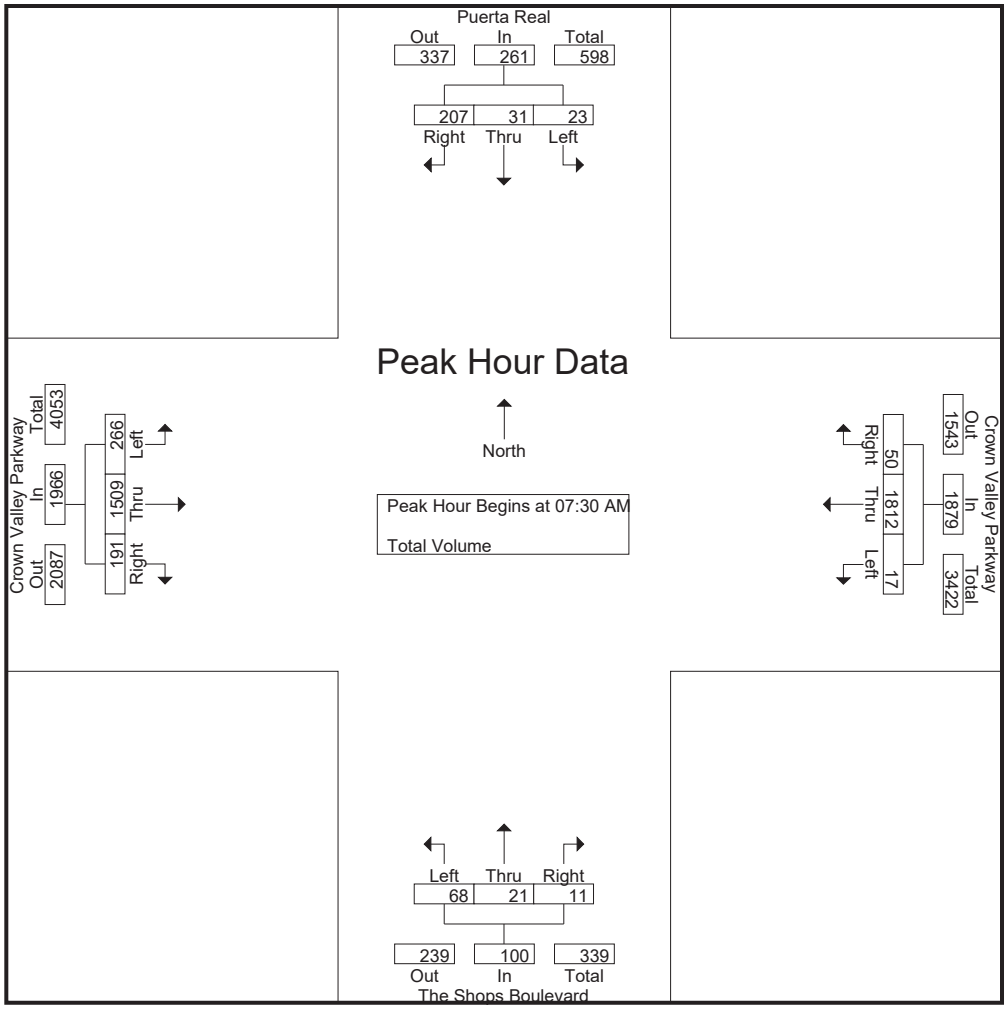
City of Mission Viejo
N/S: Puerta Real/The Shops Boulevard
E/W: Crown Valley Parkway
Weather: Clear

File Name : 27_MSV_Puerta R_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
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				07:30 AM			
+0 mins.	**7**	**17**	55	79	2	427	9	438	10	**6**	3	19	**80**	348	45	473
+15 mins.	6	8	**77**	**91**	3	**516**	14	**533**	16	6	1	23	63	**443**	**64**	**570**
+30 mins.	3	5	37	45	4	427	11	442	**23**	6	3	**32**	78	333	38	449
+45 mins.	7	1	38	46	**8**	442	**16**	466	19	3	**4**	26	45	385	44	474
Total Volume	23	31	207	261	17	1812	50	1879	68	21	11	100	266	1509	191	1966
% App. Total	8.8	11.9	79.3		0.9	96.4	2.7		68	21	11		13.5	76.8	9.7	
PHF	.821	.456	.672	.717	.531	.878	.781	.881	.739	.875	.688	.781	.831	.852	.746	.862

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City of Mission Viejo
N/S: Puerta Real/The Shops Boulevard
E/W: Crown Valley Parkway
Weather: Clear

File Name : 27_MSV_Puerta R_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Puerta Real Southbound				Crown Valley Parkway Westbound				The Shops Boulevard Northbound				Crown Valley Parkway 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	21	8	60	89	20	448	12	480	102	11	40	153	51	348	104	503	1225
04:15 PM	21	12	67	100	24	392	23	439	89	7	30	126	62	398	94	554	1219
04:30 PM	24	11	67	102	28	425	10	463	127	5	30	162	53	331	109	493	1220
04:45 PM	13	8	58	79	24	439	14	477	101	6	25	132	60	393	111	564	1252
Total	79	39	252	370	96	1704	59	1859	419	29	125	573	226	1470	418	2114	4916
05:00 PM	21	7	66	94	18	437	12	467	91	6	30	127	51	401	94	546	1234
05:15 PM	31	5	67	103	24	375	20	419	121	9	36	166	56	356	92	504	1192
05:30 PM	27	2	76	105	22	410	17	449	85	8	17	110	45	410	93	548	1212
05:45 PM	17	10	72	99	17	351	6	374	90	9	32	131	37	381	82	500	1104
Total	96	24	281	401	81	1573	55	1709	387	32	115	534	189	1548	361	2098	4742
Grand Total	175	63	533	771	177	3277	114	3568	806	61	240	1107	415	3018	779	4212	9658
Apprch %	22.7	8.2	69.1		5	91.8	3.2		72.8	5.5	21.7		9.9	71.7	18.5		
Total %	1.8	0.7	5.5	8	1.8	33.9	1.2	36.9	8.3	0.6	2.5	11.5	4.3	31.2	8.1	43.6	

	Puerta Real Southbound				Crown Valley Parkway Westbound				The Shops Boulevard Northbound				Crown Valley Parkway 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	21	**12**	**67**	100	24	392	**23**	439	89	**7**	**30**	126	**62**	398	94	554	1219
04:30 PM	**24**	11	67	**102**	**28**	425	10	463	**127**	5	30	**162**	53	331	109	493	1220
04:45 PM	13	8	58	79	24	**439**	14	**477**	101	6	25	132	60	393	**111**	**564**	**1252**
05:00 PM	21	7	66	94	18	437	12	467	91	6	30	127	51	**401**	94	546	1234
Total Volume	79	38	258	375	94	1693	59	1846	408	24	115	547	226	1523	408	2157	4925
% App. Total	21.1	10.1	68.8		5.1	91.7	3.2		74.6	4.4	21		10.5	70.6	18.9		
PHF	.823	.792	.963	.919	.839	.964	.641	.968	.803	.857	.958	.844	.911	.950	.919	.956	.983

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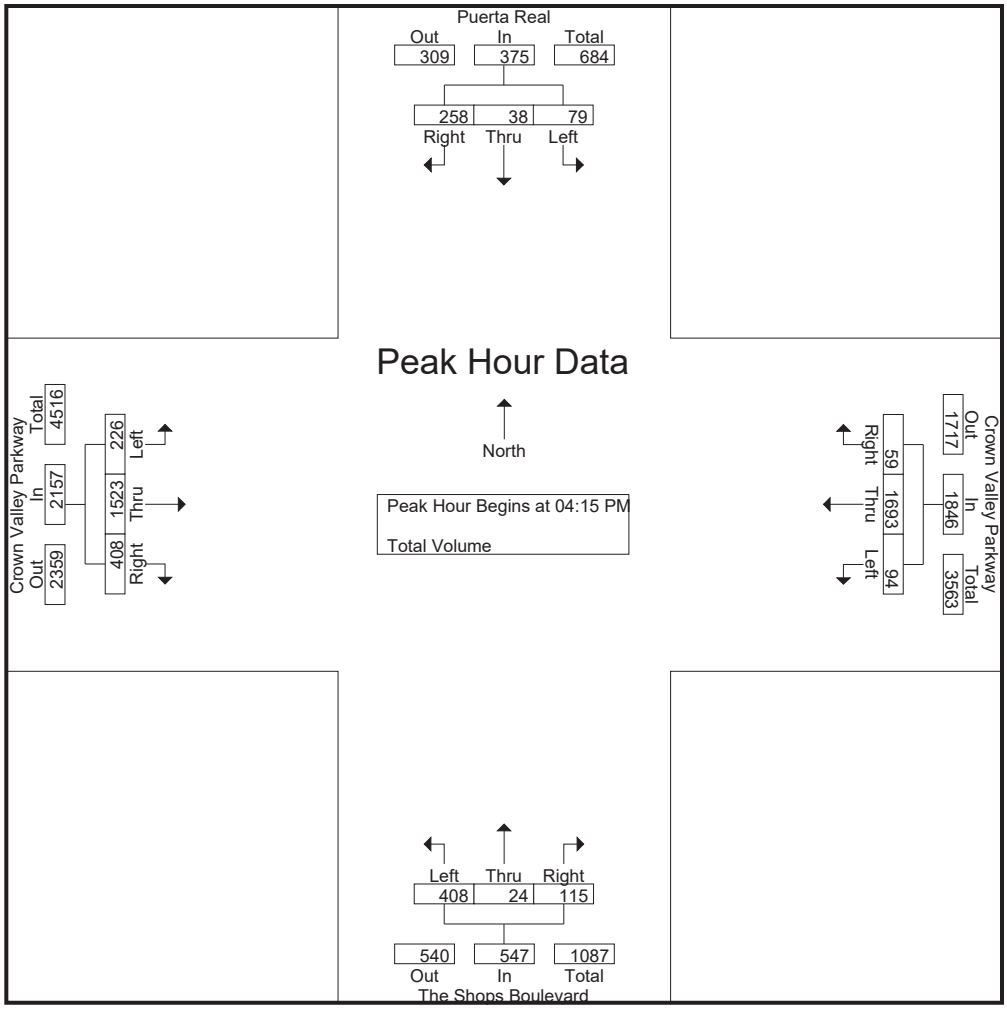
City of Mission Viejo
N/S: Puerta Real/The Shops Boulevard
E/W: Crown Valley Parkway
Weather: Clear

File Name : 27_MSV_Puerta R_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
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				04:30 PM				04:45 PM			
+0 mins.	21	7	66	94	20	**448**	12	**480**	**127**	5	30	162	**60**	393	**111**	**564**
+15 mins.	**31**	5	67	103	24	392	**23**	439	101	6	25	132	51	401	94	546
+30 mins.	27	2	**76**	**105**	**28**	425	10	463	91	6	30	127	56	356	92	504
+45 mins.	17	**10**	72	99	24	439	14	477	121	**9**	**36**	**166**	45	**410**	93	548
Total Volume	96	24	281	401	96	1704	59	1859	440	26	121	587	212	1560	390	2162
% App. Total	23.9	6	70.1		5.2	91.7	3.2		75	4.4	20.6		9.8	72.2	18	
PHF	.774	.600	.924	.955	.857	.951	.641	.968	.866	.722	.840	.884	.883	.951	.878	.958

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City of Mission Viejo
N/S: Dr Guevara Way/Medical Center Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 28_MSV_Medical_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Dr Guevara Way Southbound				Crown Valley Parkway Westbound				Medical Center Road Northbound				Crown Valley Parkway 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	3	17	22	14	300	0	314	38	0	5	43	13	167	35	215	594
07:15 AM	2	2	17	21	15	363	5	383	42	2	4	48	9	247	51	307	759
07:30 AM	7	8	14	29	31	381	8	420	85	6	8	99	11	281	48	340	888
07:45 AM	7	3	16	26	25	430	4	459	64	6	15	85	13	368	101	482	1052
Total	18	16	64	98	85	1474	17	1576	229	14	32	275	46	1063	235	1344	3293
08:00 AM	4	3	14	21	27	385	7	419	48	2	10	60	25	254	72	351	851
08:15 AM	3	1	15	19	27	410	9	446	49	6	14	69	20	342	60	422	956
08:30 AM	8	3	15	26	37	337	10	384	60	2	7	69	16	265	55	336	815
08:45 AM	3	5	13	21	38	317	9	364	50	5	6	61	24	275	71	370	816
Total	18	12	57	87	129	1449	35	1613	207	15	37	259	85	1136	258	1479	3438
Grand Total	36	28	121	185	214	2923	52	3189	436	29	69	534	131	2199	493	2823	6731
Apprch %	19.5	15.1	65.4		6.7	91.7	1.6		81.6	5.4	12.9		4.6	77.9	17.5		
Total %	0.5	0.4	1.8	2.7	3.2	43.4	0.8	47.4	6.5	0.4	1	7.9	1.9	32.7	7.3	41.9	

	Dr Guevara Way Southbound				Crown Valley Parkway Westbound				Medical Center Road Northbound				Crown Valley Parkway 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**	**8**	14	**29**	**31**	381	8	420	**85**	**6**	8	**99**	11	281	48	340	888
07:45 AM	7	3	**16**	26	25	**430**	4	**459**	64	6	**15**	85	13	**368**	**101**	**482**	**1052**
08:00 AM	4	3	14	21	27	385	7	419	48	2	10	60	**25**	254	72	351	851
08:15 AM	3	1	15	19	27	410	**9**	446	49	6	14	69	20	342	60	422	956
Total Volume	21	15	59	95	110	1606	28	1744	246	20	47	313	69	1245	281	1595	3747
% App. Total	22.1	15.8	62.1		6.3	92.1	1.6		78.6	6.4	15		4.3	78.1	17.6		
PHF	.750	.469	.922	.819	.887	.934	.778	.950	.724	.833	.783	.790	.690	.846	.696	.827	.890

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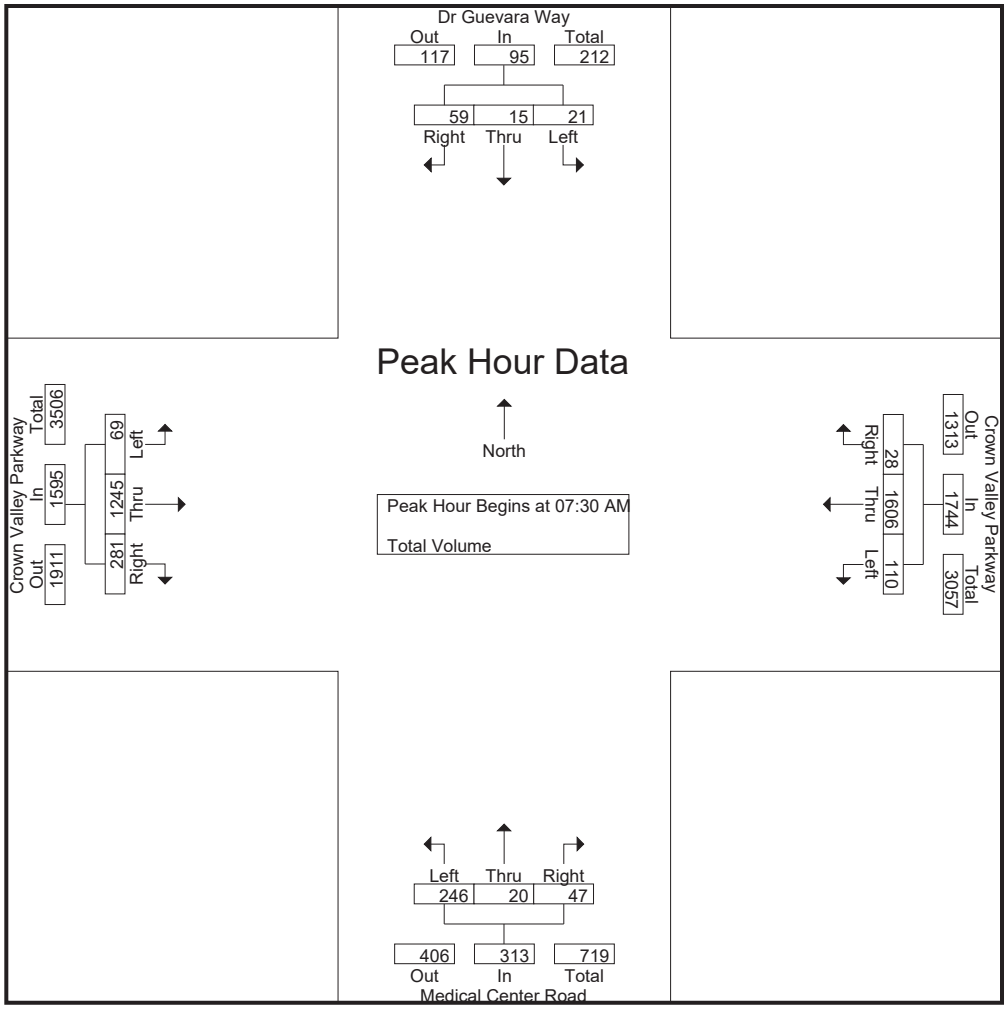
Corona, CA 92878
(951)268-6268

City of Mission Viejo
N/S: Dr Guevara Way/Medical Center Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 28_MSV_Medical_Crown AM
Site Code : 05722006
Start Date : 1/11/2022



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				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	3	**17**	22	**31**	381	8	420	**85**	**6**	8	**99**	11	281	48	340
+15 mins.	2	2	17	21	25	**430**	4	**459**	64	6	**15**	85	13	**368**	**101**	**482**
+30 mins.	**7**	**8**	14	**29**	27	385	7	419	48	2	10	60	**25**	254	72	351
+45 mins.	7	3	16	26	27	410	**9**	446	49	6	14	69	20	342	60	422
Total Volume	18	16	64	98	110	1606	28	1744	246	20	47	313	69	1245	281	1595
% App. Total	18.4	16.3	65.3		6.3	92.1	1.6		78.6	6.4	15		4.3	78.1	17.6	
PHF	.643	.500	.941	.845	.887	.934	.778	.950	.724	.833	.783	.790	.690	.846	.696	.827

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City of Mission Viejo
N/S: Dr Guevara Way/Medical Center Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 28_MSV_Medical_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Dr Guevara Way Southbound				Crown Valley Parkway Westbound				Medical Center Road Northbound				Crown Valley Parkway 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	5	0	30	35	16	357	8	381	92	8	21	121	19	368	35	422	959
04:15 PM	11	5	18	34	20	350	7	377	92	0	10	102	13	374	39	426	939
04:30 PM	12	3	15	30	6	364	4	374	106	2	15	123	13	357	29	399	926
04:45 PM	10	3	28	41	14	302	9	325	92	5	14	111	23	352	36	411	888
Total	38	11	91	140	56	1373	28	1457	382	15	60	457	68	1451	139	1658	3712
05:00 PM	10	2	24	36	15	382	8	405	107	7	14	128	6	370	31	407	976
05:15 PM	8	3	12	23	15	332	3	350	101	0	18	119	18	374	36	428	920
05:30 PM	5	2	21	28	6	304	5	315	80	0	21	101	16	385	32	433	877
05:45 PM	8	7	11	26	14	305	6	325	82	1	10	93	13	404	38	455	899
Total	31	14	68	113	50	1323	22	1395	370	8	63	441	53	1533	137	1723	3672
Grand Total	69	25	159	253	106	2696	50	2852	752	23	123	898	121	2984	276	3381	7384
Apprch %	27.3	9.9	62.8		3.7	94.5	1.8		83.7	2.6	13.7		3.6	88.3	8.2		
Total %	0.9	0.3	2.2	3.4	1.4	36.5	0.7	38.6	10.2	0.3	1.7	12.2	1.6	40.4	3.7	45.8	

	Dr Guevara Way Southbound				Crown Valley Parkway Westbound				Medical Center Road Northbound				Crown Valley Parkway 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	11	**5**	18	34	**20**	350	7	377	92	0	10	102	13	**374**	**39**	**426**	939
04:30 PM	**12**	3	15	30	6	364	4	374	106	2	**15**	123	13	357	29	399	926
04:45 PM	10	3	**28**	**41**	14	302	**9**	325	92	5	14	111	**23**	352	36	411	888
05:00 PM	10	2	24	36	15	**382**	8	**405**	**107**	**7**	14	**128**	6	370	31	407	**976**
Total Volume	43	13	85	141	55	1398	28	1481	397	14	53	464	55	1453	135	1643	3729
% App. Total	30.5	9.2	60.3		3.7	94.4	1.9		85.6	3	11.4		3.3	88.4	8.2		
PHF	.896	.650	.759	.860	.688	.915	.778	.914	.928	.500	.883	.906	.598	.971	.865	.964	.955

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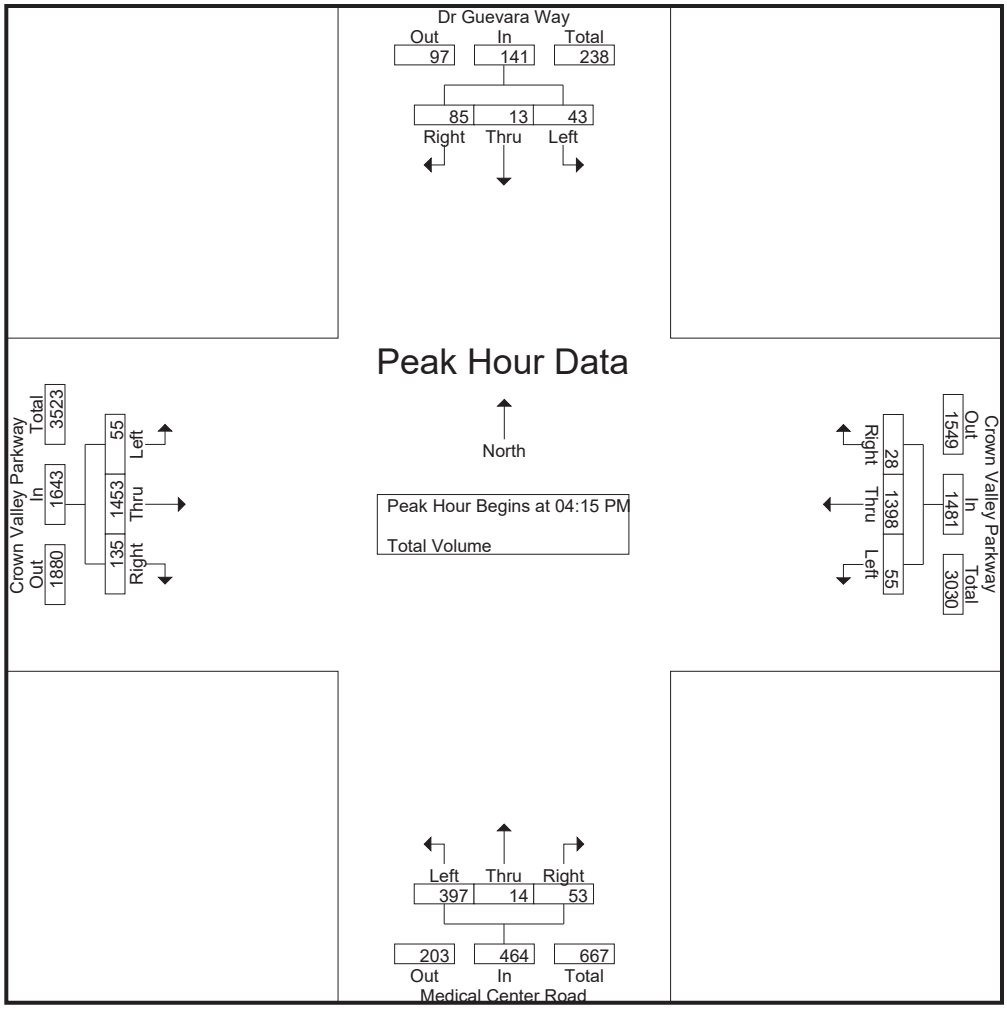
City of Mission Viejo
N/S: Dr Guevara Way/Medical Center Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 28_MSV_Medical_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
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:

	04:15 PM				04:15 PM				04:30 PM				05:00 PM			
+0 mins.	11	**5**	18	34	**20**	350	7	377	106	2	15	123	6	370	31	407
+15 mins.	**12**	3	15	30	6	364	4	374	92	5	14	111	**18**	374	36	428
+30 mins.	10	3	**28**	**41**	14	302	**9**	325	**107**	**7**	14	**128**	16	385	32	433
+45 mins.	10	2	24	36	15	**382**	8	**405**	101	0	**18**	119	13	**404**	**38**	**455**
Total Volume	43	13	85	141	55	1398	28	1481	406	14	61	481	53	1533	137	1723
% App. Total	30.5	9.2	60.3		3.7	94.4	1.9		84.4	2.9	12.7		3.1	89	8	
PHF	.896	.650	.759	.860	.688	.915	.778	.914	.949	.500	.847	.939	.736	.949	.901	.947

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City of Laguna Nigel
N/S: Cabot Road
E/W: Paseo de Colinas
Weather: Clear

File Name : 29_LNL_Cabot_Paseo AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Cabot Road Southbound			Paseo de Colinas Westbound			Paseo de Colinas Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	12	51	63	30	12	42	68	110	178	283
07:15 AM	11	67	78	44	21	65	95	138	233	376
07:30 AM	36	73	109	51	12	63	109	189	298	470
07:45 AM	34	82	116	71	17	88	109	175	284	488
Total	93	273	366	196	62	258	381	612	993	1617
08:00 AM	28	79	107	46	20	66	105	114	219	392
08:15 AM	26	76	102	58	26	84	106	128	234	420
08:30 AM	22	70	92	52	21	73	95	113	208	373
08:45 AM	24	60	84	50	11	61	91	109	200	345
Total	100	285	385	206	78	284	397	464	861	1530
Grand Total	193	558	751	402	140	542	778	1076	1854	3147
Apprch %	25.7	74.3		74.2	25.8		42	58		
Total %	6.1	17.7	23.9	12.8	4.4	17.2	24.7	34.2	58.9	

	Cabot Road Southbound			Paseo de Colinas Westbound			Paseo de Colinas Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**36**	73	109	51	12	63	**109**	**189**	**298**	470
07:45 AM	34	**82**	**116**	**71**	17	**88**	109	175	284	**488**
08:00 AM	28	79	107	46	20	66	105	114	219	392
08:15 AM	26	76	102	58	**26**	84	106	128	234	420
Total Volume	124	310	434	226	75	301	429	606	1035	1770
% App. Total	28.6	71.4		75.1	24.9		41.4	58.6		
PHF	.861	.945	.935	.796	.721	.855	.984	.802	.868	.907

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City of Laguna Nigel
N/S: Cabot Road
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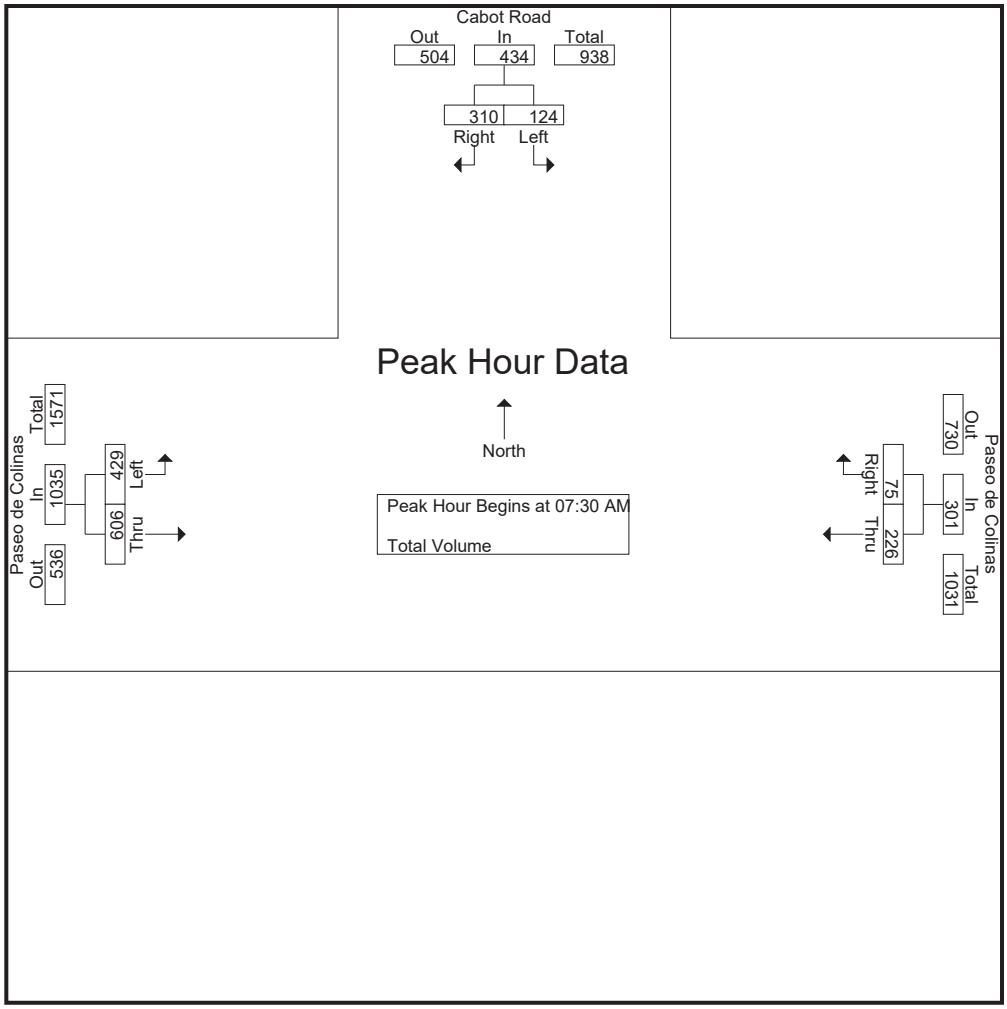
Weather: Clear

File Name : 29_LNL_Cabot_Paseo AM
Site Code : 05722006
Start Date : 1/11/2022
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			07:45 AM			07:30 AM		
+0 mins.	**36**	73	109	**71**	17	**88**	**109**	**189**	**298**
+15 mins.	34	**82**	**116**	46	20	66	109	175	284
+30 mins.	28	79	107	58	**26**	84	105	114	219
+45 mins.	26	76	102	52	21	73	106	128	234
Total Volume	124	310	434	227	84	311	429	606	1035
% App. Total	28.6	71.4		73	27		41.4	58.6	
PHF	.861	.945	.935	.799	.808	.884	.984	.802	.868

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City of Laguna Nigel
N/S: Cabot Road
E/W: Paseo de Colinas
Weather: Clear

File Name : 29_LNL_Cabot_Paseo PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Cabot Road Southbound			Paseo de Colinas Westbound			Paseo de Colinas Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	37	81	118	105	35	140	71	106	177	435
04:15 PM	30	132	162	101	39	140	62	96	158	460
04:30 PM	27	107	134	115	40	155	82	95	177	466
04:45 PM	28	118	146	124	30	154	71	111	182	482
Total	122	438	560	445	144	589	286	408	694	1843
05:00 PM	28	109	137	123	38	161	64	119	183	481
05:15 PM	28	101	129	115	19	134	74	120	194	457
05:30 PM	24	95	119	95	32	127	67	76	143	389
05:45 PM	32	89	121	115	27	142	60	67	127	390
Total	112	394	506	448	116	564	265	382	647	1717
Grand Total	234	832	1066	893	260	1153	551	790	1341	3560
Apprch %	22	78		77.5	22.5		41.1	58.9		
Total %	6.6	23.4	29.9	25.1	7.3	32.4	15.5	22.2	37.7	

	Cabot Road Southbound			Paseo de Colinas Westbound			Paseo de Colinas Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**30**	**132**	**162**	101	39	140	62	96	158	460
04:30 PM	27	107	134	115	**40**	155	**82**	95	177	466
04:45 PM	28	118	146	**124**	30	154	71	111	182	**482**
05:00 PM	28	109	137	123	38	**161**	64	**119**	**183**	481
Total Volume	113	466	579	463	147	610	279	421	700	1889
% App. Total	19.5	80.5		75.9	24.1		39.9	60.1		
PHF	.942	.883	.894	.933	.919	.947	.851	.884	.956	.980

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City of Laguna Nigel
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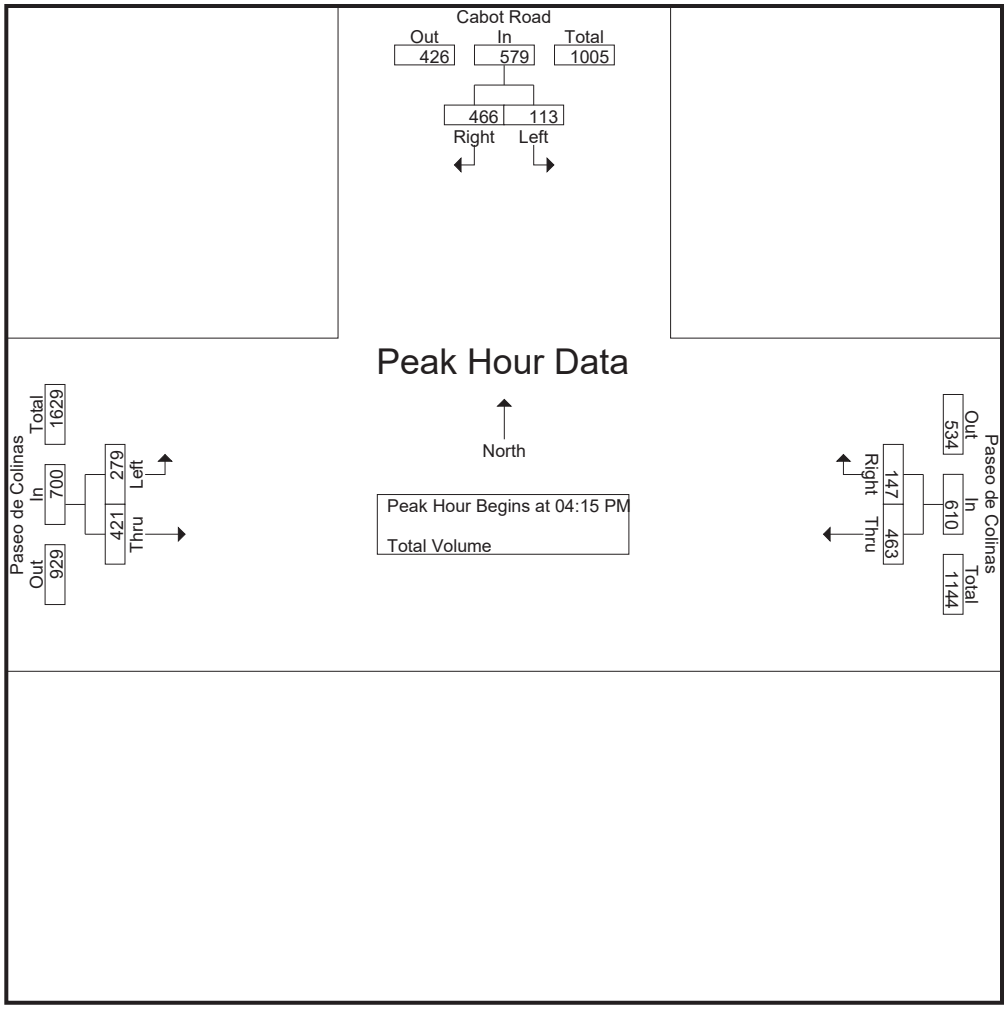
Weather: Clear

File Name : 29_LNL_Cabot_Paseo PM
Site Code : 05722006
Start Date : 1/11/2022
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:

	04:15 PM			04:15 PM			04:30 PM		
+0 mins.	**30**	**132**	**162**	101	39	140	**82**	95	177
+15 mins.	27	107	134	115	**40**	155	71	111	182
+30 mins.	28	118	146	**124**	30	154	64	119	183
+45 mins.	28	109	137	123	38	**161**	74	**120**	**194**
Total Volume	113	466	579	463	147	610	291	445	736
% App. Total	19.5	80.5		75.9	24.1		39.5	60.5	
PHF	.942	.883	.894	.933	.919	.947	.887	.927	.948

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City of Laguna Nigel
N/S: Camino Capistrano
E/W: Paseo de Colinas
Weather: Clear

File Name : 30_LNL_Cam Cap_Paseo AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Camino Capistrano Southbound			Paseo de Colinas Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	3	11	14	122	9	131	32	45	77	222
07:15 AM	7	9	16	136	9	145	33	46	79	240
07:30 AM	6	7	13	203	9	212	38	57	95	320
07:45 AM	12	14	26	181	30	211	33	74	107	344
Total	28	41	69	642	57	699	136	222	358	1126
08:00 AM	8	19	27	107	20	127	34	65	99	253
08:15 AM	7	11	18	126	16	142	47	79	126	286
08:30 AM	8	32	40	118	16	134	40	64	104	278
08:45 AM	8	24	32	112	20	132	39	58	97	261
Total	31	86	117	463	72	535	160	266	426	1078
Grand Total	59	127	186	1105	129	1234	296	488	784	2204
Apprch %	31.7	68.3		89.5	10.5		37.8	62.2		
Total %	2.7	5.8	8.4	50.1	5.9	56	13.4	22.1	35.6	

	Camino Capistrano Southbound			Paseo de Colinas 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	6	7	13	**203**	9	**212**	38	57	95	320
07:45 AM	**12**	14	26	181	**30**	211	33	74	107	**344**
08:00 AM	8	**19**	**27**	107	20	127	34	65	99	253
08:15 AM	7	11	18	126	16	142	**47**	**79**	**126**	286
Total Volume	33	51	84	617	75	692	152	275	427	1203
% App. Total	39.3	60.7		89.2	10.8		35.6	64.4		
PHF	.688	.671	.778	.760	.625	.816	.809	.870	.847	.874

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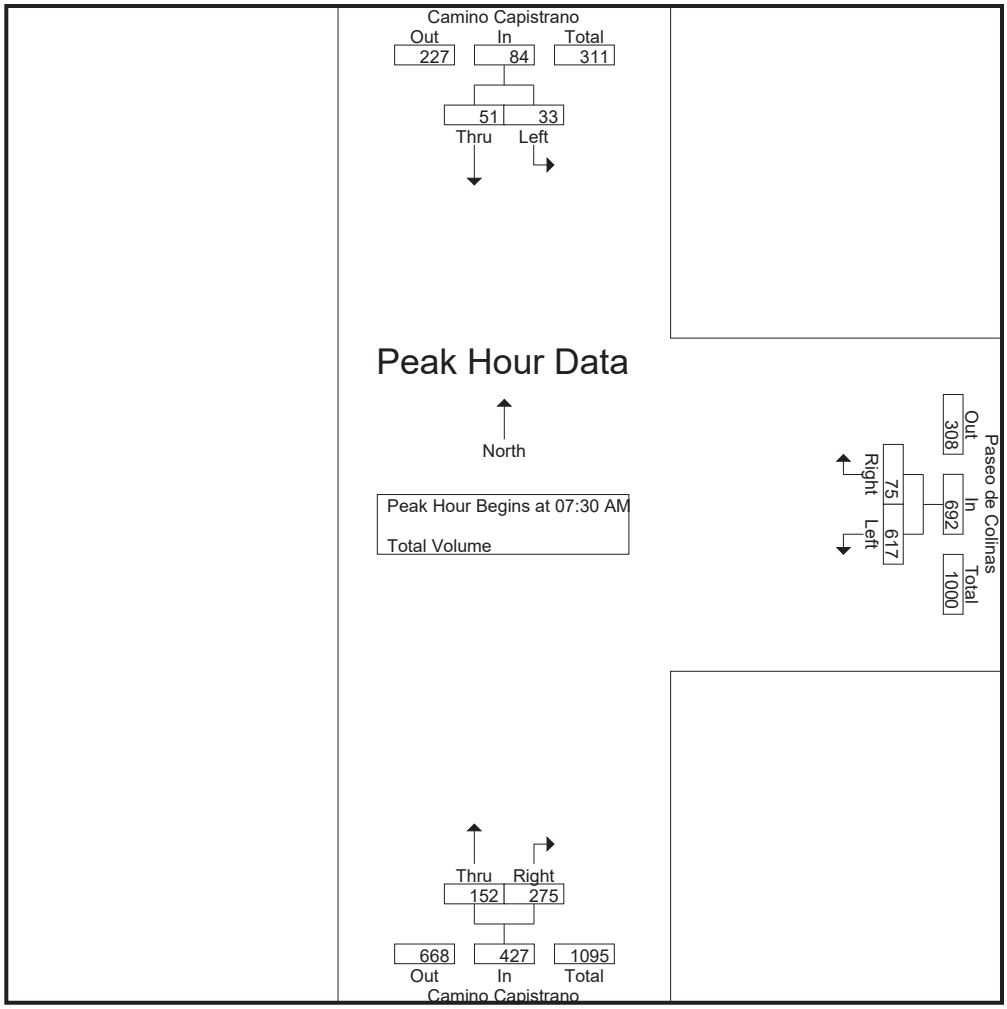
City of Laguna Nigel
N/S: Camino Capistrano
E/W: Paseo de Colinas
Weather: Clear

File Name : 30_LNL_Cam Cap_Paseo AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	08:00 AM			07:00 AM			07:45 AM		
+0 mins.	**8**	19	27	122	9	131	33	74	107
+15 mins.	7	11	18	136	9	145	34	65	99
+30 mins.	8	**32**	**40**	**203**	9	**212**	**47**	**79**	**126**
+45 mins.	8	24	32	181	**30**	211	40	64	104
Total Volume	31	86	117	642	57	699	154	282	436
% App. Total	26.5	73.5		91.8	8.2		35.3	64.7	
PHF	.969	.672	.731	.791	.475	.824	.819	.892	.865

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City of Laguna Nigel
N/S: Camino Capistrano
E/W: Paseo de Colinas
Weather: Clear

File Name : 30_LNL_Cam Cap_Paseo PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Camino Capistrano Southbound			Paseo de Colinas Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	14	49	63	122	19	141	34	126	160	364
04:15 PM	26	56	82	99	22	121	47	100	147	350
04:30 PM	31	71	102	113	10	123	34	114	148	373
04:45 PM	18	47	65	120	15	135	30	142	172	372
Total	89	223	312	454	66	520	145	482	627	1459
05:00 PM	21	47	68	133	13	146	21	131	152	366
05:15 PM	12	52	64	158	19	177	33	111	144	385
05:30 PM	27	47	74	85	11	96	21	106	127	297
05:45 PM	11	40	51	84	12	96	27	120	147	294
Total	71	186	257	460	55	515	102	468	570	1342
Grand Total	160	409	569	914	121	1035	247	950	1197	2801
Apprch %	28.1	71.9		88.3	11.7		20.6	79.4		
Total %	5.7	14.6	20.3	32.6	4.3	37	8.8	33.9	42.7	

	Camino Capistrano Southbound			Paseo de Colinas 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	**31**	**71**	**102**	113	10	123	**34**	114	148	373
04:45 PM	18	47	65	120	15	135	30	**142**	**172**	372
05:00 PM	21	47	68	133	13	146	21	131	152	366
05:15 PM	12	52	64	**158**	**19**	**177**	33	111	144	**385**
Total Volume	82	217	299	524	57	581	118	498	616	1496
% App. Total	27.4	72.6		90.2	9.8		19.2	80.8		
PHF	.661	.764	.733	.829	.750	.821	.868	.877	.895	.971

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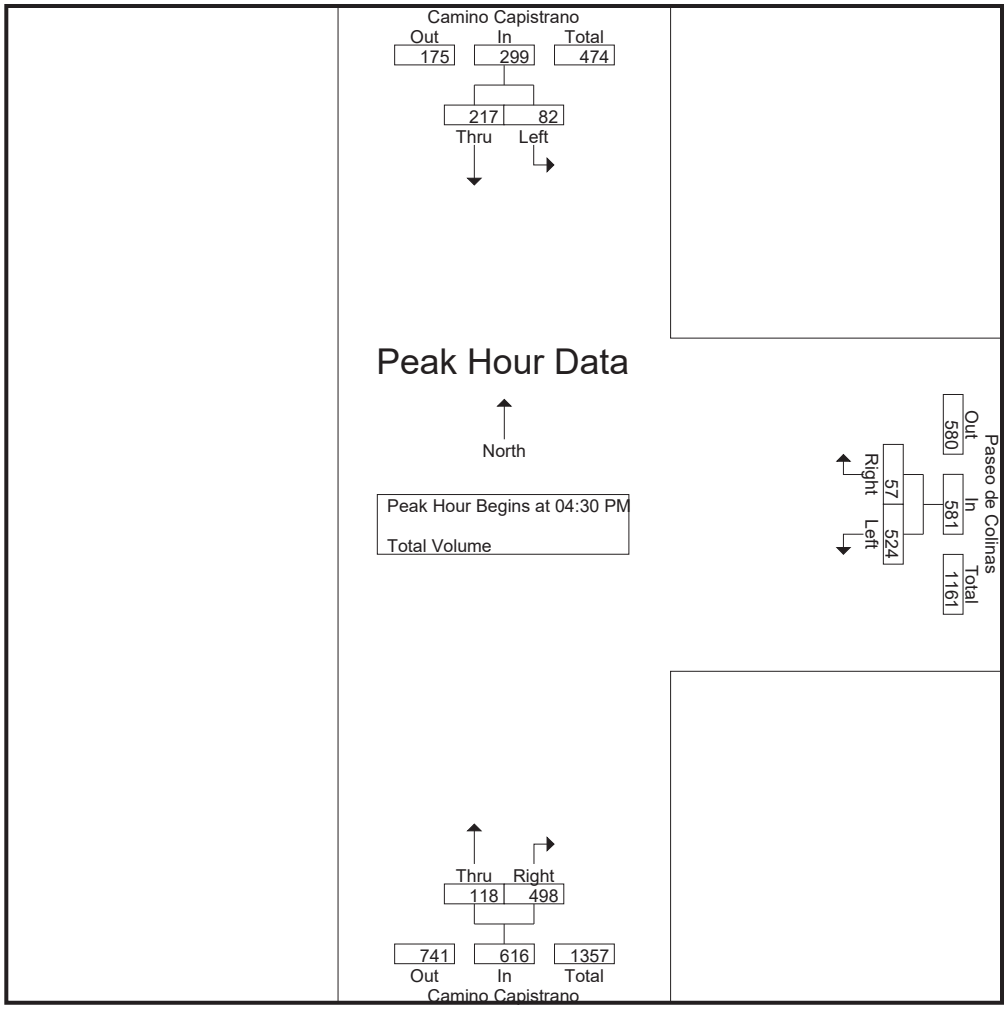
City of Laguna Nigel
N/S: Camino Capistrano
E/W: Paseo de Colinas
Weather: Clear

File Name : 30_LNL_Cam Cap_Paseo PM
Site Code : 05722006
Start Date : 1/11/2022
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:

	04:15 PM			04:30 PM			04:00 PM		
+0 mins.	26	56	82	113	10	123	34	126	160
+15 mins.	**31**	**71**	**102**	120	15	135	**47**	100	147
+30 mins.	18	47	65	133	13	146	34	114	148
+45 mins.	21	47	68	**158**	**19**	**177**	30	**142**	**172**
Total Volume	96	221	317	524	57	581	145	482	627
% App. Total	30.3	69.7		90.2	9.8		23.1	76.9	
PHF	.774	.778	.777	.829	.750	.821	.771	.849	.911

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City of Laguna Nigel
N/S: Camino Capistrano
E/W: Avery Parkway
Weather: Clear

File Name : 31_LNL_Cam Cap_Avery AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Camino Capistrano Southbound			Avery Parkway Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	109	14	123	12	57	69	20	18	38	230
07:15 AM	122	22	144	21	68	89	16	16	32	265
07:30 AM	146	53	199	19	63	82	26	30	56	337
07:45 AM	141	61	202	36	82	118	28	37	65	385
Total	518	150	668	88	270	358	90	101	191	1217
08:00 AM	108	20	128	25	60	85	35	33	68	281
08:15 AM	119	24	143	15	64	79	46	22	68	290
08:30 AM	121	25	146	18	66	84	29	12	41	271
08:45 AM	110	24	134	22	75	97	22	16	38	269
Total	458	93	551	80	265	345	132	83	215	1111
Grand Total	976	243	1219	168	535	703	222	184	406	2328
Apprch %	80.1	19.9		23.9	76.1		54.7	45.3		
Total %	41.9	10.4	52.4	7.2	23	30.2	9.5	7.9	17.4	

	Camino Capistrano Southbound			Avery Parkway 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	**146**	53	199	19	63	82	26	30	56	337
07:45 AM	141	**61**	**202**	**36**	**82**	**118**	28	**37**	65	**385**
08:00 AM	108	20	128	25	60	85	35	33	**68**	281
08:15 AM	119	24	143	15	64	79	**46**	22	68	290
Total Volume	514	158	672	95	269	364	135	122	257	1293
% App. Total	76.5	23.5		26.1	73.9		52.5	47.5		
PHF	.880	.648	.832	.660	.820	.771	.734	.824	.945	.840

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City of Laguna Nigel
N/S: Camino Capistrano
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Weather: Clear

File Name : 31_LNL_Cam Cap_Avery AM
Site Code : 05722006
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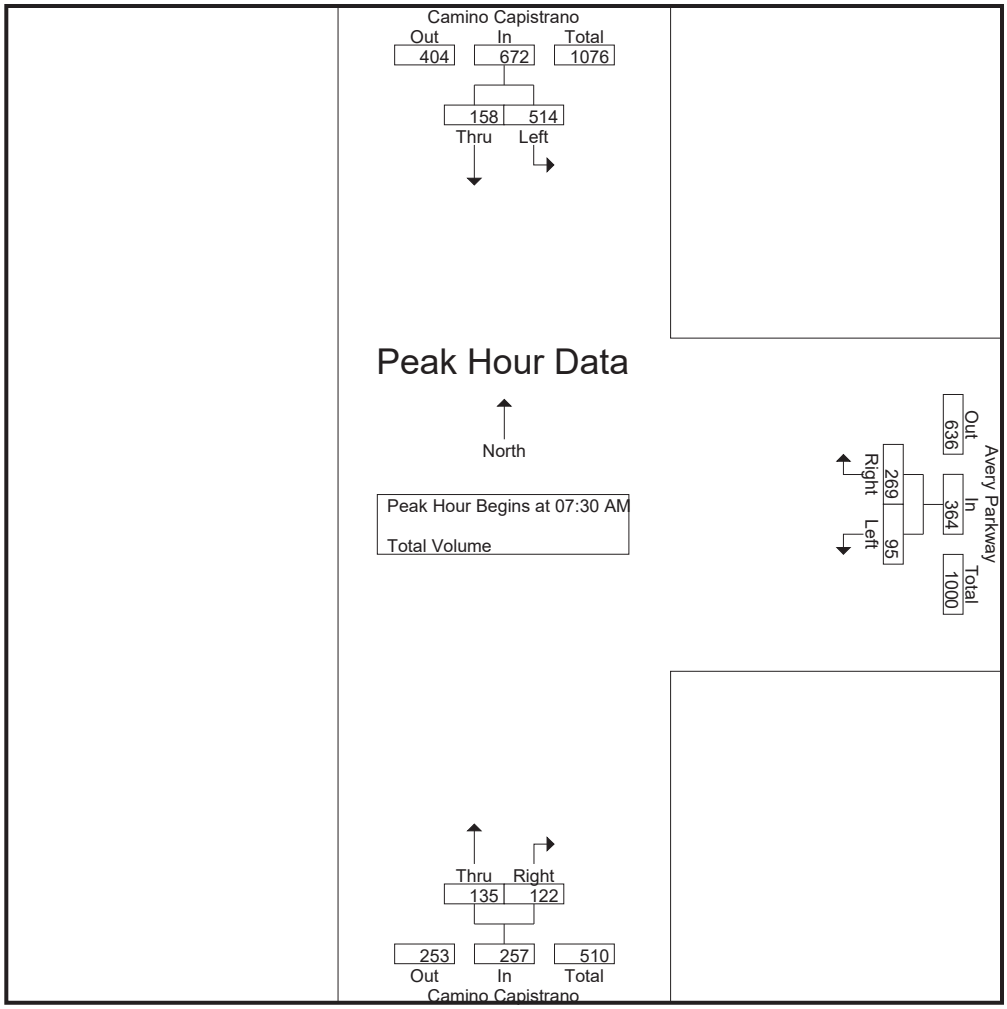

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:30 AM		
+0 mins.	122	22	144	21	68	89	26	30	56
+15 mins.	**146**	53	199	19	63	82	28	**37**	65
+30 mins.	141	**61**	**202**	**36**	**82**	**118**	35	33	**68**
+45 mins.	108	20	128	25	60	85	**46**	22	68
Total Volume	517	156	673	101	273	374	135	122	257
% App. Total	76.8	23.2		27	73		52.5	47.5	
PHF	.885	.639	.833	.701	.832	.792	.734	.824	.945

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File Name : 31_LNL_Cam Cap_Avery PM
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Groups Printed- Total Volume

	Camino Capistrano Southbound			Avery Parkway Westbound			Camino Capistrano Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	151	26	177	39	132	171	38	30	68	416
04:15 PM	157	24	181	28	138	166	40	28	68	415
04:30 PM	145	26	171	25	146	171	30	30	60	402
04:45 PM	146	36	182	39	149	188	31	31	62	432
Total	599	112	711	131	565	696	139	119	258	1665
05:00 PM	182	28	210	35	142	177	32	30	62	449
05:15 PM	164	33	197	27	138	165	35	46	81	443
05:30 PM	131	23	154	27	129	156	29	33	62	372
05:45 PM	91	18	109	42	128	170	22	21	43	322
Total	568	102	670	131	537	668	118	130	248	1586
Grand Total	1167	214	1381	262	1102	1364	257	249	506	3251
Apprch %	84.5	15.5		19.2	80.8		50.8	49.2		
Total %	35.9	6.6	42.5	8.1	33.9	42	7.9	7.7	15.6	

	Camino Capistrano Southbound			Avery Parkway 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	145	26	171	25	146	171	30	30	60	402
04:45 PM	146	**36**	182	**39**	**149**	**188**	31	31	62	432
05:00 PM	**182**	28	**210**	35	142	177	32	30	62	**449**
05:15 PM	164	33	197	27	138	165	**35**	**46**	**81**	443
Total Volume	637	123	760	126	575	701	128	137	265	1726
% App. Total	83.8	16.2		18	82		48.3	51.7		
PHF	.875	.854	.905	.808	.965	.932	.914	.745	.818	.961

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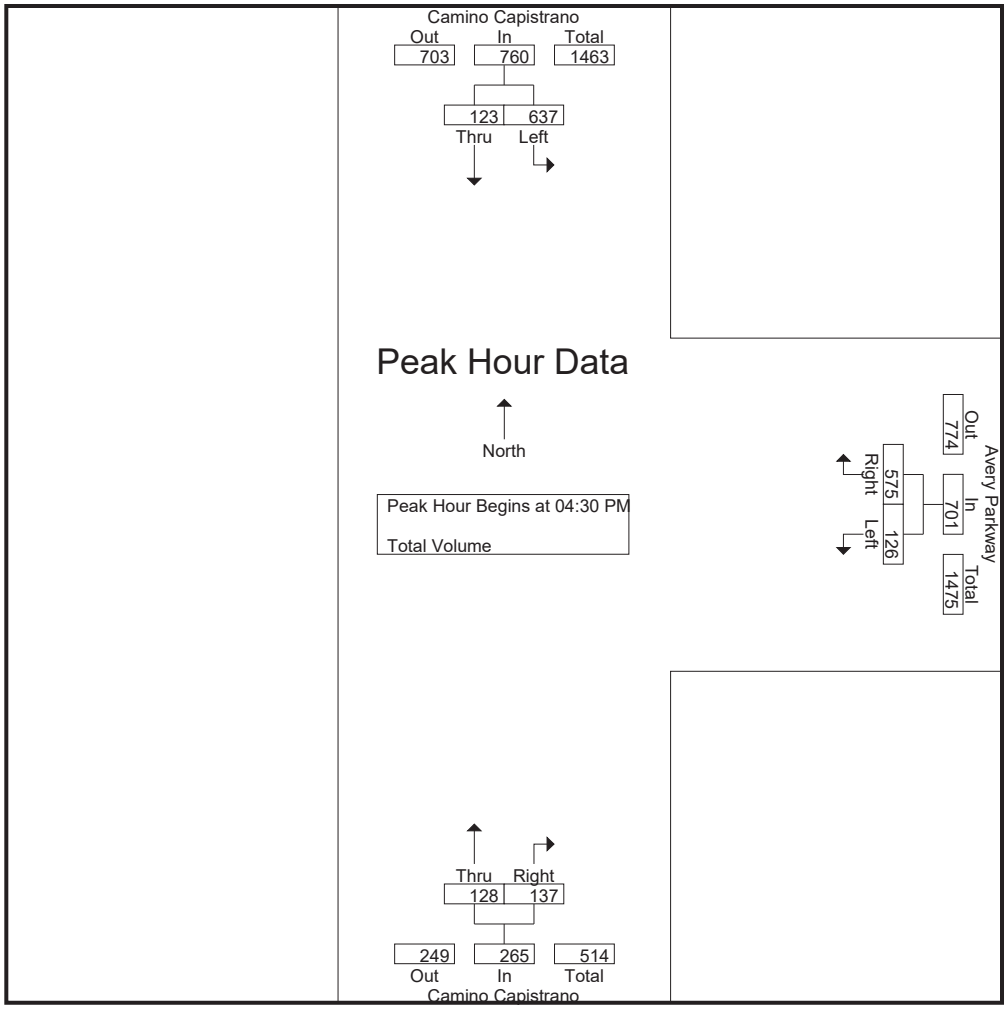

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:15 PM			04:45 PM		
+0 mins.	145	26	171	28	138	166	31	31	62
+15 mins.	146	**36**	182	25	146	171	32	30	62
+30 mins.	**182**	28	**210**	**39**	**149**	**188**	**35**	**46**	**81**
+45 mins.	164	33	197	35	142	177	29	33	62
Total Volume	637	123	760	127	575	702	127	140	267
% App. Total	83.8	16.2		18.1	81.9		47.6	52.4	
PHF	.875	.854	.905	.814	.965	.934	.907	.761	.824

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Weather: Clear

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Groups Printed- Total Volume

	I-5 Southbound Off Ramp Southbound				Avery Parkway Westbound				I-5 Southbound On Ramp Northbound				Avery Parkway 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	69	0	32	101	17	43	0	60	0	0	0	0	0	104	32	136	297
07:15 AM	83	1	33	117	35	59	0	94	0	0	0	0	0	86	37	123	334
07:30 AM	89	1	33	123	37	56	0	93	0	0	0	0	0	132	36	168	384
07:45 AM	95	0	47	142	30	77	0	107	0	0	0	0	0	136	38	174	423
Total	336	2	145	483	119	235	0	354	0	0	0	0	0	458	143	601	1438
08:00 AM	37	0	20	57	50	62	0	112	0	0	0	0	0	113	29	142	311
08:15 AM	77	0	37	114	37	42	0	79	0	0	0	0	0	106	39	145	338
08:30 AM	70	2	32	104	35	54	0	89	0	0	0	0	0	87	37	124	317
08:45 AM	52	2	40	94	35	62	0	97	0	0	0	0	0	93	34	127	318
Total	236	4	129	369	157	220	0	377	0	0	0	0	0	399	139	538	1284
Grand Total	572	6	274	852	276	455	0	731	0	0	0	0	0	857	282	1139	2722
Apprch %	67.1	0.7	32.2		37.8	62.2	0		0	0	0		0	75.2	24.8		
Total %	21	0.2	10.1	31.3	10.1	16.7	0	26.9	0	0	0	0	0	31.5	10.4	41.8	

	I-5 Southbound Off Ramp Southbound				Avery Parkway Westbound				I-5 Southbound On Ramp Northbound				Avery Parkway 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	89	**1**	33	123	37	56	0	93	0	0	0	0	0	132	36	168	384
07:45 AM	**95**	0	**47**	**142**	30	**77**	0	107	0	0	0	0	0	**136**	38	**174**	**423**
08:00 AM	37	0	20	57	**50**	62	0	**112**	0	0	0	0	0	113	29	142	311
08:15 AM	77	0	37	114	37	42	0	79	0	0	0	0	0	106	**39**	145	338
Total Volume	298	1	137	436	154	237	0	391	0	0	0	0	0	487	142	629	1456
% App. Total	68.3	0.2	31.4		39.4	60.6	0		0	0	0		0	77.4	22.6		
PHF	.784	.250	.729	.768	.770	.769	.000	.873	.000	.000	.000	.000	.000	.895	.910	.904	.861

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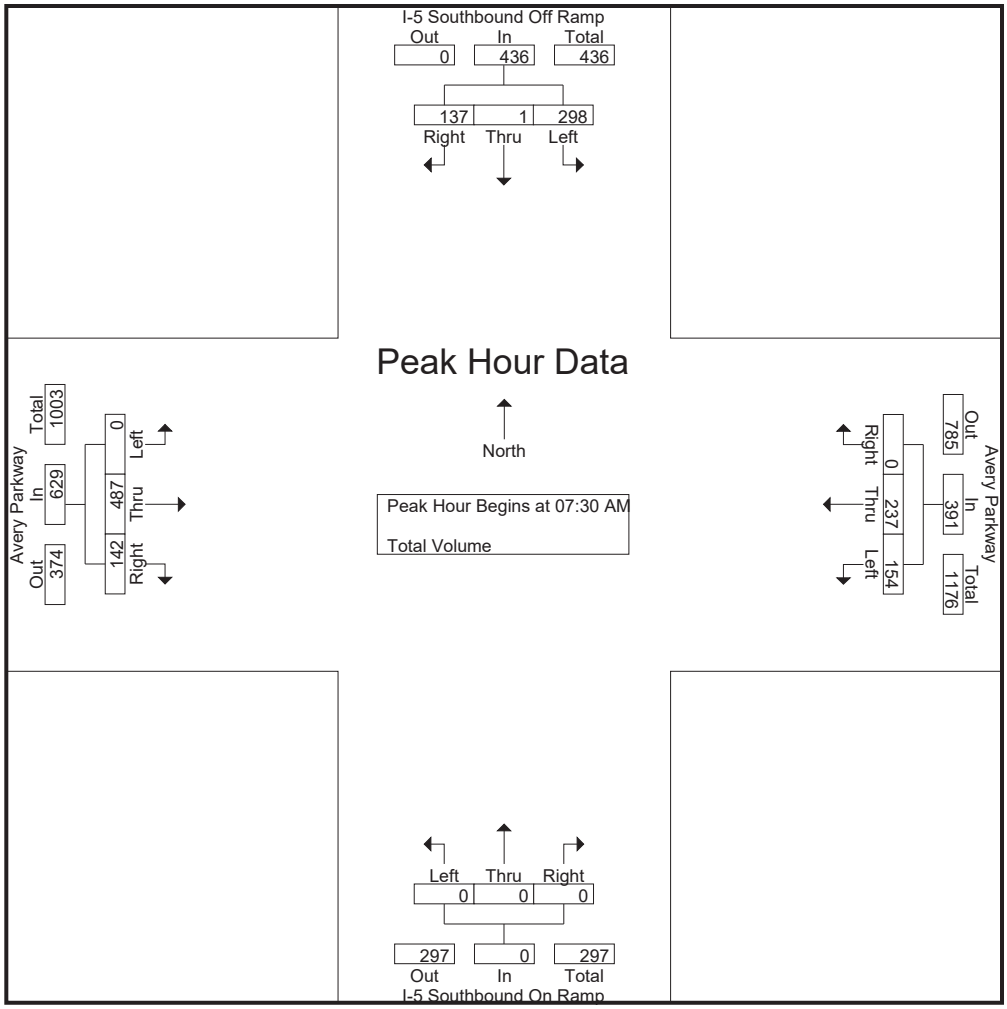

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	69	0	32	101	35	59	0	94	0	0	0	0	0	132	36	168
+15 mins.	83	**1**	33	117	37	56	0	93	0	0	0	0	0	**136**	38	**174**
+30 mins.	89	1	33	123	30	**77**	0	107	0	0	0	0	0	113	29	142
+45 mins.	**95**	0	**47**	**142**	**50**	62	0	**112**	0	0	0	0	0	106	**39**	145
Total Volume	336	2	145	483	152	254	0	406	0	0	0	0	0	487	142	629
% App. Total	69.6	0.4	30		37.4	62.6	0		0	0	0		0	77.4	22.6	
PHF	.884	.500	.771	.850	.760	.825	.000	.906	.000	.000	.000	.000	.000	.895	.910	.904

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Groups Printed- Total Volume

	I-5 Southbound Off Ramp Southbound				Avery Parkway Westbound				I-5 Southbound On Ramp Northbound				Avery Parkway 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	75	0	63	138	67	108	0	175	0	0	0	0	0	127	41	168	481
04:15 PM	83	0	57	140	56	94	0	150	0	0	0	0	0	116	39	155	445
04:30 PM	72	0	72	144	74	93	0	167	0	0	0	0	0	133	54	187	498
04:45 PM	79	1	52	132	78	108	0	186	0	0	0	0	0	127	43	170	488
Total	309	1	244	554	275	403	0	678	0	0	0	0	0	503	177	680	1912
05:00 PM	68	2	48	118	76	107	0	183	0	0	0	0	0	144	46	190	491
05:15 PM	65	0	55	120	51	106	0	157	0	0	0	0	0	154	41	195	472
05:30 PM	35	0	41	76	62	86	0	148	0	0	0	0	0	115	42	157	381
05:45 PM	55	0	55	110	48	97	0	145	0	0	0	0	0	89	35	124	379
Total	223	2	199	424	237	396	0	633	0	0	0	0	0	502	164	666	1723
Grand Total	532	3	443	978	512	799	0	1311	0	0	0	0	0	1005	341	1346	3635
Apprch %	54.4	0.3	45.3		39.1	60.9	0		0	0	0		0	74.7	25.3		
Total %	14.6	0.1	12.2	26.9	14.1	22	0	36.1	0	0	0	0	0	27.6	9.4	37	

	I-5 Southbound Off Ramp Southbound				Avery Parkway Westbound				I-5 Southbound On Ramp Northbound				Avery Parkway 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	72	0	**72**	**144**	74	93	0	167	0	0	0	0	0	133	**54**	187	**498**
04:45 PM	**79**	1	52	132	**78**	**108**	0	**186**	0	0	0	0	0	127	43	170	488
05:00 PM	68	**2**	48	118	76	107	0	183	0	0	0	0	0	144	46	190	491
05:15 PM	65	0	55	120	51	106	0	157	0	0	0	0	0	**154**	41	**195**	472
Total Volume	284	3	227	514	279	414	0	693	0	0	0	0	0	558	184	742	1949
% App. Total	55.3	0.6	44.2		40.3	59.7	0		0	0	0		0	75.2	24.8		
PHF	.899	.375	.788	.892	.894	.958	.000	.931	.000	.000	.000	.000	.000	.906	.852	.951	.978

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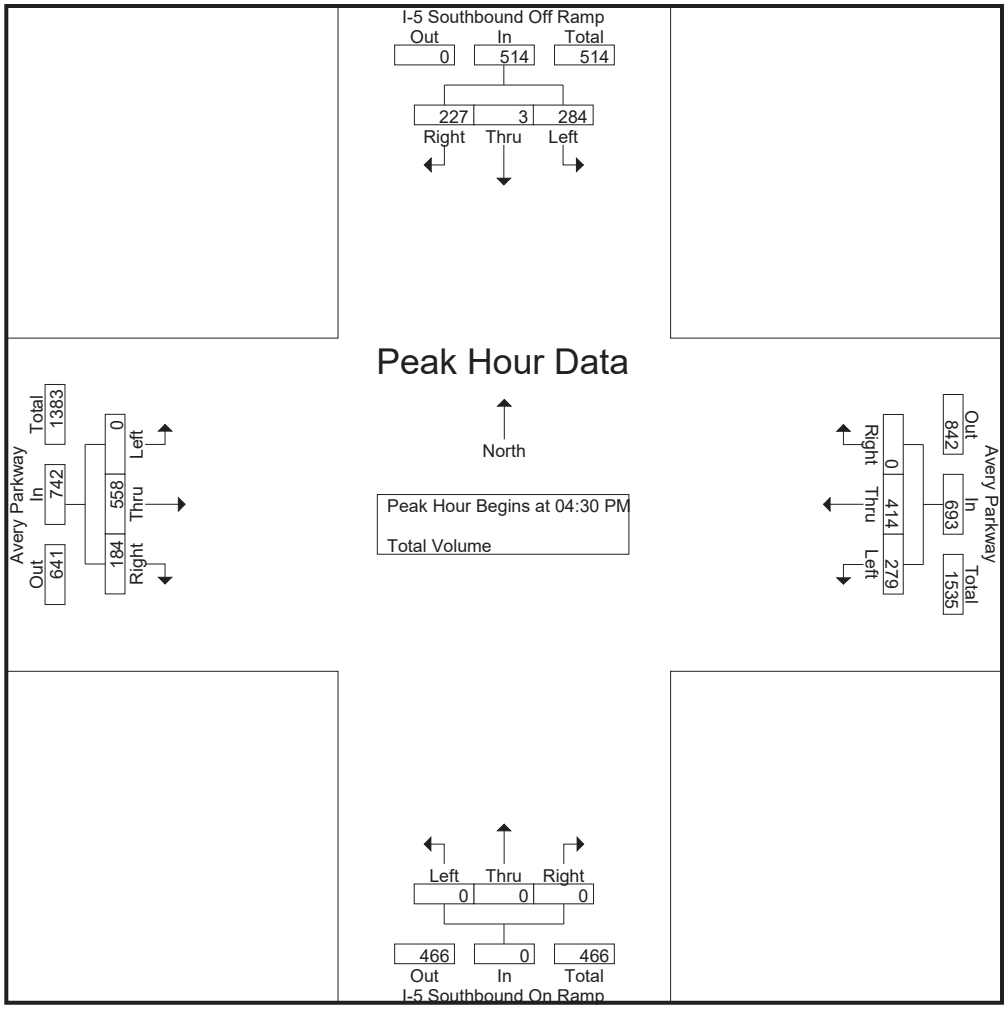

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	75	0	63	138	74	93	0	167	0	0	0	0	0	133	**54**	187
+15 mins.	**83**	0	57	140	**78**	**108**	0	**186**	0	0	0	0	0	127	43	170
+30 mins.	72	0	**72**	**144**	76	107	0	183	0	0	0	0	0	144	46	190
+45 mins.	79	**1**	52	132	51	106	0	157	0	0	0	0	0	**154**	41	**195**
Total Volume	309	1	244	554	279	414	0	693	0	0	0	0	0	558	184	742
% App. Total	55.8	0.2	44		40.3	59.7	0		0	0	0		0	75.2	24.8	
PHF	.931	.250	.847	.962	.894	.958	.000	.931	.000	.000	.000	.000	.000	.906	.852	.951

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File Name : 33_MSV_5N_Avery AM
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Groups Printed- Total Volume

	I-5 Northbound On Ramp Southbound				Avery Parkway Westbound				I-5 Northbound Off Ramp Northbound				Avery Parkway 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	0	0	0	0	40	41	81	28	1	29	58	72	91	0	163	302
07:15 AM	0	0	0	0	0	60	70	130	37	1	34	72	70	111	0	181	383
07:30 AM	0	0	0	0	0	71	107	178	26	2	42	70	67	162	0	229	477
07:45 AM	0	0	0	0	0	84	103	187	35	7	69	111	72	161	0	233	531
Total	0	0	0	0	0	255	321	576	126	11	174	311	281	525	0	806	1693
08:00 AM	0	0	0	0	0	86	87	173	31	3	61	95	72	82	0	154	422
08:15 AM	0	0	0	0	0	59	76	135	33	9	65	107	61	131	0	192	434
08:30 AM	0	0	0	0	0	55	98	153	31	5	56	92	56	113	0	169	414
08:45 AM	0	0	0	0	0	71	73	144	38	3	69	110	45	104	0	149	403
Total	0	0	0	0	0	271	334	605	133	20	251	404	234	430	0	664	1673
Grand Total	0	0	0	0	0	526	655	1181	259	31	425	715	515	955	0	1470	3366
Apprch %	0	0	0		0	44.5	55.5		36.2	4.3	59.4		35	65	0		
Total %	0	0	0	0	0	15.6	19.5	35.1	7.7	0.9	12.6	21.2	15.3	28.4	0	43.7	

	I-5 Northbound On Ramp Southbound				Avery Parkway Westbound				I-5 Northbound Off Ramp Northbound				Avery Parkway 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	0	0	0	0	0	71	**107**	178	26	2	42	70	67	**162**	0	229	477
07:45 AM	0	0	0	0	0	84	103	**187**	**35**	7	**69**	**111**	**72**	161	0	**233**	**531**
08:00 AM	0	0	0	0	0	**86**	87	173	31	3	61	95	72	82	0	154	422
08:15 AM	0	0	0	0	0	59	76	135	33	**9**	65	107	61	131	0	192	434
Total Volume	0	0	0	0	0	300	373	673	125	21	237	383	272	536	0	808	1864
% App. Total	0	0	0		0	44.6	55.4		32.6	5.5	61.9		33.7	66.3	0		
PHF	.000	.000	.000	.000	.000	.872	.871	.900	.893	.583	.859	.863	.944	.827	.000	.867	.878

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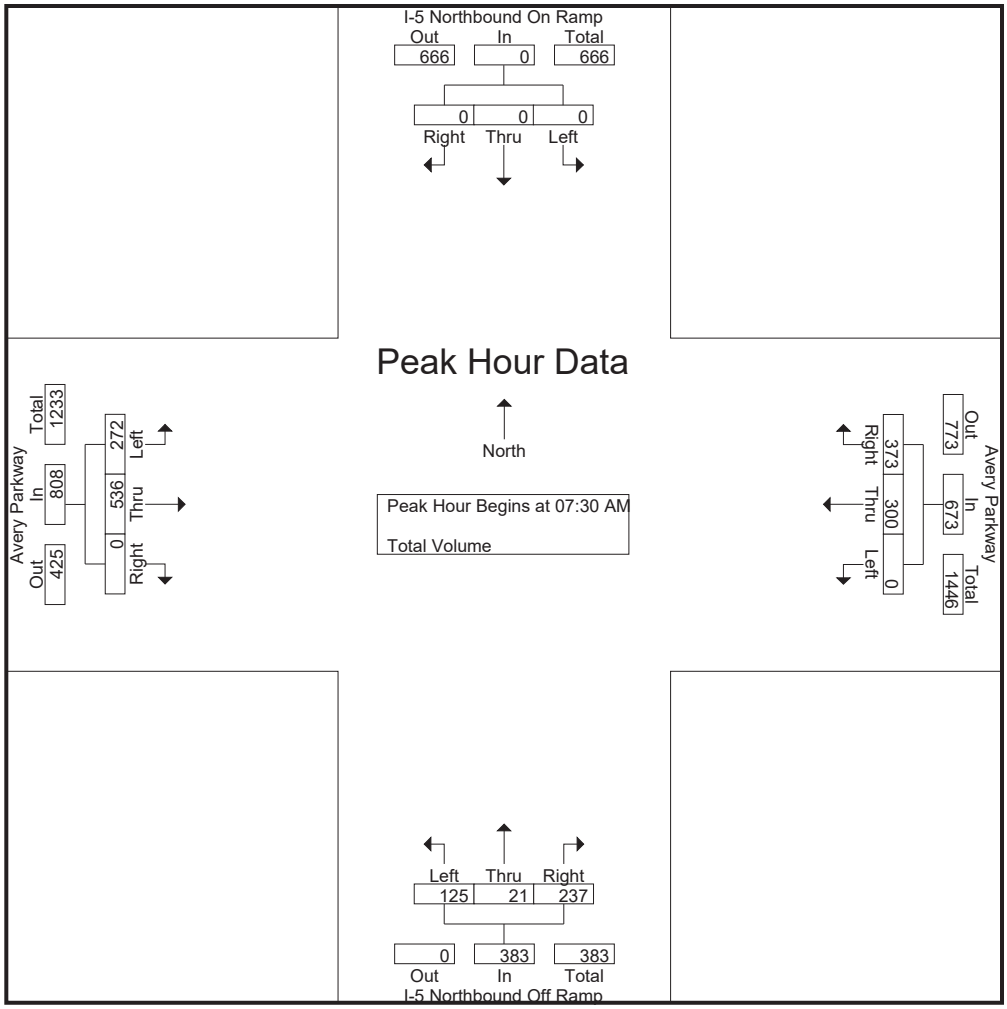

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	0	0	0	0	0	71	**107**	178	**35**	7	**69**	**111**	67	**162**	0	229
+15 mins.	0	0	0	0	0	84	103	**187**	31	3	61	95	**72**	161	0	**233**
+30 mins.	0	0	0	0	0	**86**	87	173	33	**9**	65	107	72	82	0	154
+45 mins.	0	0	0	0	0	59	76	135	31	5	56	92	61	131	0	192
Total Volume	0	0	0	0	0	300	373	673	130	24	251	405	272	536	0	808
% App. Total	0	0	0		0	44.6	55.4		32.1	5.9	62		33.7	66.3	0	
PHF	.000	.000	.000	.000	.000	.872	.871	.900	.929	.667	.909	.912	.944	.827	.000	.867

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File Name : 33_MSV_5N_Avery PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	I-5 Northbound On Ramp Southbound				Avery Parkway Westbound				I-5 Northbound Off Ramp Northbound				Avery Parkway 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	0	0	0	0	134	112	246	35	0	59	94	75	127	0	202	542
04:15 PM	0	0	0	0	0	117	115	232	36	1	63	100	68	137	0	205	537
04:30 PM	0	0	0	0	0	129	106	235	29	0	68	97	76	134	0	210	542
04:45 PM	0	0	0	0	0	136	108	244	39	0	60	99	67	143	0	210	553
Total	0	0	0	0	0	516	441	957	139	1	250	390	286	541	0	827	2174
05:00 PM	0	0	0	0	0	152	126	278	32	1	53	86	84	126	0	210	574
05:15 PM	0	0	0	0	0	128	107	235	41	1	50	92	88	139	0	227	554
05:30 PM	0	0	0	0	0	127	91	218	29	4	78	111	72	84	0	156	485
05:45 PM	0	0	0	0	0	106	99	205	42	6	47	95	53	93	0	146	446
Total	0	0	0	0	0	513	423	936	144	12	228	384	297	442	0	739	2059
Grand Total	0	0	0	0	0	1029	864	1893	283	13	478	774	583	983	0	1566	4233
Apprch %	0	0	0		0	54.4	45.6		36.6	1.7	61.8		37.2	62.8	0		
Total %	0	0	0	0	0	24.3	20.4	44.7	6.7	0.3	11.3	18.3	13.8	23.2	0	37	

	I-5 Northbound On Ramp Southbound				Avery Parkway Westbound				I-5 Northbound Off Ramp Northbound				Avery Parkway 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	0	0	0	0	0	129	106	235	29	0	**68**	97	76	134	0	210	542
04:45 PM	0	0	0	0	0	136	108	244	39	0	60	**99**	67	**143**	0	210	553
05:00 PM	0	0	0	0	0	**152**	**126**	**278**	32	**1**	53	86	84	126	0	210	**574**
05:15 PM	0	0	0	0	0	128	107	235	**41**	1	50	92	**88**	139	0	**227**	554
Total Volume	0	0	0	0	0	545	447	992	141	2	231	374	315	542	0	857	2223
% App. Total	0	0	0		0	54.9	45.1		37.7	0.5	61.8		36.8	63.2	0		
PHF	.000	.000	.000	.000	.000	.896	.887	.892	.860	.500	.849	.944	.895	.948	.000	.944	.968

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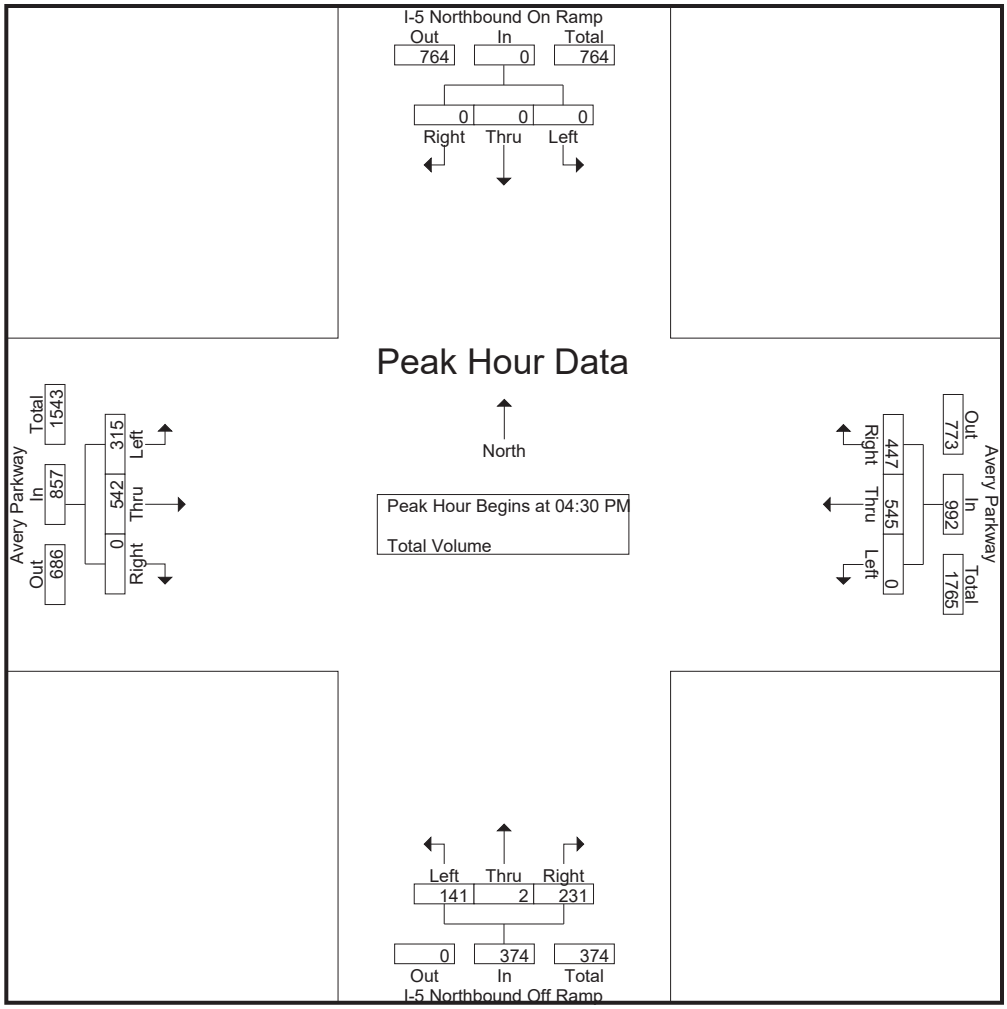
City of Mission Viejo
N/S: I-5 Northbound Ramps
E/W: Avery Parkway
Weather: Clear

File Name : 33_MSV_5N_Avery PM
Site Code : 05722006
Start Date : 1/11/2022
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:

	04:00 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	0	0	0	0	0	129	106	235	35	0	59	94	76	134	0	210
+15 mins.	0	0	0	0	0	136	108	244	36	**1**	63	**100**	67	**143**	0	210
+30 mins.	0	0	0	0	0	**152**	**126**	**278**	29	0	**68**	97	84	126	0	210
+45 mins.	0	0	0	0	0	128	107	235	**39**	0	60	99	**88**	139	0	**227**
Total Volume	0	0	0	0	0	545	447	992	139	1	250	390	315	542	0	857
% App. Total	0	0	0		0	54.9	45.1		35.6	0.3	64.1		36.8	63.2	0	
PHF	.000	.000	.000	.000	.000	.896	.887	.892	.891	.250	.919	.975	.895	.948	.000	.944

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City of Mission Viejo
N/S: Marguerite Parkway
E/W: Avery Parkway
Weather: Clear

File Name : 34_MSV_Marg_Avery AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Marguerite Parkway Southbound				Avery Parkway Westbound				Marguerite Parkway Northbound				Avery Parkway 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	60	25	97	2	10	8	20	29	39	1	69	66	12	33	111	297
07:15 AM	29	161	44	234	5	25	14	44	52	61	1	114	48	32	64	144	536
07:30 AM	75	230	54	359	4	50	58	112	77	135	2	214	69	40	81	190	875
07:45 AM	62	163	66	291	4	58	70	132	73	116	5	194	86	49	84	219	836
Total	178	614	189	981	15	143	150	308	231	351	9	591	269	133	262	664	2544
08:00 AM	15	94	55	164	4	20	15	39	78	90	5	173	83	18	43	144	520
08:15 AM	18	88	65	171	1	22	13	36	49	73	6	128	86	26	61	173	508
08:30 AM	14	57	62	133	3	23	13	39	61	80	5	146	94	30	52	176	494
08:45 AM	29	47	68	144	1	20	11	32	44	37	2	83	99	24	41	164	423
Total	76	286	250	612	9	85	52	146	232	280	18	530	362	98	197	657	1945
Grand Total	254	900	439	1593	24	228	202	454	463	631	27	1121	631	231	459	1321	4489
Apprch %	15.9	56.5	27.6		5.3	50.2	44.5		41.3	56.3	2.4		47.8	17.5	34.7		
Total %	5.7	20	9.8	35.5	0.5	5.1	4.5	10.1	10.3	14.1	0.6	25	14.1	5.1	10.2	29.4	

	Marguerite Parkway Southbound				Avery Parkway Westbound				Marguerite Parkway Northbound				Avery Parkway 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	29	161	44	234	**5**	25	14	44	52	61	1	114	48	32	64	144	536
07:30 AM	**75**	**230**	54	**359**	4	50	58	112	77	**135**	2	**214**	69	40	81	190	**875**
07:45 AM	62	163	**66**	291	4	**58**	**70**	**132**	73	116	**5**	194	**86**	**49**	**84**	**219**	836
08:00 AM	15	94	55	164	4	20	15	39	**78**	90	5	173	83	18	43	144	520
Total Volume	181	648	219	1048	17	153	157	327	280	402	13	695	286	139	272	697	2767
% App. Total	17.3	61.8	20.9		5.2	46.8	48		40.3	57.8	1.9		41	19.9	39		
PHF	.603	.704	.830	.730	.850	.659	.561	.619	.897	.744	.650	.812	.831	.709	.810	.796	.791

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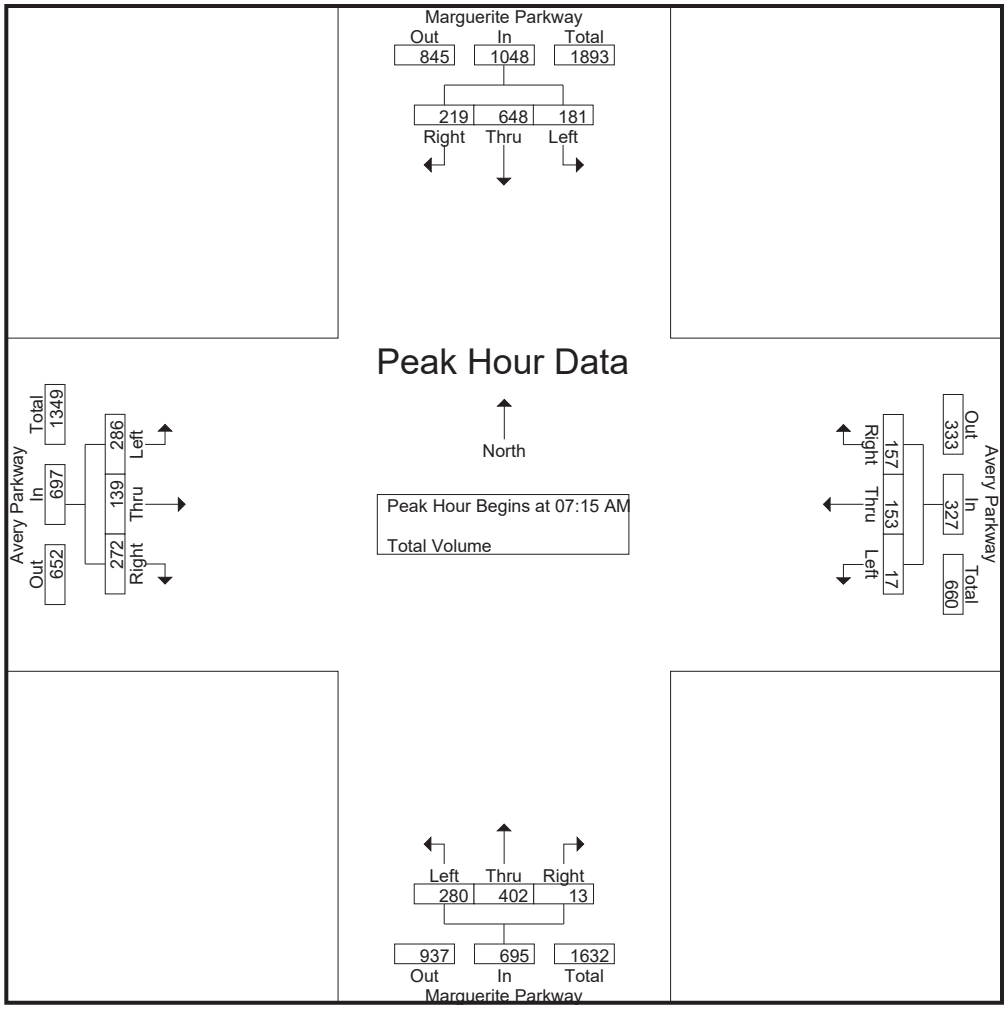
City of Mission Viejo
N/S: Marguerite Parkway
E/W: Avery Parkway
Weather: Clear

File Name : 34_MSV_Marg_Avery AM
Site Code : 05722006
Start Date : 1/11/2022
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				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	29	161	44	234	**5**	25	14	44	77	**135**	2	**214**	69	40	81	190
+15 mins.	**75**	**230**	54	**359**	4	50	58	112	73	116	5	194	**86**	**49**	**84**	**219**
+30 mins.	62	163	**66**	291	4	**58**	**70**	**132**	**78**	90	5	173	83	18	43	144
+45 mins.	15	94	55	164	4	20	15	39	49	73	**6**	128	86	26	61	173
Total Volume	181	648	219	1048	17	153	157	327	277	414	18	709	324	133	269	726
% App. Total	17.3	61.8	20.9		5.2	46.8	48		39.1	58.4	2.5		44.6	18.3	37.1	
PHF	.603	.704	.830	.730	.850	.659	.561	.619	.888	.767	.750	.828	.942	.679	.801	.829

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City of Mission Viejo
N/S: Marguerite Parkway
E/W: Avery Parkway
Weather: Clear

File Name : 34_MSV_Marg_Avery PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Marguerite Parkway Southbound				Avery Parkway Westbound				Marguerite Parkway Northbound				Avery Parkway 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	22	89	130	241	7	28	10	45	47	60	3	110	108	30	52	190	586
04:15 PM	33	104	123	260	5	25	14	44	53	75	2	130	109	28	47	184	618
04:30 PM	21	63	117	201	11	41	22	74	75	84	7	166	123	25	52	200	641
04:45 PM	14	95	123	232	7	37	17	61	53	88	2	143	113	27	69	209	645
Total	90	351	493	934	30	131	63	224	228	307	14	549	453	110	220	783	2490
05:00 PM	19	63	139	221	6	49	16	71	77	92	5	174	109	18	50	177	643
05:15 PM	18	50	131	199	6	44	20	70	63	75	0	138	133	16	51	200	607
05:30 PM	20	73	111	204	5	23	13	41	47	75	3	125	111	11	27	149	519
05:45 PM	18	59	104	181	2	30	15	47	54	55	5	114	105	20	26	151	493
Total	75	245	485	805	19	146	64	229	241	297	13	551	458	65	154	677	2262
Grand Total	165	596	978	1739	49	277	127	453	469	604	27	1100	911	175	374	1460	4752
Apprch %	9.5	34.3	56.2		10.8	61.1	28		42.6	54.9	2.5		62.4	12	25.6		
Total %	3.5	12.5	20.6	36.6	1	5.8	2.7	9.5	9.9	12.7	0.6	23.1	19.2	3.7	7.9	30.7	

	Marguerite Parkway Southbound				Avery Parkway Westbound				Marguerite Parkway Northbound				Avery Parkway 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	**33**	**104**	123	**260**	5	25	14	44	53	75	2	130	109	**28**	47	184	618
04:30 PM	21	63	117	201	**11**	41	**22**	**74**	75	84	**7**	166	**123**	25	52	200	641
04:45 PM	14	95	123	232	7	37	17	61	53	88	2	143	113	27	**69**	**209**	**645**
05:00 PM	19	63	**139**	221	6	**49**	16	71	**77**	**92**	5	**174**	109	18	50	177	643
Total Volume	87	325	502	914	29	152	69	250	258	339	16	613	454	98	218	770	2547
% App. Total	9.5	35.6	54.9		11.6	60.8	27.6		42.1	55.3	2.6		59	12.7	28.3		
PHF	.659	.781	.903	.879	.659	.776	.784	.845	.838	.921	.571	.881	.923	.875	.790	.921	.987

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City of Mission Viejo
N/S: Marguerite Parkway
E/W: Avery Parkway
Weather: Clear

File Name : 34_MSV_Marg_Avery PM
Site Code : 05722006
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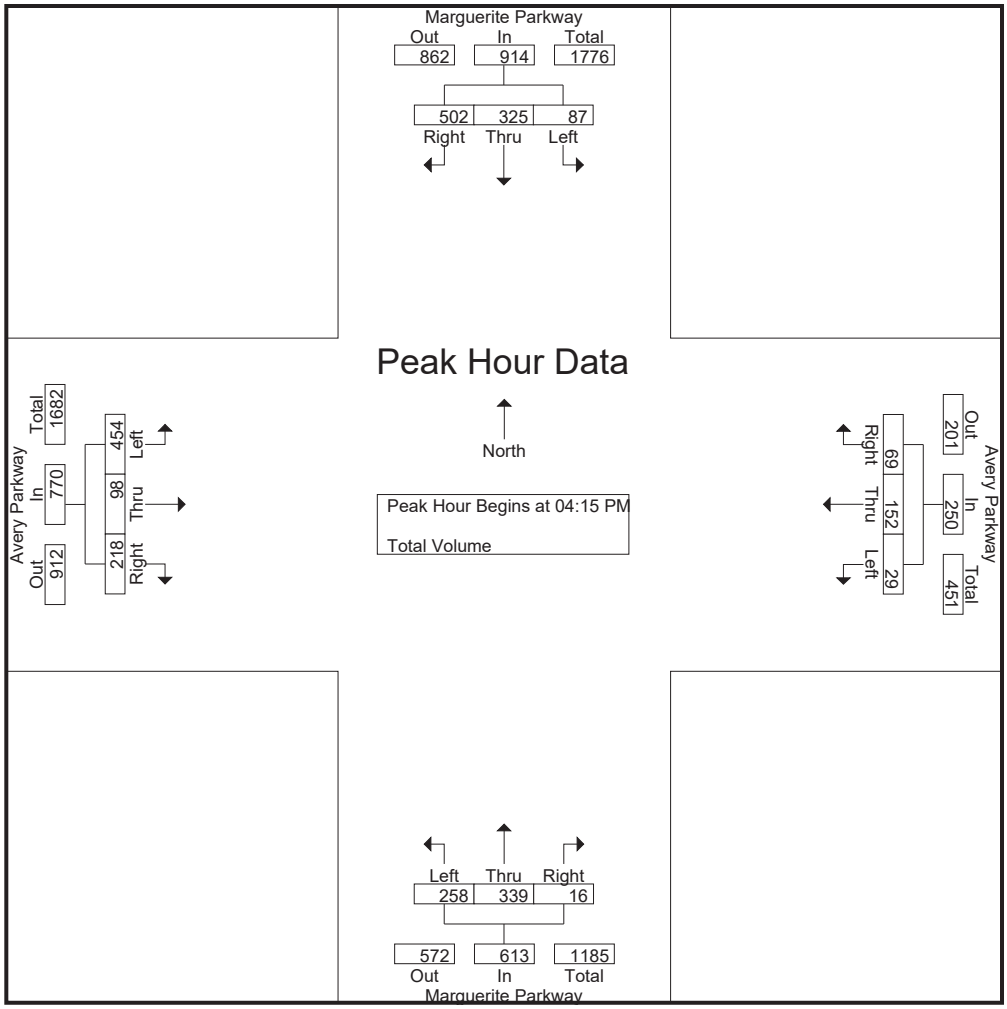

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	22	89	**130**	241	**11**	41	**22**	**74**	75	84	**7**	166	123	25	52	200
+15 mins.	**33**	**104**	123	**260**	7	37	17	61	53	88	2	143	113	**27**	**69**	**209**
+30 mins.	21	63	117	201	6	**49**	16	71	**77**	**92**	5	**174**	109	18	50	177
+45 mins.	14	95	123	232	6	44	20	70	63	75	0	138	**133**	16	51	200
Total Volume	90	351	493	934	30	171	75	276	268	339	14	621	478	86	222	786
% App. Total	9.6	37.6	52.8		10.9	62	27.2		43.2	54.6	2.3		60.8	10.9	28.2	
PHF	.682	.844	.948	.898	.682	.872	.852	.932	.870	.921	.500	.892	.898	.796	.804	.940

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Highlands Avenue
Weather: Clear

File Name : 35_LNL_Alicia_High AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Alicia Parkway Southbound			Alicia Parkway Northbound			Highlands Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	135	11	146	2	112	114	24	4	28	288
07:15 AM	153	46	199	1	200	201	58	10	68	468
07:30 AM	199	35	234	5	219	224	89	10	99	557
07:45 AM	262	37	299	2	246	248	88	12	100	647
Total	749	129	878	10	777	787	259	36	295	1960
08:00 AM	197	44	241	3	241	244	69	5	74	559
08:15 AM	196	34	230	4	220	224	60	9	69	523
08:30 AM	214	44	258	2	235	237	42	4	46	541
08:45 AM	222	24	246	3	232	235	55	5	60	541
Total	829	146	975	12	928	940	226	23	249	2164
Grand Total	1578	275	1853	22	1705	1727	485	59	544	4124
Apprch %	85.2	14.8		1.3	98.7		89.2	10.8		
Total %	38.3	6.7	44.9	0.5	41.3	41.9	11.8	1.4	13.2	

	Alicia Parkway Southbound			Alicia Parkway Northbound			Highlands Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	199	35	234	**5**	219	224	**89**	10	99	557
07:45 AM	**262**	37	**299**	2	**246**	**248**	88	**12**	**100**	**647**
08:00 AM	197	**44**	241	3	241	244	69	5	74	559
08:15 AM	196	34	230	4	220	224	60	9	69	523
Total Volume	854	150	1004	14	926	940	306	36	342	2286
% App. Total	85.1	14.9		1.5	98.5		89.5	10.5		
PHF	.815	.852	.839	.700	.941	.948	.860	.750	.855	.883

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Highlands Avenue
Weather: Clear

File Name : 35_LNL_Alicia_High AM
Site Code : 05722006
Start Date : 1/11/2022
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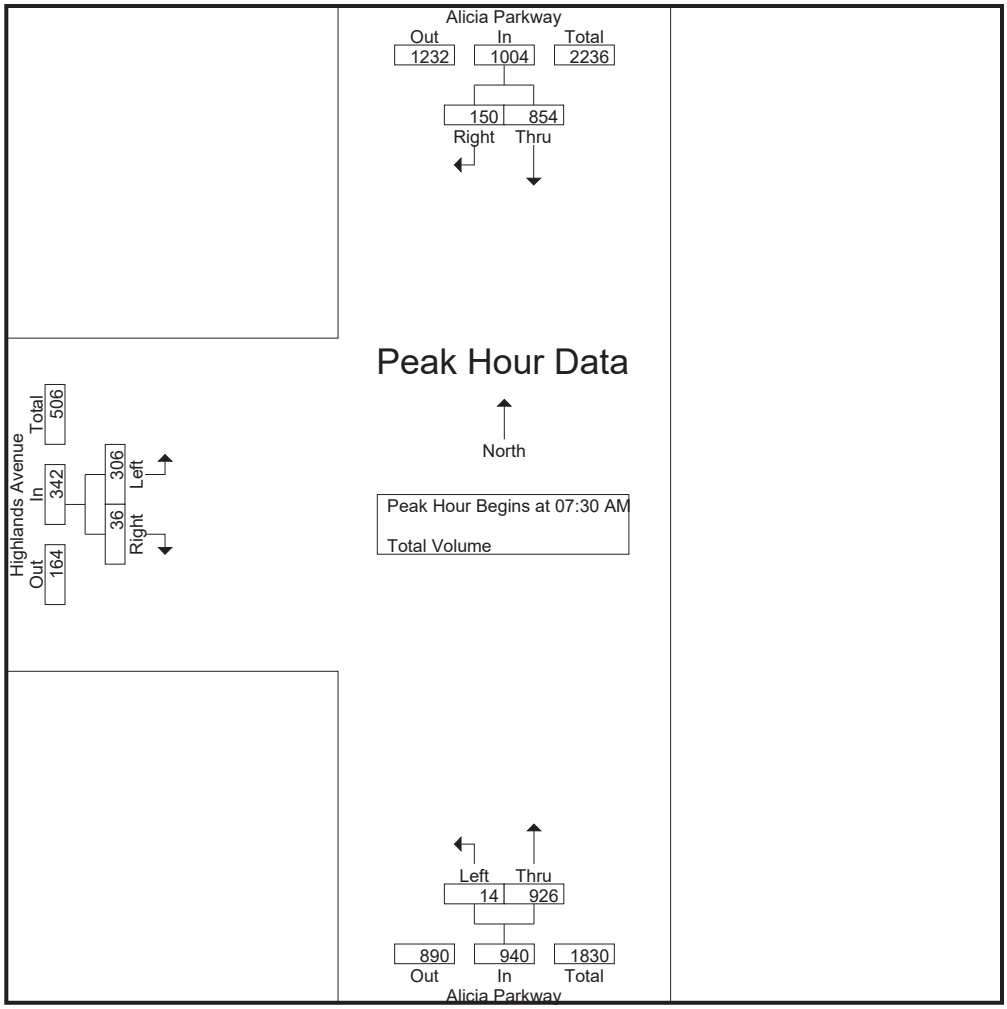

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:30 AM		
+0 mins.	**262**	37	**299**	2	**246**	**248**	**89**	10	99
+15 mins.	197	**44**	241	3	241	244	88	**12**	**100**
+30 mins.	196	34	230	**4**	220	224	69	5	74
+45 mins.	214	44	258	2	235	237	60	9	69
Total Volume	869	159	1028	11	942	953	306	36	342
% App. Total	84.5	15.5		1.2	98.8		89.5	10.5	
PHF	.829	.903	.860	.688	.957	.961	.860	.750	.855

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Highlands Avenue
Weather: Clear

File Name : 35_LNL_Alicia_High PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Alicia Parkway Southbound			Alicia Parkway Northbound			Highlands Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	228	49	277	6	239	245	40	7	47	569
04:15 PM	264	48	312	7	272	279	45	6	51	642
04:30 PM	271	71	342	6	257	263	50	7	57	662
04:45 PM	300	53	353	4	280	284	32	6	38	675
Total	1063	221	1284	23	1048	1071	167	26	193	2548
05:00 PM	246	75	321	3	261	264	44	2	46	631
05:15 PM	289	74	363	5	264	269	34	6	40	672
05:30 PM	276	65	341	6	280	286	54	7	61	688
05:45 PM	278	56	334	5	195	200	36	5	41	575
Total	1089	270	1359	19	1000	1019	168	20	188	2566
Grand Total	2152	491	2643	42	2048	2090	335	46	381	5114
Apprch %	81.4	18.6		2	98		87.9	12.1		
Total %	42.1	9.6	51.7	0.8	40	40.9	6.6	0.9	7.5	

	Alicia Parkway Southbound			Alicia Parkway Northbound			Highlands Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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 04:45 PM										
04:45 PM	**300**	53	353	4	**280**	284	32	6	38	675
05:00 PM	246	**75**	321	3	261	264	44	2	46	631
05:15 PM	289	74	**363**	5	264	269	34	6	40	672
05:30 PM	276	65	341	**6**	280	**286**	**54**	**7**	**61**	**688**
Total Volume	1111	267	1378	18	1085	1103	164	21	185	2666
% App. Total	80.6	19.4		1.6	98.4		88.6	11.4		
PHF	.926	.890	.949	.750	.969	.964	.759	.750	.758	.969

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Highlands Avenue
Weather: Clear

File Name : 35_LNL_Alicia_High PM
Site Code : 05722006
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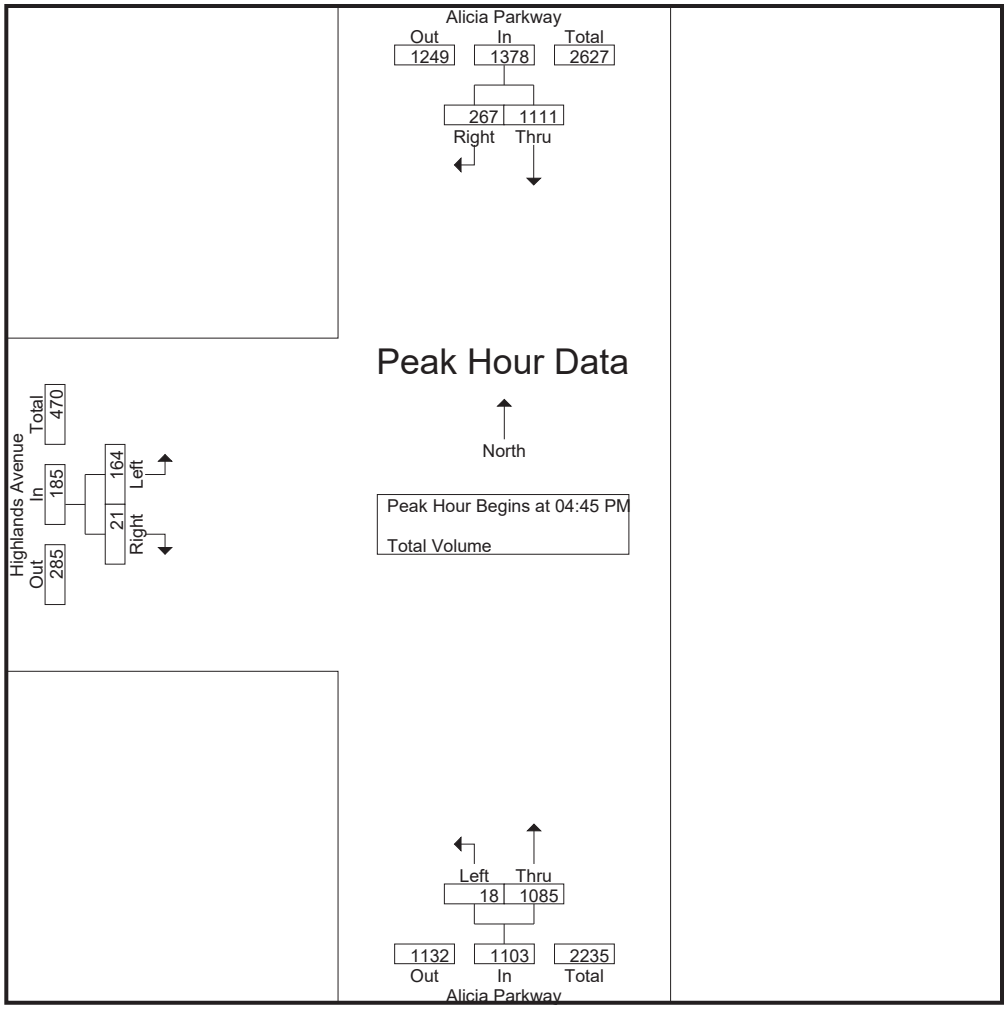

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:45 PM			04:00 PM		
+0 mins.	271	71	342	4	**280**	284	40	**7**	47
+15 mins.	**300**	53	353	3	261	264	45	6	51
+30 mins.	246	**75**	321	5	264	269	**50**	7	**57**
+45 mins.	289	74	**363**	**6**	280	**286**	32	6	38
Total Volume	1106	273	1379	18	1085	1103	167	26	193
% App. Total	80.2	19.8		1.6	98.4		86.5	13.5	
PHF	.922	.910	.950	.750	.969	.964	.835	.929	.846

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City of Laguna Nigel
N/S: Moulton Pkwy/Golden Lantern
E/W: Crown Valley Parkway
Weather: Clear

File Name : 36_LNL_Golden_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Moulton Parkway Southbound				Crown Valley Parkway Westbound				Golden Lantern Northbound				Crown Valley Parkway 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	47	98	11	156	11	61	47	119	8	113	8	129	9	46	13	68	472
07:15 AM	54	156	21	231	15	130	69	214	13	149	15	177	14	95	15	124	746
07:30 AM	57	160	28	245	20	166	83	269	24	206	36	266	35	136	17	188	968
07:45 AM	63	183	31	277	26	165	79	270	27	215	21	263	40	146	22	208	1018
Total	221	597	91	909	72	522	278	872	72	683	80	835	98	423	67	588	3204
08:00 AM	56	153	32	241	30	157	93	280	31	181	32	244	34	93	20	147	912
08:15 AM	76	169	19	264	35	152	90	277	34	173	48	255	29	94	17	140	936
08:30 AM	69	154	20	243	55	159	66	280	26	192	31	249	33	90	25	148	920
08:45 AM	69	163	21	253	28	110	56	194	16	177	21	214	36	94	33	163	824
Total	270	639	92	1001	148	578	305	1031	107	723	132	962	132	371	95	598	3592
Grand Total	491	1236	183	1910	220	1100	583	1903	179	1406	212	1797	230	794	162	1186	6796
Apprch %	25.7	64.7	9.6		11.6	57.8	30.6		10	78.2	11.8		19.4	66.9	13.7		
Total %	7.2	18.2	2.7	28.1	3.2	16.2	8.6	28	2.6	20.7	3.1	26.4	3.4	11.7	2.4	17.5	

	Moulton Parkway Southbound				Crown Valley Parkway Westbound				Golden Lantern Northbound				Crown Valley Parkway 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	57	160	28	245	20	**166**	83	269	24	206	36	**266**	35	136	17	188	968
07:45 AM	63	**183**	31	**277**	26	165	79	270	27	**215**	21	263	**40**	**146**	**22**	**208**	**1018**
08:00 AM	56	153	**32**	241	30	157	**93**	**280**	31	181	32	244	34	93	20	147	912
08:15 AM	**76**	169	19	264	**35**	152	90	277	**34**	173	**48**	255	29	94	17	140	936
Total Volume	252	665	110	1027	111	640	345	1096	116	775	137	1028	138	469	76	683	3834
% App. Total	24.5	64.8	10.7		10.1	58.4	31.5		11.3	75.4	13.3		20.2	68.7	11.1		
PHF	.829	.908	.859	.927	.793	.964	.927	.979	.853	.901	.714	.966	.863	.803	.864	.821	.942

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City of Laguna Nigel
N/S: Moulton Pkwy/Golden Lantern
E/W: Crown Valley Parkway
Weather: Clear

File Name : 36_LNL_Golden_Crown AM
Site Code : 05722006
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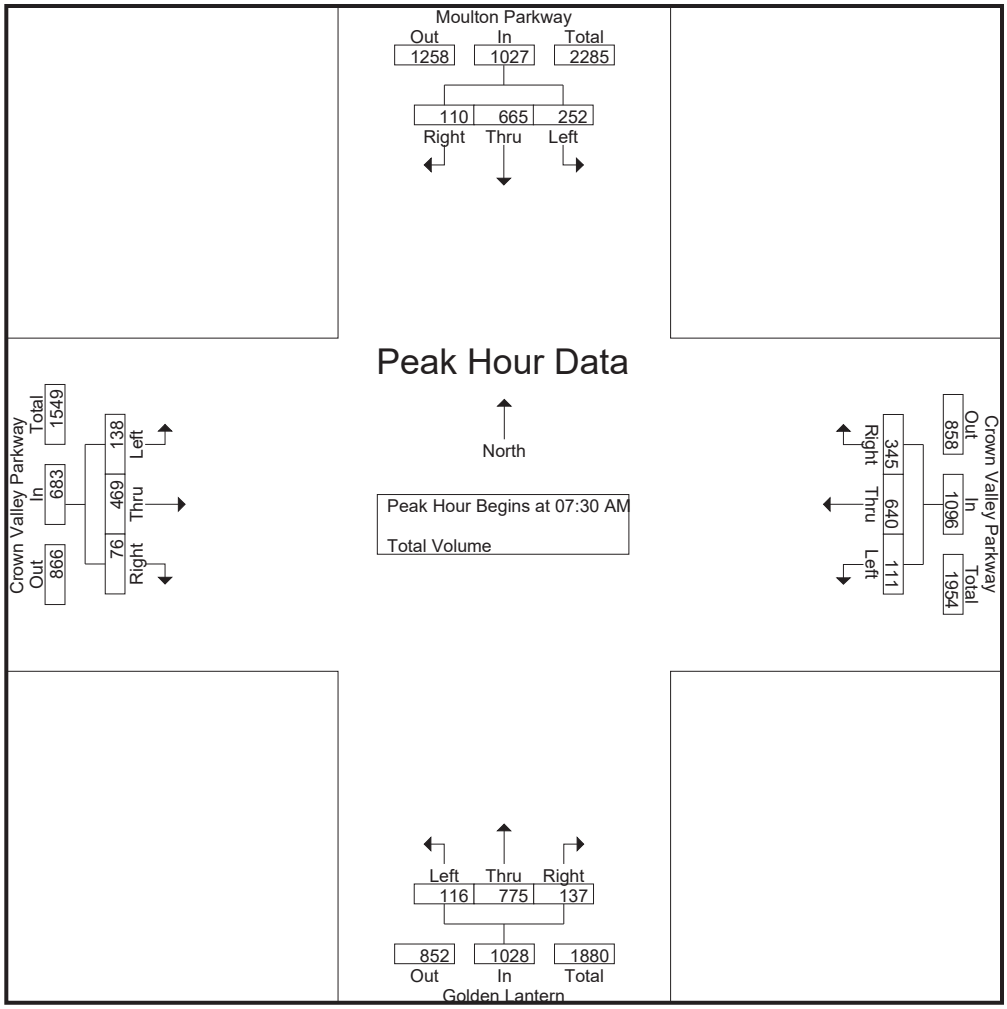

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:30 AM			
+0 mins.	57	160	28	245	26	**165**	79	270	24	206	36	**266**	35	136	17	188
+15 mins.	63	**183**	31	**277**	30	157	**93**	**280**	27	**215**	21	263	**40**	**146**	**22**	**208**
+30 mins.	56	153	**32**	241	35	152	90	277	31	181	32	244	34	93	20	147
+45 mins.	**76**	169	19	264	**55**	159	66	280	**34**	173	**48**	255	29	94	17	140
Total Volume	252	665	110	1027	146	633	328	1107	116	775	137	1028	138	469	76	683
% App. Total	24.5	64.8	10.7		13.2	57.2	29.6		11.3	75.4	13.3		20.2	68.7	11.1	
PHF	.829	.908	.859	.927	.664	.959	.882	.988	.853	.901	.714	.966	.863	.803	.864	.821

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City of Laguna Nigel
N/S: Moulton Pkwy/Golden Lantern
E/W: Crown Valley Parkway
Weather: Clear

File Name : 36_LNL_Golden_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
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Groups Printed- Total Volume

	Moulton Parkway Southbound				Crown Valley Parkway Westbound				Golden Lantern Northbound				Crown Valley Parkway 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	24	167	38	229	85	194	33	312	23	136	57	216	32	221	27	280	1037
04:15 PM	29	173	38	240	110	201	28	339	39	125	66	230	23	226	36	285	1094
04:30 PM	32	155	29	216	101	194	22	317	34	126	57	217	33	180	27	240	990
04:45 PM	39	159	29	227	112	170	27	309	35	104	57	196	42	234	39	315	1047
Total	124	654	134	912	408	759	110	1277	131	491	237	859	130	861	129	1120	4168
05:00 PM	34	168	32	234	75	184	36	295	26	147	62	235	30	210	26	266	1030
05:15 PM	20	167	27	214	116	209	34	359	34	111	58	203	40	189	39	268	1044
05:30 PM	30	153	30	213	99	190	34	323	28	112	61	201	30	194	29	253	990
05:45 PM	30	174	34	238	92	197	37	326	39	86	54	179	31	181	24	236	979
Total	114	662	123	899	382	780	141	1303	127	456	235	818	131	774	118	1023	4043
Grand Total	238	1316	257	1811	790	1539	251	2580	258	947	472	1677	261	1635	247	2143	8211
Apprch %	13.1	72.7	14.2		30.6	59.7	9.7		15.4	56.5	28.1		12.2	76.3	11.5		
Total %	2.9	16	3.1	22.1	9.6	18.7	3.1	31.4	3.1	11.5	5.7	20.4	3.2	19.9	3	26.1	

	Moulton Parkway Southbound				Crown Valley Parkway Westbound				Golden Lantern Northbound				Crown Valley Parkway 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	24	167	**38**	229	85	194	**33**	312	23	**136**	57	216	32	221	27	280	1037
04:15 PM	29	**173**	38	**240**	110	**201**	28	**339**	**39**	125	**66**	**230**	23	226	36	285	**1094**
04:30 PM	32	155	29	216	101	194	22	317	34	126	57	217	33	180	27	240	990
04:45 PM	**39**	159	29	227	**112**	170	27	309	35	104	57	196	**42**	**234**	**39**	**315**	1047
Total Volume	124	654	134	912	408	759	110	1277	131	491	237	859	130	861	129	1120	4168
% App. Total	13.6	71.7	14.7		31.9	59.4	8.6		15.3	57.2	27.6		11.6	76.9	11.5		
PHF	.795	.945	.882	.950	.911	.944	.833	.942	.840	.903	.898	.934	.774	.920	.827	.889	.952

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City of Laguna Nigel
N/S: Moulton Pkwy/Golden Lantern
E/W: Crown Valley Parkway
Weather: Clear

File Name : 36_LNL_Golden_Crown PM
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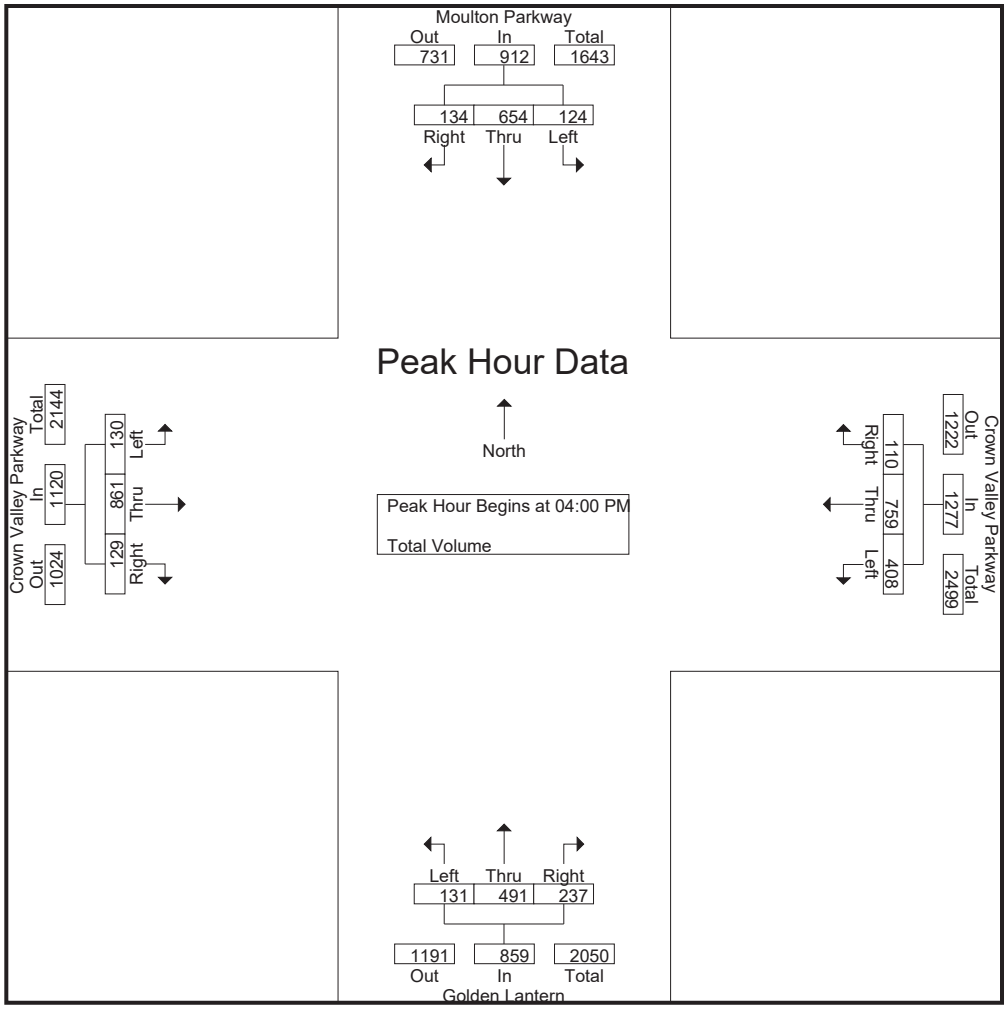

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:15 PM				04:00 PM			
+0 mins.	29	**173**	**38**	**240**	75	184	36	295	**39**	125	**66**	230	32	221	27	280
+15 mins.	32	155	29	216	**116**	**209**	34	**359**	34	126	57	217	23	226	36	285
+30 mins.	**39**	159	29	227	99	190	34	323	35	104	57	196	33	180	27	240
+45 mins.	34	168	32	234	92	197	**37**	326	26	**147**	62	**235**	**42**	**234**	**39**	**315**
Total Volume	134	655	128	917	382	780	141	1303	134	502	242	878	130	861	129	1120
% App. Total	14.6	71.4	14		29.3	59.9	10.8		15.3	57.2	27.6		11.6	76.9	11.5	
PHF	.859	.947	.842	.955	.823	.933	.953	.907	.859	.854	.917	.934	.774	.920	.827	.889

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City of Laguna Niguel
N/S: Highlands Avenue
E/W: Niguel Road
Weather: Clear

File Name : 37_LNL_High_Niguel AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Highlands Avenue Southbound				Niguel Road Westbound				Highlands Avenue Northbound				Niguel 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	3	3	6	3	2	0	5	0	6	3	9	8	4	1	13	33
07:15 AM	1	28	6	35	26	9	1	36	1	18	11	30	15	9	7	31	132
07:30 AM	2	33	7	42	42	20	11	73	9	36	55	100	23	15	2	40	255
07:45 AM	2	9	7	18	2	7	6	15	3	35	29	67	17	10	1	28	128
Total	5	73	23	101	73	38	18	129	13	95	98	206	63	38	11	112	548
08:00 AM	4	8	12	24	2	6	4	12	4	13	4	21	22	9	1	32	89
08:15 AM	4	10	9	23	4	9	5	18	1	14	6	21	16	9	1	26	88
08:30 AM	2	9	12	23	6	6	3	15	4	11	3	18	6	8	0	14	70
08:45 AM	2	7	10	19	5	7	7	19	3	17	1	21	19	9	1	29	88
Total	12	34	43	89	17	28	19	64	12	55	14	81	63	35	3	101	335
Grand Total	17	107	66	190	90	66	37	193	25	150	112	287	126	73	14	213	883
Apprch %	8.9	56.3	34.7		46.6	34.2	19.2		8.7	52.3	39		59.2	34.3	6.6		
Total %	1.9	12.1	7.5	21.5	10.2	7.5	4.2	21.9	2.8	17	12.7	32.5	14.3	8.3	1.6	24.1	

	Highlands Avenue Southbound				Niguel Road Westbound				Highlands Avenue Northbound				Niguel 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 07:15 AM																	
07:15 AM	1	28	6	35	26	9	1	36	1	18	11	30	15	9	**7**	31	132
07:30 AM	2	**33**	7	**42**	**42**	**20**	**11**	**73**	**9**	**36**	**55**	**100**	**23**	**15**	2	**40**	**255**
07:45 AM	2	9	7	18	2	7	6	15	3	35	29	67	17	10	1	28	128
08:00 AM	**4**	8	**12**	24	2	6	4	12	4	13	4	21	22	9	1	32	89
Total Volume	9	78	32	119	72	42	22	136	17	102	99	218	77	43	11	131	604
% App. Total	7.6	65.5	26.9		52.9	30.9	16.2		7.8	46.8	45.4		58.8	32.8	8.4		
PHF	.563	.591	.667	.708	.429	.525	.500	.466	.472	.708	.450	.545	.837	.717	.393	.819	.592

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City of Laguna Niguel
N/S: Highlands Avenue
E/W: Niguel Road
Weather: Clear

File Name : 37_LNL_High_Niguel AM
Site Code : 05722006
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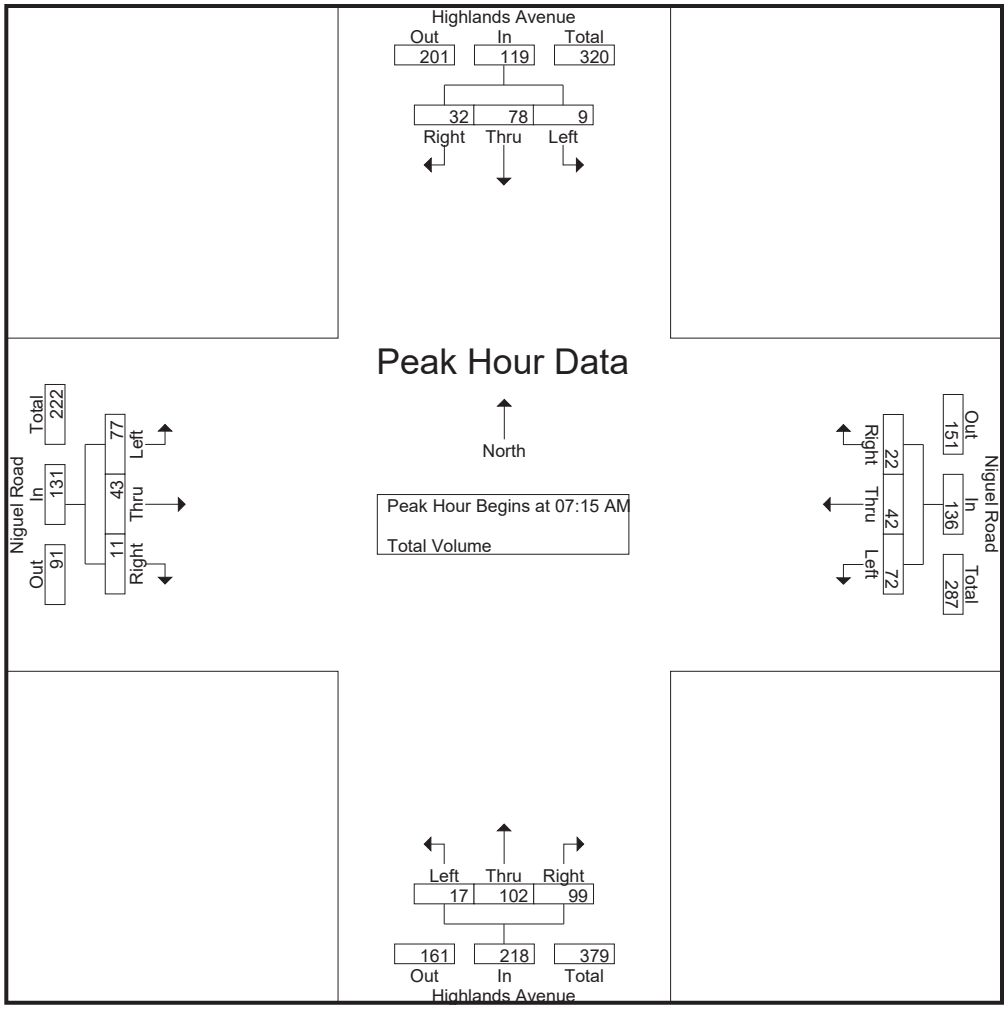

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	28	6	35	26	9	1	36	1	18	11	30	15	9	**7**	31
+15 mins.	2	**33**	7	**42**	**42**	**20**	**11**	**73**	**9**	**36**	**55**	**100**	**23**	**15**	2	**40**
+30 mins.	2	9	7	18	2	7	6	15	3	35	29	67	17	10	1	28
+45 mins.	**4**	8	**12**	24	2	6	4	12	4	13	4	21	22	9	1	32
Total Volume	9	78	32	119	72	42	22	136	17	102	99	218	77	43	11	131
% App. Total	7.6	65.5	26.9		52.9	30.9	16.2		7.8	46.8	45.4		58.8	32.8	8.4	
PHF	.563	.591	.667	.708	.429	.525	.500	.466	.472	.708	.450	.545	.837	.717	.393	.819

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City of Laguna Niguel
N/S: Highlands Avenue
E/W: Niguel Road
Weather: Clear

File Name : 37_LNL_High_Niguel PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Highlands Avenue Southbound				Niguel Road Westbound				Highlands Avenue Northbound				Niguel 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	2	13	12	27	2	7	3	12	2	6	5	13	12	9	4	25	77
04:15 PM	5	14	9	28	4	7	3	14	3	9	2	14	17	7	8	32	88
04:30 PM	2	23	15	40	1	14	8	23	5	5	2	12	5	9	4	18	93
04:45 PM	2	18	12	32	2	11	3	16	2	16	6	24	11	9	1	21	93
Total	11	68	48	127	9	39	17	65	12	36	15	63	45	34	17	96	351
05:00 PM	6	17	23	46	5	11	7	23	5	19	8	32	7	10	2	19	120
05:15 PM	2	15	21	38	3	10	4	17	4	7	5	16	8	13	2	23	94
05:30 PM	2	19	12	33	3	9	8	20	5	12	7	24	17	5	0	22	99
05:45 PM	2	8	16	26	3	15	4	22	8	15	5	28	12	3	3	18	94
Total	12	59	72	143	14	45	23	82	22	53	25	100	44	31	7	82	407
Grand Total	23	127	120	270	23	84	40	147	34	89	40	163	89	65	24	178	758
Apprch %	8.5	47	44.4		15.6	57.1	27.2		20.9	54.6	24.5		50	36.5	13.5		
Total %	3	16.8	15.8	35.6	3	11.1	5.3	19.4	4.5	11.7	5.3	21.5	11.7	8.6	3.2	23.5	

	Highlands Avenue Southbound				Niguel Road Westbound				Highlands Avenue Northbound				Niguel 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**	17	**23**	**46**	**5**	11	7	**23**	5	**19**	**8**	**32**	7	10	2	19	**120**
05:15 PM	2	15	21	38	3	10	4	17	4	7	5	16	8	**13**	2	**23**	94
05:30 PM	2	**19**	12	33	3	9	**8**	20	5	12	7	24	**17**	5	0	22	99
05:45 PM	2	8	16	26	3	**15**	4	22	**8**	15	5	28	12	3	**3**	18	94
Total Volume	12	59	72	143	14	45	23	82	22	53	25	100	44	31	7	82	407
% App. Total	8.4	41.3	50.3		17.1	54.9	28		22	53	25		53.7	37.8	8.5		
PHF	.500	.776	.783	.777	.700	.750	.719	.891	.688	.697	.781	.781	.647	.596	.583	.891	.848

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City of Laguna Niguel
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E/W: Niguel Road
Weather: Clear

File Name : 37_LNL_High_Niguel PM
Site Code : 05722006
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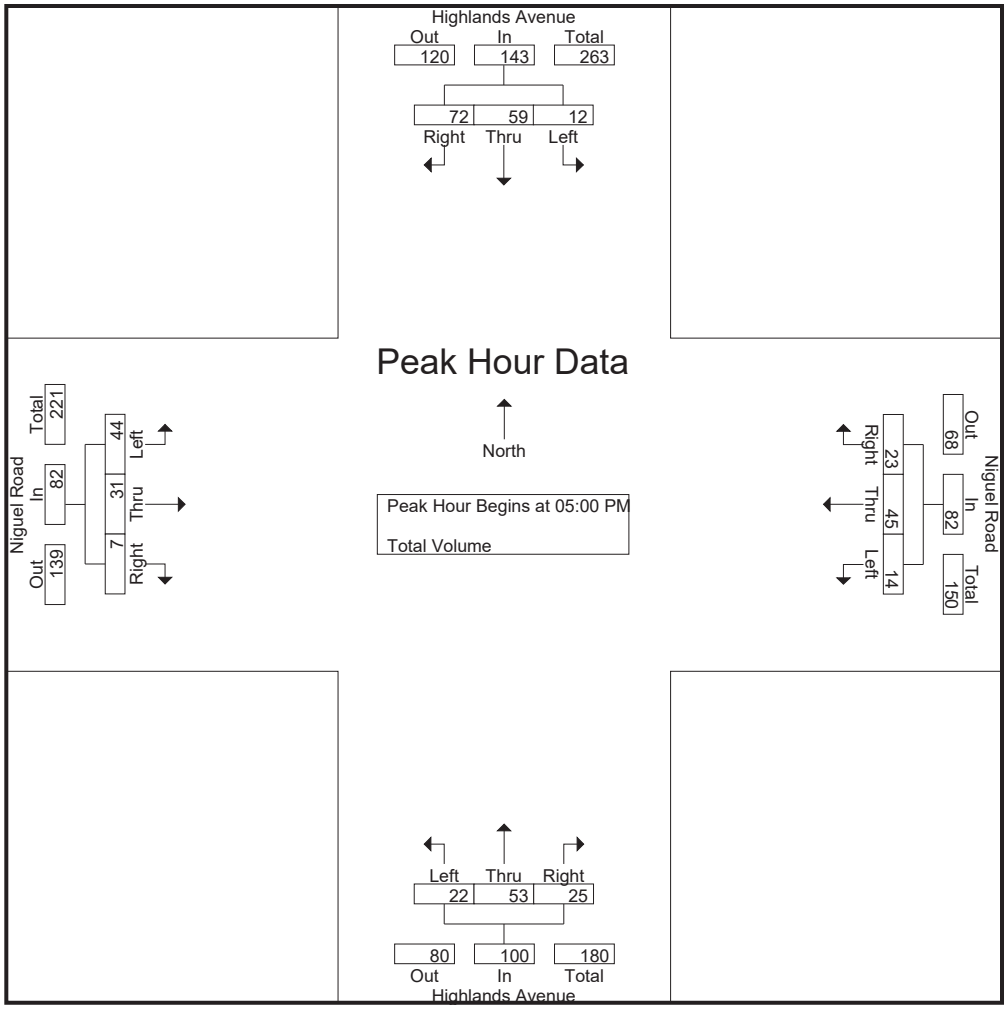

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	2	**23**	15	40	**5**	11	7	**23**	5	**19**	**8**	**32**	12	**9**	4	25
+15 mins.	2	18	12	32	3	10	4	17	4	7	5	16	**17**	7	**8**	**32**
+30 mins.	**6**	17	**23**	**46**	3	9	**8**	20	5	12	7	24	5	9	4	18
+45 mins.	2	15	21	38	3	**15**	4	22	**8**	15	5	28	11	9	1	21
Total Volume	12	73	71	156	14	45	23	82	22	53	25	100	45	34	17	96
% App. Total	7.7	46.8	45.5		17.1	54.9	28		22	53	25		46.9	35.4	17.7	
PHF	.500	.793	.772	.848	.700	.750	.719	.891	.688	.697	.781	.781	.662	.944	.531	.750

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City of Laguna Nigel
N/S: La Paz Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 38_LNL_La Paz_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	La Paz Road Southbound			Crown Valley Parkway Westbound			Crown Valley Parkway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	11	18	29	95	15	110	13	120	133	272
07:15 AM	21	21	42	154	24	178	29	188	217	437
07:30 AM	35	35	70	153	39	192	37	239	276	538
07:45 AM	44	44	88	224	35	259	45	203	248	595
Total	111	118	229	626	113	739	124	750	874	1842
08:00 AM	60	35	95	149	37	186	43	233	276	557
08:15 AM	40	40	80	206	46	252	53	234	287	619
08:30 AM	18	42	60	234	39	273	35	199	234	567
08:45 AM	15	46	61	214	22	236	42	184	226	523
Total	133	163	296	803	144	947	173	850	1023	2266
Grand Total	244	281	525	1429	257	1686	297	1600	1897	4108
Apprch %	46.5	53.5		84.8	15.2		15.7	84.3		
Total %	5.9	6.8	12.8	34.8	6.3	41	7.2	38.9	46.2	

	La Paz Road Southbound			Crown Valley Parkway Westbound			Crown Valley Parkway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	44	**44**	88	224	35	259	45	203	248	595
08:00 AM	**60**	35	**95**	149	37	186	43	233	276	557
08:15 AM	40	40	80	206	**46**	252	**53**	**234**	**287**	**619**
08:30 AM	18	42	60	**234**	39	**273**	35	199	234	567
Total Volume	162	161	323	813	157	970	176	869	1045	2338
% App. Total	50.2	49.8		83.8	16.2		16.8	83.2		
PHF	.675	.915	.850	.869	.853	.888	.830	.928	.910	.944

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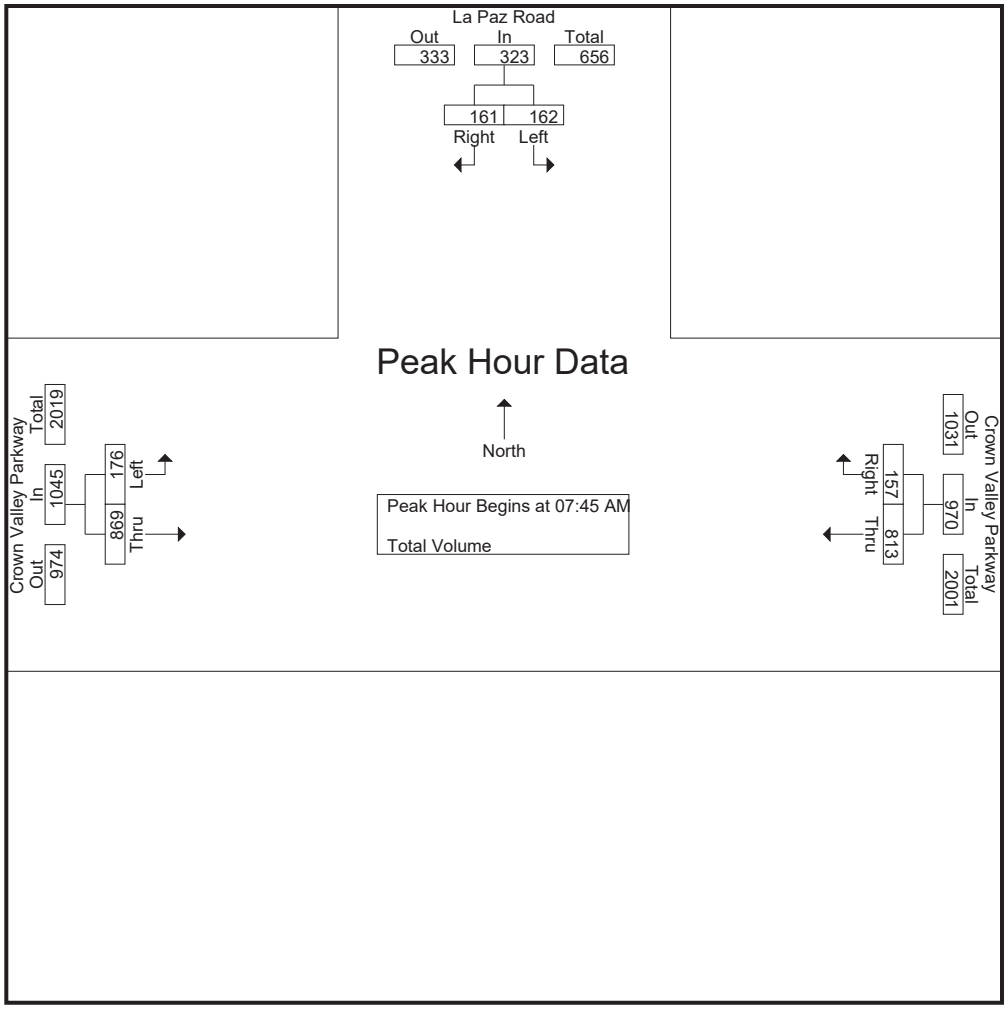
City of Laguna Nigel
N/S: La Paz Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 38_LNL_La Paz_Crown AM
Site Code : 05722006
Start Date : 1/11/2022
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			07:45 AM			07:30 AM		
+0 mins.	35	35	70	224	35	259	37	**239**	276
+15 mins.	44	**44**	88	149	37	186	45	203	248
+30 mins.	**60**	35	**95**	206	**46**	252	43	233	276
+45 mins.	40	40	80	**234**	39	**273**	**53**	234	**287**
Total Volume	179	154	333	813	157	970	178	909	1087
% App. Total	53.8	46.2		83.8	16.2		16.4	83.6	
PHF	.746	.875	.876	.869	.853	.888	.840	.951	.947

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City of Laguna Nigel
N/S: La Paz Road
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Weather: Clear

File Name : 38_LNL_La Paz_Crown PM
Site Code : 05722006
Start Date : 1/11/2022
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Groups Printed- Total Volume

	La Paz Road Southbound			Crown Valley Parkway Westbound			Crown Valley Parkway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	26	76	102	239	32	271	42	269	311	684
04:15 PM	22	57	79	237	25	262	50	266	316	657
04:30 PM	27	64	91	253	24	277	57	268	325	693
04:45 PM	20	74	94	272	15	287	46	234	280	661
Total	95	271	366	1001	96	1097	195	1037	1232	2695
05:00 PM	22	64	86	207	20	227	41	283	324	637
05:15 PM	17	76	93	212	18	230	44	234	278	601
05:30 PM	25	62	87	219	17	236	46	257	303	626
05:45 PM	22	69	91	214	18	232	47	218	265	588
Total	86	271	357	852	73	925	178	992	1170	2452
Grand Total	181	542	723	1853	169	2022	373	2029	2402	5147
Apprch %	25	75		91.6	8.4		15.5	84.5		
Total %	3.5	10.5	14	36	3.3	39.3	7.2	39.4	46.7	

	La Paz Road Southbound			Crown Valley Parkway Westbound			Crown Valley Parkway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**76**	**102**	239	**32**	271	42	**269**	311	684
04:15 PM	22	57	79	237	25	262	50	266	316	657
04:30 PM	**27**	64	91	253	24	277	**57**	268	**325**	**693**
04:45 PM	20	74	94	**272**	15	**287**	46	234	280	661
Total Volume	95	271	366	1001	96	1097	195	1037	1232	2695
% App. Total	26	74		91.2	8.8		15.8	84.2		
PHF	.880	.891	.897	.920	.750	.956	.855	.964	.948	.972

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City of Laguna Nigel
N/S: La Paz Road
E/W: Crown Valley Parkway
Weather: Clear

File Name : 38_LNL_La Paz_Crown PM
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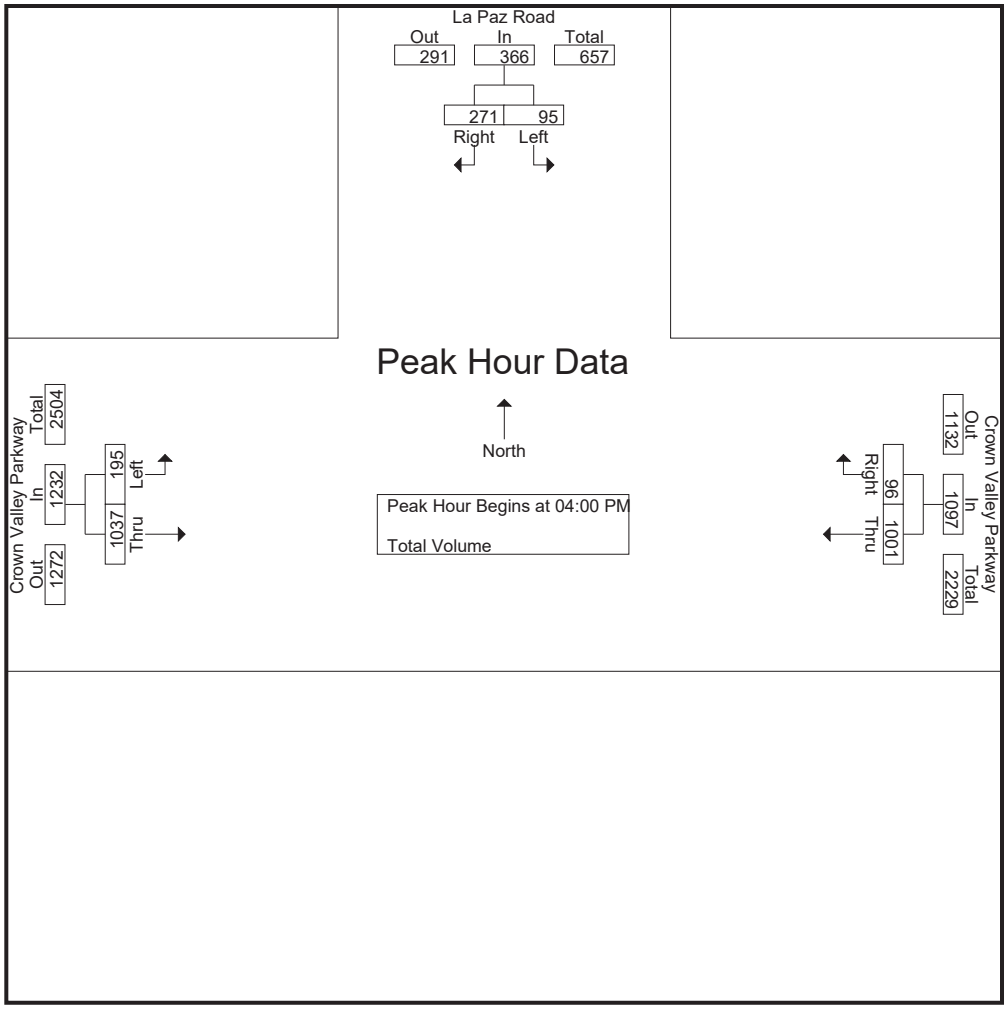

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:15 PM		
+0 mins.	26	**76**	**102**	239	**32**	271	50	266	316
+15 mins.	22	57	79	237	25	262	**57**	268	**325**
+30 mins.	**27**	64	91	253	24	277	46	234	280
+45 mins.	20	74	94	**272**	15	**287**	41	**283**	324
Total Volume	95	271	366	1001	96	1097	194	1051	1245
% App. Total	26	74		91.2	8.8		15.6	84.4	
PHF	.880	.891	.897	.920	.750	.956	.851	.928	.958

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City of Laguna Nigel
N/S: Golden Lantern
E/W: Paseo de Colinas
Weather: Clear

File Name : 39_LNL_Golden_Paseo AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Golden Lantern Southbound				Paseo de Colinas Westbound				Golden Lantern Northbound				Paseo de Colinas 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	76	0	86	67	0	6	73	0	113	173	286	0	0	2	2	447
07:15 AM	19	121	1	141	114	0	22	136	1	159	193	353	0	1	1	2	632
07:30 AM	51	165	2	218	116	0	23	139	0	245	237	482	0	4	2	6	845
07:45 AM	36	118	0	154	111	0	31	142	3	254	236	493	0	1	0	1	790
Total	116	480	3	599	408	0	82	490	4	771	839	1614	0	6	5	11	2714
08:00 AM	22	133	1	156	103	0	35	138	0	279	189	468	0	0	0	0	762
08:15 AM	36	168	2	206	84	2	45	131	3	335	209	547	4	0	1	5	889
08:30 AM	36	216	0	252	109	0	37	146	3	232	168	403	4	2	1	7	808
08:45 AM	28	146	0	174	103	1	24	128	0	169	155	324	0	1	1	2	628
Total	122	663	3	788	399	3	141	543	6	1015	721	1742	8	3	3	14	3087
Grand Total	238	1143	6	1387	807	3	223	1033	10	1786	1560	3356	8	9	8	25	5801
Apprch %	17.2	82.4	0.4		78.1	0.3	21.6		0.3	53.2	46.5		32	36	32		
Total %	4.1	19.7	0.1	23.9	13.9	0.1	3.8	17.8	0.2	30.8	26.9	57.9	0.1	0.2	0.1	0.4	

	Golden Lantern Southbound				Paseo de Colinas Westbound				Golden Lantern Northbound				Paseo de Colinas 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	**51**	165	**2**	**218**	**116**	0	23	139	0	245	**237**	482	0	**4**	**2**	**6**	845
07:45 AM	36	118	0	154	111	0	31	**142**	**3**	254	236	493	0	1	0	1	790
08:00 AM	22	133	1	156	103	0	35	138	0	279	189	468	0	0	0	0	762
08:15 AM	36	**168**	2	206	84	**2**	**45**	131	3	**335**	209	**547**	**4**	0	1	5	**889**
Total Volume	145	584	5	734	414	2	134	550	6	1113	871	1990	4	5	3	12	3286
% App. Total	19.8	79.6	0.7		75.3	0.4	24.4		0.3	55.9	43.8		33.3	41.7	25		
PHF	.711	.869	.625	.842	.892	.250	.744	.968	.500	.831	.919	.910	.250	.313	.375	.500	.924

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City of Laguna Nigel
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E/W: Paseo de Colinas
Weather: Clear

File Name : 39_LNL_Golden_Paseo AM
Site Code : 05722006
Start Date : 1/11/2022
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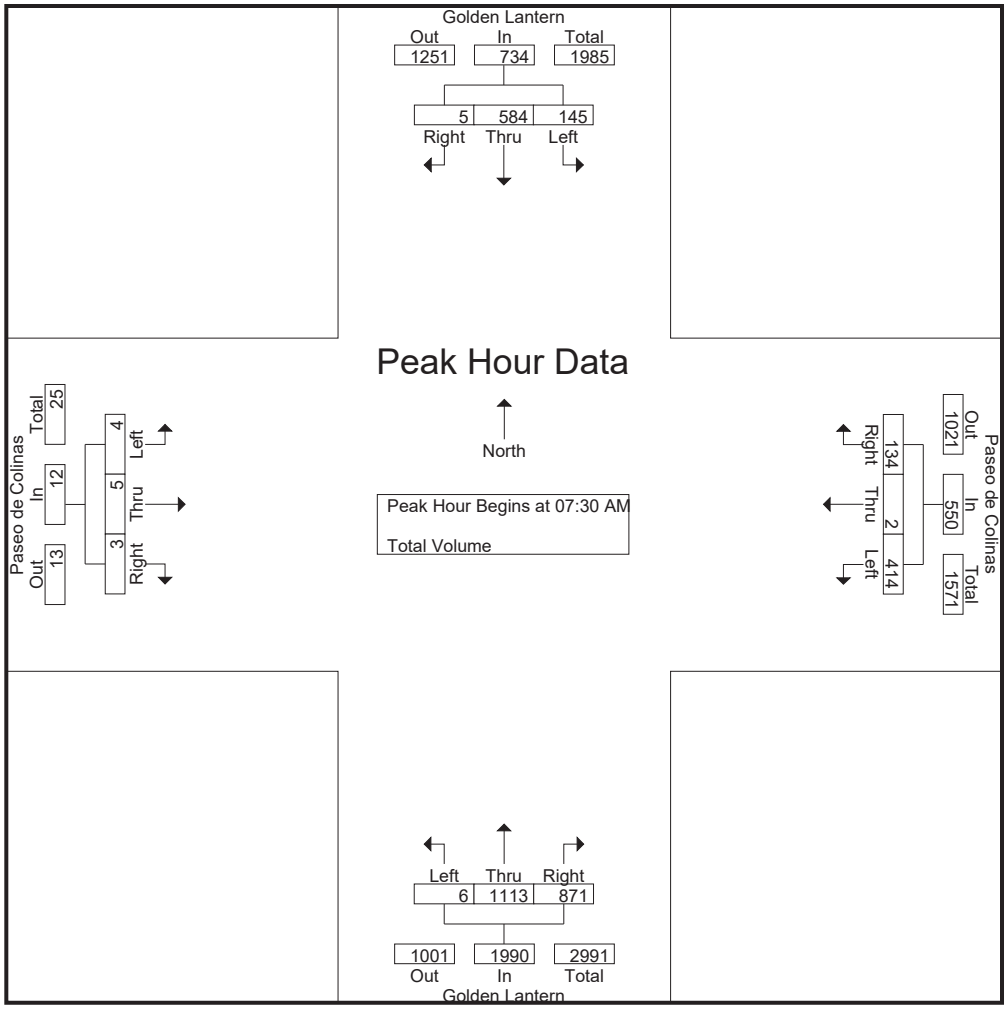

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:30 AM				08:00 AM			
+0 mins.	22	133	1	156	**111**	0	31	142	0	245	**237**	482	0	0	0	0
+15 mins.	**36**	168	**2**	206	103	0	35	138	**3**	254	236	493	**4**	0	**1**	5
+30 mins.	36	**216**	0	**252**	84	**2**	**45**	131	0	279	189	468	4	**2**	1	**7**
+45 mins.	28	146	0	174	109	0	37	**146**	3	**335**	209	**547**	0	1	1	2
Total Volume	122	663	3	788	407	2	148	557	6	1113	871	1990	8	3	3	14
% App. Total	15.5	84.1	0.4		73.1	0.4	26.6		0.3	55.9	43.8		57.1	21.4	21.4	
PHF	.847	.767	.375	.782	.917	.250	.822	.954	.500	.831	.919	.910	.500	.375	.750	.500

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City of Laguna Nigel
N/S: Golden Lantern
E/W: Paseo de Colinas
Weather: Clear

File Name : 39_LNL_Golden_Paseo PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Golden Lantern Southbound				Paseo de Colinas Westbound				Golden Lantern Northbound				Paseo de Colinas 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	35	235	1	271	136	0	36	172	0	163	152	315	0	2	1	3	761
04:15 PM	37	248	2	287	189	0	37	226	0	148	122	270	0	0	2	2	785
04:30 PM	48	280	0	328	186	3	41	230	2	189	150	341	0	2	1	3	902
04:45 PM	46	235	3	284	182	1	38	221	3	161	140	304	1	0	2	3	812
Total	166	998	6	1170	693	4	152	849	5	661	564	1230	1	4	6	11	3260
05:00 PM	30	237	2	269	192	1	38	231	1	181	149	331	0	1	0	1	832
05:15 PM	39	264	1	304	177	3	46	226	3	176	165	344	0	1	1	2	876
05:30 PM	19	234	1	254	149	1	31	181	2	164	122	288	0	1	0	1	724
05:45 PM	28	250	0	278	188	1	26	215	1	161	114	276	0	1	1	2	771
Total	116	985	4	1105	706	6	141	853	7	682	550	1239	0	4	2	6	3203
Grand Total	282	1983	10	2275	1399	10	293	1702	12	1343	1114	2469	1	8	8	17	6463
Apprch %	12.4	87.2	0.4		82.2	0.6	17.2		0.5	54.4	45.1		5.9	47.1	47.1		
Total %	4.4	30.7	0.2	35.2	21.6	0.2	4.5	26.3	0.2	20.8	17.2	38.2	0	0.1	0.1	0.3	

	Golden Lantern Southbound				Paseo de Colinas Westbound				Golden Lantern Northbound				Paseo de Colinas 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	**48**	**280**	0	**328**	186	**3**	41	230	2	**189**	150	341	0	**2**	1	**3**	**902**
04:45 PM	46	235	**3**	284	182	1	38	221	**3**	161	140	304	**1**	0	**2**	3	812
05:00 PM	30	237	2	269	**192**	1	38	**231**	1	181	149	331	0	1	0	1	832
05:15 PM	39	264	1	304	177	3	**46**	226	3	176	**165**	**344**	0	1	1	2	876
Total Volume	163	1016	6	1185	737	8	163	908	9	707	604	1320	1	4	4	9	3422
% App. Total	13.8	85.7	0.5		81.2	0.9	18		0.7	53.6	45.8		11.1	44.4	44.4		
PHF	.849	.907	.500	.903	.960	.667	.886	.983	.750	.935	.915	.959	.250	.500	.500	.750	.948

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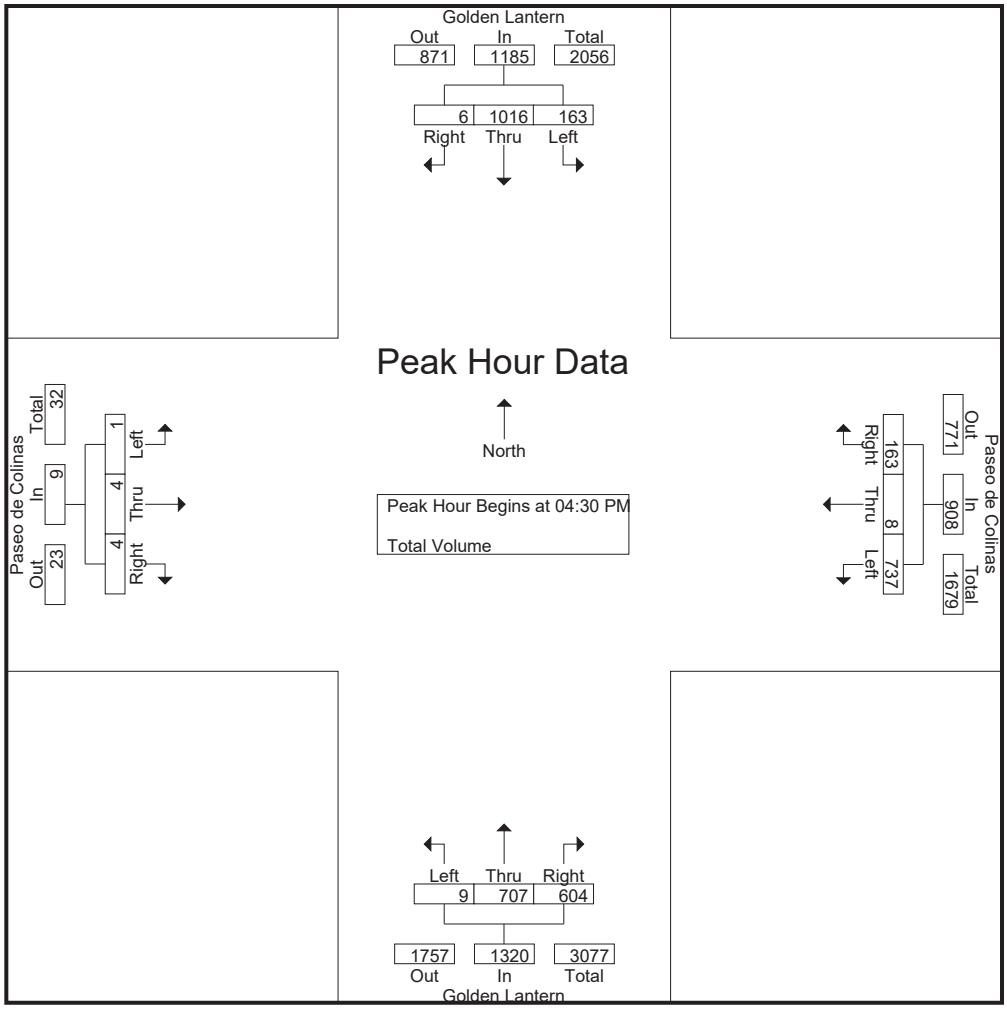
City of Laguna Nigel
N/S: Golden Lantern
E/W: Paseo de Colinas
Weather: Clear

File Name : 39_LNL_Golden_Paseo PM
Site Code : 05722006
Start Date : 1/11/2022



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				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	**48**	**280**	0	**328**	189	0	37	226	2	**189**	150	341	0	**2**	1	**3**
+15 mins.	46	235	**3**	284	186	**3**	**41**	230	**3**	161	140	304	0	0	**2**	2
+30 mins.	30	237	2	269	182	1	38	221	1	181	149	331	0	2	1	3
+45 mins.	39	264	1	304	**192**	1	38	**231**	3	176	**165**	**344**	**1**	0	2	3
Total Volume	163	1016	6	1185	749	5	154	908	9	707	604	1320	1	4	6	11
% App. Total	13.8	85.7	0.5		82.5	0.6	17		0.7	53.6	45.8		9.1	36.4	54.5	
PHF	.849	.907	.500	.903	.975	.417	.939	.983	.750	.935	.915	.959	.250	.500	.750	.917

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Niguel Road
Weather: Clear

File Name : 40_LNL_Alicia_Niguel AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Alicia Parkway Southbound				Niguel Road Westbound				Alicia Parkway Northbound				Niguel 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	90	13	136	7	6	40	53	3	59	4	66	10	15	12	37	292
07:15 AM	63	127	16	206	10	26	62	98	2	100	4	106	21	39	11	71	481
07:30 AM	79	160	17	256	7	36	79	122	10	139	4	153	25	66	29	120	651
07:45 AM	105	194	19	318	12	24	93	129	9	131	5	145	23	38	24	85	677
Total	280	571	65	916	36	92	274	402	24	429	17	470	79	158	76	313	2101
08:00 AM	73	167	9	249	8	23	87	118	4	128	5	137	23	29	9	61	565
08:15 AM	78	144	8	230	6	21	73	100	9	128	6	143	15	32	17	64	537
08:30 AM	70	164	16	250	8	24	83	115	5	128	1	134	25	25	12	62	561
08:45 AM	87	163	17	267	5	22	83	110	6	139	3	148	10	34	14	58	583
Total	308	638	50	996	27	90	326	443	24	523	15	562	73	120	52	245	2246
Grand Total	588	1209	115	1912	63	182	600	845	48	952	32	1032	152	278	128	558	4347
Apprch %	30.8	63.2	6		7.5	21.5	71		4.7	92.2	3.1		27.2	49.8	22.9		
Total %	13.5	27.8	2.6	44	1.4	4.2	13.8	19.4	1.1	21.9	0.7	23.7	3.5	6.4	2.9	12.8	

	Alicia Parkway Southbound				Niguel Road Westbound				Alicia Parkway Northbound				Niguel 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	79	160	17	256	7	**36**	79	122	**10**	**139**	4	**153**	**25**	**66**	**29**	**120**	651
07:45 AM	**105**	**194**	**19**	**318**	**12**	24	**93**	**129**	9	131	5	145	23	38	24	85	**677**
08:00 AM	73	167	9	249	8	23	87	118	4	128	5	137	23	29	9	61	565
08:15 AM	78	144	8	230	6	21	73	100	9	128	**6**	143	15	32	17	64	537
Total Volume	335	665	53	1053	33	104	332	469	32	526	20	578	86	165	79	330	2430
% App. Total	31.8	63.2	5		7	22.2	70.8		5.5	91	3.5		26.1	50	23.9		
PHF	.798	.857	.697	.828	.688	.722	.892	.909	.800	.946	.833	.944	.860	.625	.681	.688	.897

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E/W: Niguel Road
Weather: Clear

File Name : 40_LNL_Alicia_Niguel AM
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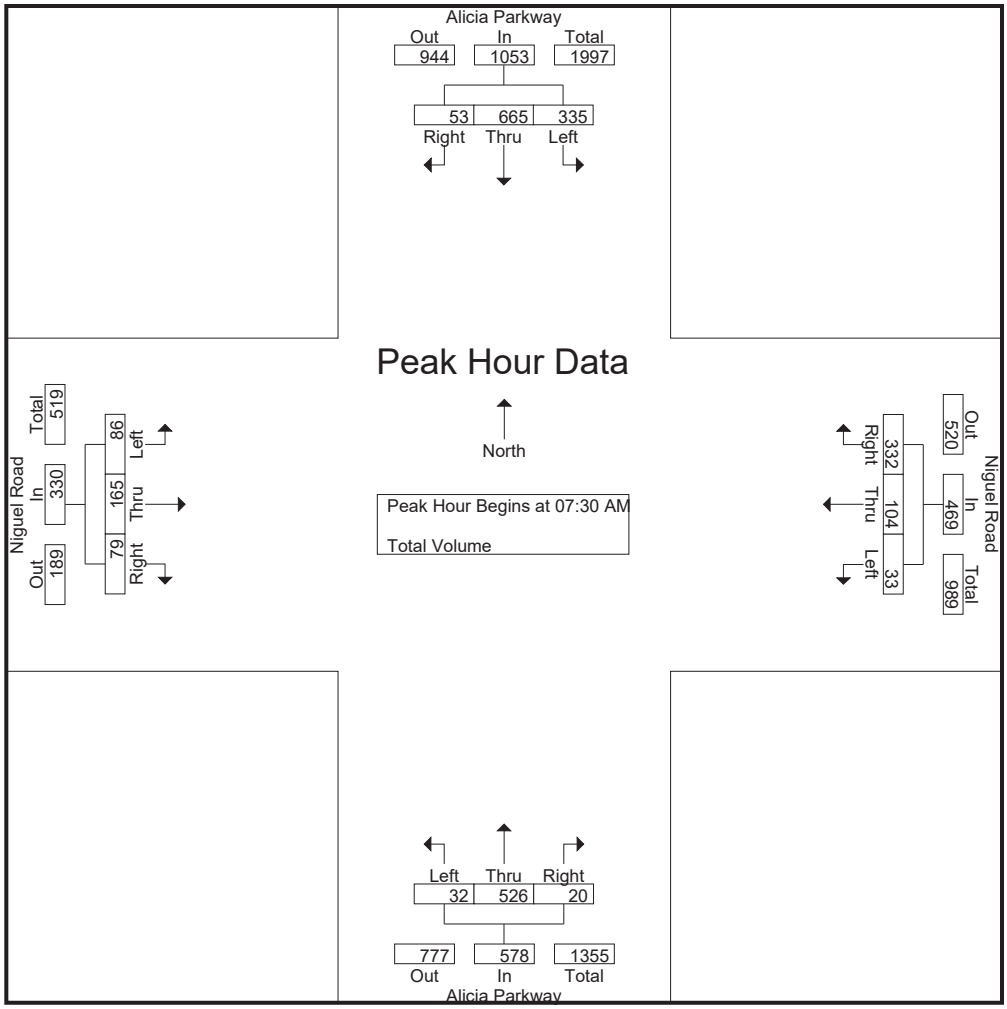

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	79	160	17	256	7	**36**	79	122	**10**	**139**	4	**153**	21	39	11	71
+15 mins.	**105**	**194**	**19**	**318**	**12**	24	**93**	**129**	9	131	5	145	**25**	**66**	**29**	**120**
+30 mins.	73	167	9	249	8	23	87	118	4	128	5	137	23	38	24	85
+45 mins.	78	144	8	230	6	21	73	100	9	128	**6**	143	23	29	9	61
Total Volume	335	665	53	1053	33	104	332	469	32	526	20	578	92	172	73	337
% App. Total	31.8	63.2	5		7	22.2	70.8		5.5	91	3.5		27.3	51	21.7	
PHF	.798	.857	.697	.828	.688	.722	.892	.909	.800	.946	.833	.944	.920	.652	.629	.702

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Niguel Road
Weather: Clear

File Name : 40_LNL_Alicia_Niguel PM
Site Code : 05722006
Start Date : 1/11/2022
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Groups Printed- Total Volume

	Alicia Parkway Southbound				Niguel Road Westbound				Alicia Parkway Northbound				Niguel 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	91	160	13	264	8	23	87	118	12	172	11	195	18	30	13	61	638
04:15 PM	80	196	16	292	18	27	105	150	20	199	7	226	10	21	13	44	712
04:30 PM	81	195	18	294	13	28	85	126	14	165	12	191	17	20	10	47	658
04:45 PM	99	238	11	348	23	47	99	169	12	185	12	209	14	20	12	46	772
Total	351	789	58	1198	62	125	376	563	58	721	42	821	59	91	48	198	2780
05:00 PM	64	172	13	249	15	26	105	146	10	182	13	205	15	32	8	55	655
05:15 PM	74	237	16	327	19	32	93	144	19	180	8	207	18	20	13	51	729
05:30 PM	109	193	27	329	23	24	90	137	15	235	12	262	13	13	18	44	772
05:45 PM	80	170	20	270	12	36	78	126	24	167	10	201	13	19	14	46	643
Total	327	772	76	1175	69	118	366	553	68	764	43	875	59	84	53	196	2799
Grand Total	678	1561	134	2373	131	243	742	1116	126	1485	85	1696	118	175	101	394	5579
Apprch %	28.6	65.8	5.6		11.7	21.8	66.5		7.4	87.6	5		29.9	44.4	25.6		
Total %	12.2	28	2.4	42.5	2.3	4.4	13.3	20	2.3	26.6	1.5	30.4	2.1	3.1	1.8	7.1	

	Alicia Parkway Southbound				Niguel Road Westbound				Alicia Parkway Northbound				Niguel 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 04:45 PM																	
04:45 PM	99	**238**	11	**348**	**23**	**47**	99	**169**	12	185	12	209	14	20	12	46	**772**
05:00 PM	64	172	13	249	15	26	**105**	146	10	182	**13**	205	15	**32**	8	**55**	655
05:15 PM	74	237	16	327	19	32	93	144	**19**	180	8	207	**18**	20	13	51	729
05:30 PM	**109**	193	**27**	329	23	24	90	137	15	**235**	12	**262**	13	13	**18**	44	772
Total Volume	346	840	67	1253	80	129	387	596	56	782	45	883	60	85	51	196	2928
% App. Total	27.6	67	5.3		13.4	21.6	64.9		6.3	88.6	5.1		30.6	43.4	26		
PHF	.794	.882	.620	.900	.870	.686	.921	.882	.737	.832	.865	.843	.833	.664	.708	.891	.948

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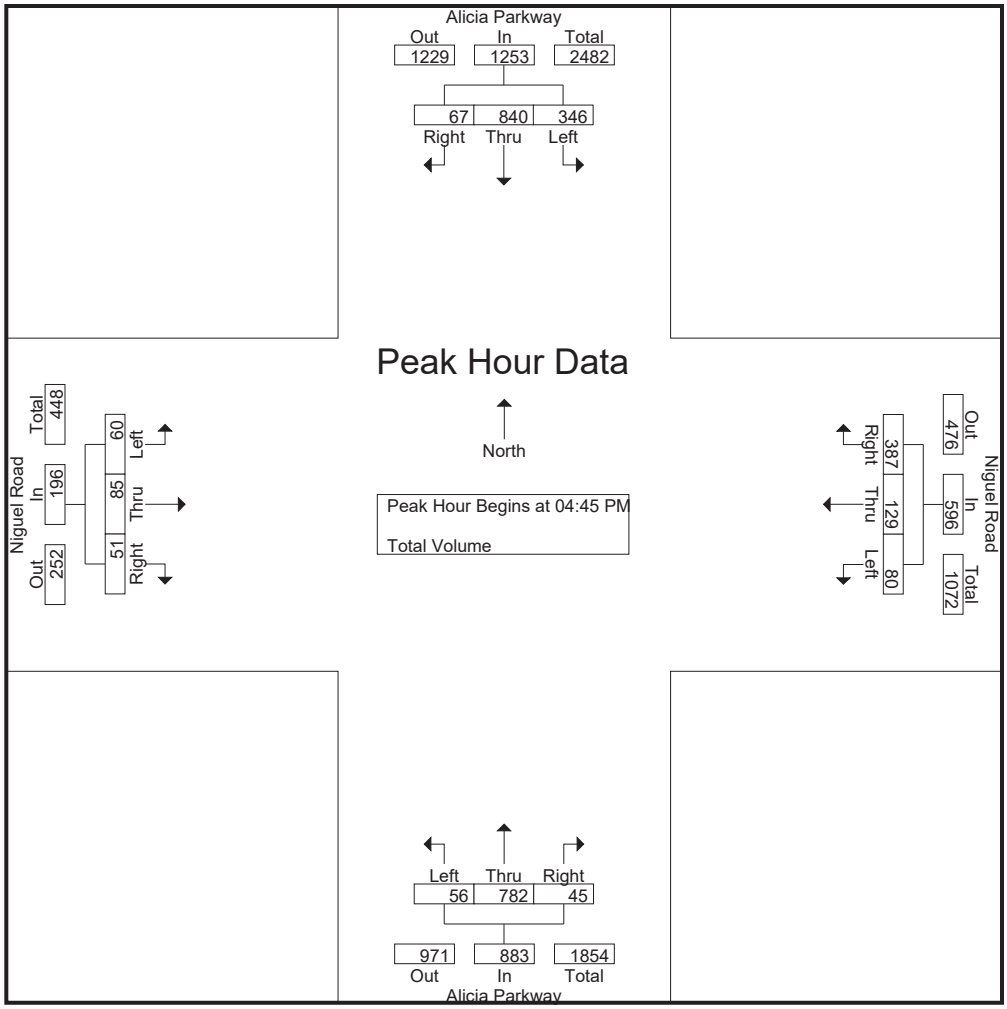
City of Laguna Niguel
N/S: Alicia Parkway
E/W: Niguel Road
Weather: Clear

File Name : 40_LNL_Alicia_Niguel PM
Site Code : 05722006
Start Date : 1/11/2022
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				04:45 PM				04:45 PM				04:30 PM			
+0 mins.	99	**238**	11	**348**	**23**	**47**	99	**169**	12	185	12	209	17	20	10	47
+15 mins.	64	172	13	249	15	26	**105**	146	10	182	**13**	205	14	20	12	46
+30 mins.	74	237	16	327	19	32	93	144	**19**	180	8	207	15	**32**	8	**55**
+45 mins.	**109**	193	**27**	329	23	24	90	137	15	**235**	12	**262**	**18**	20	**13**	51
Total Volume	346	840	67	1253	80	129	387	596	56	782	45	883	64	92	43	199
% App. Total	27.6	67	5.3		13.4	21.6	64.9		6.3	88.6	5.1		32.2	46.2	21.6	
PHF	.794	.882	.620	.900	.870	.686	.921	.882	.737	.832	.865	.843	.889	.719	.827	.905

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City of Laguna Niguel
N/S: Highlands Avenue
E/W: Pacific Island Drive
Weather: Clear

File Name : 41_LNL_High_Pac Is AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Highlands Avenue Southbound			Pacific Island Drive Westbound			Pacific Island Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	12	9	21	25	8	33	5	49	54	108
07:15 AM	17	16	33	27	21	48	23	59	82	163
07:30 AM	81	36	117	37	46	83	39	80	119	319
07:45 AM	21	16	37	50	8	58	9	79	88	183
Total	131	77	208	139	83	222	76	267	343	773
08:00 AM	13	12	25	58	6	64	10	79	89	178
08:15 AM	12	13	25	55	10	65	12	70	82	172
08:30 AM	11	12	23	56	10	66	9	76	85	174
08:45 AM	10	12	22	45	12	57	7	72	79	158
Total	46	49	95	214	38	252	38	297	335	682
Grand Total	177	126	303	353	121	474	114	564	678	1455
Apprch %	58.4	41.6		74.5	25.5		16.8	83.2		
Total %	12.2	8.7	20.8	24.3	8.3	32.6	7.8	38.8	46.6	

	Highlands Avenue Southbound			Pacific Island Drive Westbound			Pacific Island Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**81**	**36**	**117**	37	**46**	**83**	**39**	**80**	**119**	**319**
07:45 AM	21	16	37	50	8	58	9	79	88	183
08:00 AM	13	12	25	**58**	6	64	10	79	89	178
08:15 AM	12	13	25	55	10	65	12	70	82	172
Total Volume	127	77	204	200	70	270	70	308	378	852
% App. Total	62.3	37.7		74.1	25.9		18.5	81.5		
PHF	.392	.535	.436	.862	.380	.813	.449	.963	.794	.668

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City of Laguna Niguel
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E/W: Pacific Island Drive
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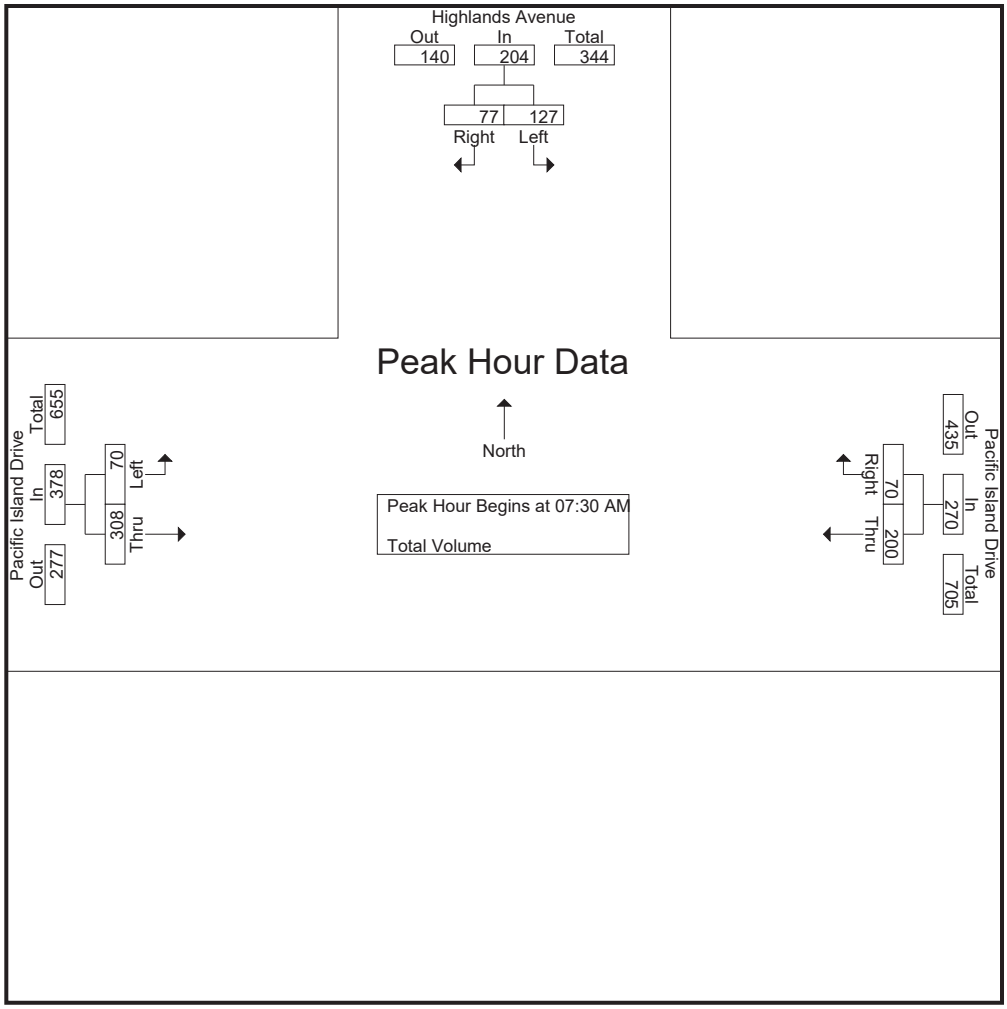
File Name : 41_LNL_High_Pac Is AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 2



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			07:15 AM		
+0 mins.	17	16	33	37	**46**	**83**	23	59	82
+15 mins.	**81**	**36**	**117**	50	8	58	**39**	**80**	**119**
+30 mins.	21	16	37	**58**	6	64	9	79	88
+45 mins.	13	12	25	55	10	65	10	79	89
Total Volume	132	80	212	200	70	270	81	297	378
% App. Total	62.3	37.7		74.1	25.9		21.4	78.6	
PHF	.407	.556	.453	.862	.380	.813	.519	.928	.794

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City of Laguna Niguel
N/S: Highlands Avenue
E/W: Pacific Island Drive
Weather: Clear

File Name : 41_LNL_High_Pac Is PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Highlands Avenue Southbound			Pacific Island Drive Westbound			Pacific Island Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	13	12	25	76	13	89	10	73	83	197
04:15 PM	16	11	27	80	27	107	9	78	87	221
04:30 PM	14	25	39	76	23	99	13	77	90	228
04:45 PM	7	17	24	108	35	143	10	64	74	241
Total	50	65	115	340	98	438	42	292	334	887
05:00 PM	12	14	26	92	21	113	18	68	86	225
05:15 PM	14	18	32	98	21	119	11	67	78	229
05:30 PM	15	9	24	101	36	137	16	83	99	260
05:45 PM	11	11	22	81	20	101	13	50	63	186
Total	52	52	104	372	98	470	58	268	326	900
Grand Total	102	117	219	712	196	908	100	560	660	1787
Apprch %	46.6	53.4		78.4	21.6		15.2	84.8		
Total %	5.7	6.5	12.3	39.8	11	50.8	5.6	31.3	36.9	

	Highlands Avenue Southbound			Pacific Island Drive Westbound			Pacific Island Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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 04:45 PM										
04:45 PM	7	17	24	**108**	35	**143**	10	64	74	241
05:00 PM	12	14	26	92	21	113	**18**	68	86	225
05:15 PM	14	**18**	**32**	98	21	119	11	67	78	229
05:30 PM	**15**	9	24	101	**36**	137	16	**83**	**99**	**260**
Total Volume	48	58	106	399	113	512	55	282	337	955
% App. Total	45.3	54.7		77.9	22.1		16.3	83.7		
PHF	.800	.806	.828	.924	.785	.895	.764	.849	.851	.918

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City of Laguna Niguel
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E/W: Pacific Island Drive
Weather: Clear

File Name : 41_LNL_High_Pac Is PM
Site Code : 05722006
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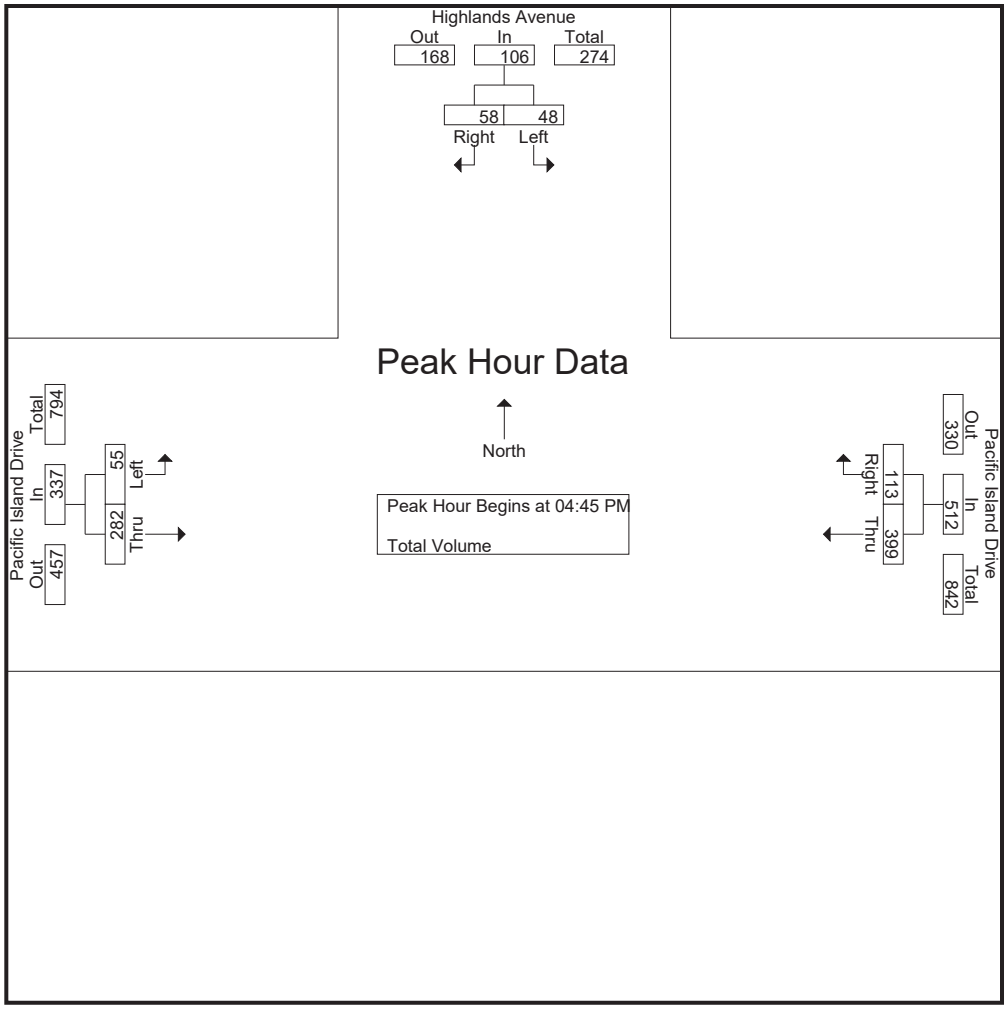

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:45 PM			04:15 PM		
+0 mins.	**14**	**25**	**39**	**108**	35	**143**	9	**78**	87
+15 mins.	7	17	24	92	21	113	13	77	**90**
+30 mins.	12	14	26	98	21	119	10	64	74
+45 mins.	14	18	32	101	**36**	137	**18**	68	86
Total Volume	47	74	121	399	113	512	50	287	337
% App. Total	38.8	61.2		77.9	22.1		14.8	85.2	
PHF	.839	.740	.776	.924	.785	.895	.694	.920	.936

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Pacific Island Drive/Ivy Glenn Dr
Weather: Clear

File Name : 42_LNL_Alicia_Pac Is AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Alicia Parkway Southbound				Ivy Glenn Drive Westbound				Alicia Parkway Northbound				Pacific Island Drive 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	65	26	93	1	3	3	7	6	27	1	34	34	5	22	61	195
07:15 AM	4	101	29	134	1	12	2	15	36	65	0	101	38	3	29	70	320
07:30 AM	5	148	38	191	1	5	2	8	33	52	2	87	98	11	40	149	435
07:45 AM	4	189	41	234	1	2	1	4	25	57	6	88	40	10	41	91	417
Total	15	503	134	652	4	22	8	34	100	201	9	310	210	29	132	371	1367
08:00 AM	1	149	32	182	7	2	5	14	22	89	3	114	43	3	28	74	384
08:15 AM	4	118	39	161	1	2	3	6	29	88	2	119	45	2	31	78	364
08:30 AM	6	139	40	185	6	4	4	14	28	78	6	112	46	8	26	80	391
08:45 AM	6	143	34	183	1	4	6	11	16	87	6	109	52	3	28	83	386
Total	17	549	145	711	15	12	18	45	95	342	17	454	186	16	113	315	1525
Grand Total	32	1052	279	1363	19	34	26	79	195	543	26	764	396	45	245	686	2892
Apprch %	2.3	77.2	20.5		24.1	43	32.9		25.5	71.1	3.4		57.7	6.6	35.7		
Total %	1.1	36.4	9.6	47.1	0.7	1.2	0.9	2.7	6.7	18.8	0.9	26.4	13.7	1.6	8.5	23.7	

	Alicia Parkway Southbound				Ivy Glenn Drive Westbound				Alicia Parkway Northbound				Pacific Island Drive 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**	148	38	191	1	**5**	2	8	**33**	52	2	87	**98**	**11**	40	**149**	**435**
07:45 AM	4	**189**	**41**	**234**	1	2	1	4	25	57	**6**	88	40	10	**41**	91	417
08:00 AM	1	149	32	182	**7**	2	**5**	**14**	22	**89**	3	114	43	3	28	74	384
08:15 AM	4	118	39	161	1	2	3	6	29	88	2	**119**	45	2	31	78	364
Total Volume	14	604	150	768	10	11	11	32	109	286	13	408	226	26	140	392	1600
% App. Total	1.8	78.6	19.5		31.2	34.4	34.4		26.7	70.1	3.2		57.7	6.6	35.7		
PHF	.700	.799	.915	.821	.357	.550	.550	.571	.826	.803	.542	.857	.577	.591	.854	.658	.920

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Pacific Island Drive/Ivy Glenn Dr
Weather: Clear

File Name : 42_LNL_Alicia_Pac Is AM
Site Code : 05722006
Start Date : 1/11/2022
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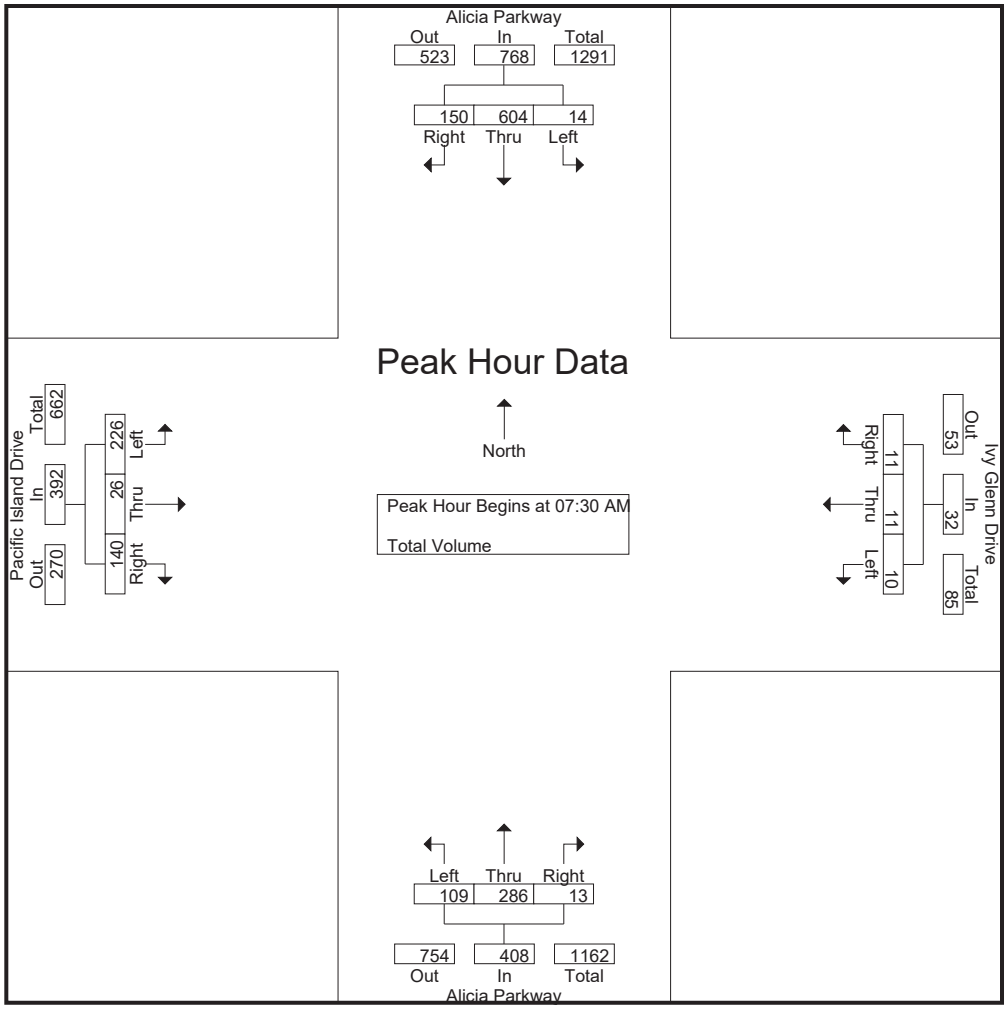

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				08:00 AM				07:30 AM			
+0 mins.	**5**	148	38	191	**7**	2	5	**14**	22	**89**	3	114	**98**	**11**	40	**149**
+15 mins.	4	**189**	**41**	**234**	1	2	3	6	**29**	88	2	**119**	40	10	**41**	91
+30 mins.	1	149	32	182	6	**4**	4	14	28	78	**6**	112	43	3	28	74
+45 mins.	4	118	39	161	1	4	**6**	11	16	87	6	109	45	2	31	78
Total Volume	14	604	150	768	15	12	18	45	95	342	17	454	226	26	140	392
% App. Total	1.8	78.6	19.5		33.3	26.7	40		20.9	75.3	3.7		57.7	6.6	35.7	
PHF	.700	.799	.915	.821	.536	.750	.750	.804	.819	.961	.708	.954	.577	.591	.854	.658

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City of Laguna Niguel
N/S: Alicia Parkway
E/W: Pacific Island Drive/Ivy Glenn Dr
Weather: Clear

File Name : 42_LNL_Alicia_Pac Is PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Alicia Parkway Southbound				Ivy Glenn Drive Westbound				Alicia Parkway Northbound				Pacific Island Drive 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	6	138	51	195	4	9	7	20	33	124	5	162	35	6	32	73	450
04:15 PM	7	143	43	193	13	8	4	25	44	135	6	185	48	8	43	99	502
04:30 PM	6	170	46	222	10	11	3	24	31	126	3	160	44	4	30	78	484
04:45 PM	8	162	83	253	8	9	5	22	51	140	4	195	45	4	29	78	548
Total	27	613	223	863	35	37	19	91	159	525	18	702	172	22	134	328	1984
05:00 PM	3	128	59	190	5	8	8	21	31	145	4	180	45	5	30	80	471
05:15 PM	4	143	57	204	4	6	4	14	45	148	5	198	43	6	30	79	495
05:30 PM	5	160	64	229	5	4	2	11	46	192	4	242	52	3	38	93	575
05:45 PM	2	132	55	189	5	4	4	13	42	131	5	178	31	5	19	55	435
Total	14	563	235	812	19	22	18	59	164	616	18	798	171	19	117	307	1976
Grand Total	41	1176	458	1675	54	59	37	150	323	1141	36	1500	343	41	251	635	3960
Apprch %	2.4	70.2	27.3		36	39.3	24.7		21.5	76.1	2.4		54	6.5	39.5		
Total %	1	29.7	11.6	42.3	1.4	1.5	0.9	3.8	8.2	28.8	0.9	37.9	8.7	1	6.3	16	

	Alicia Parkway Southbound				Ivy Glenn Drive Westbound				Alicia Parkway Northbound				Pacific Island Drive 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 04:45 PM																	
04:45 PM	**8**	**162**	**83**	**253**	**8**	**9**	5	**22**	**51**	140	4	195	45	4	29	78	548
05:00 PM	3	128	59	190	5	8	**8**	21	31	145	4	180	45	5	30	80	471
05:15 PM	4	143	57	204	4	6	4	14	45	148	**5**	198	43	**6**	30	79	495
05:30 PM	5	160	64	229	5	4	2	11	46	**192**	4	**242**	**52**	3	**38**	**93**	**575**
Total Volume	20	593	263	876	22	27	19	68	173	625	17	815	185	18	127	330	2089
% App. Total	2.3	67.7	30		32.4	39.7	27.9		21.2	76.7	2.1		56.1	5.5	38.5		
PHF	.625	.915	.792	.866	.688	.750	.594	.773	.848	.814	.850	.842	.889	.750	.836	.887	.908

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File Name : 42_LNL_Alicia_Pac Is PM
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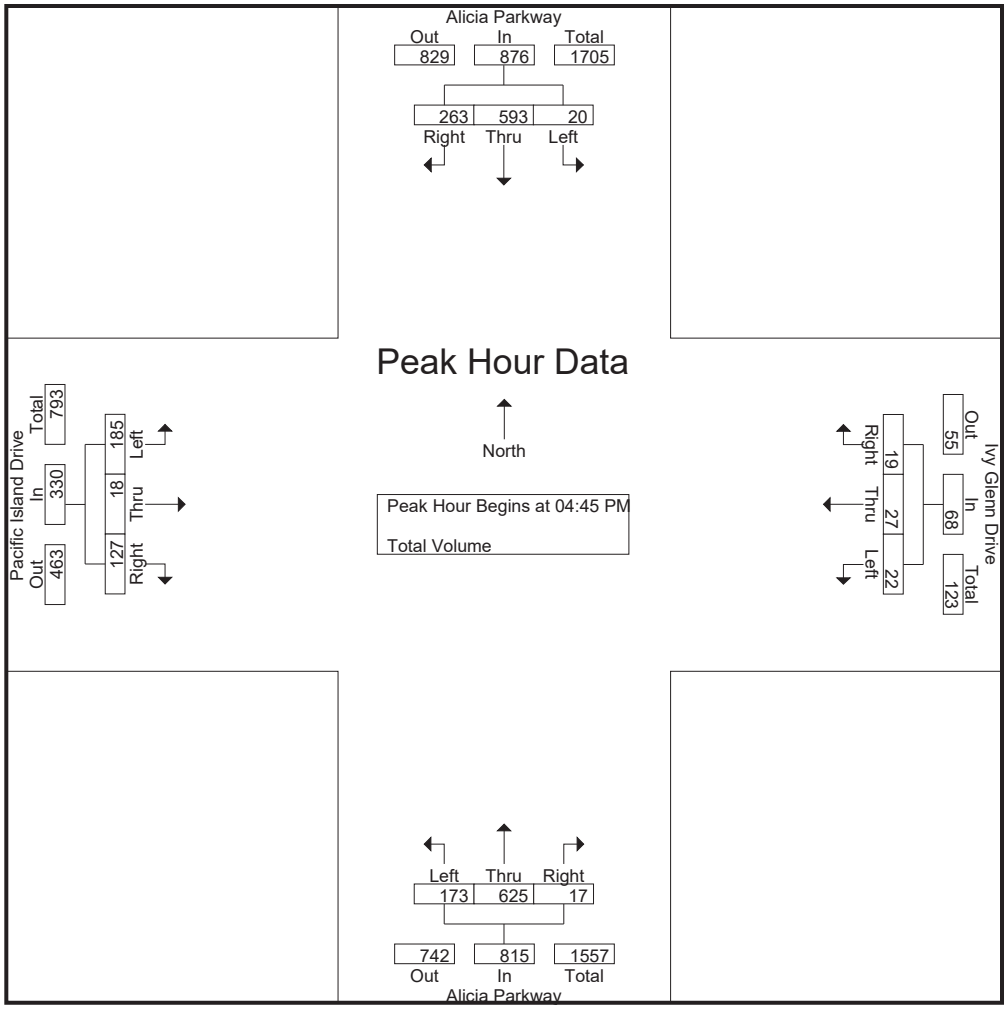

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:45 PM				04:15 PM			
+0 mins.	**8**	**162**	**83**	**253**	**13**	8	4	**25**	**51**	140	4	195	**48**	**8**	**43**	**99**
+15 mins.	3	128	59	190	10	**11**	3	24	31	145	4	180	44	4	30	78
+30 mins.	4	143	57	204	8	9	5	22	45	148	**5**	198	45	4	29	78
+45 mins.	5	160	64	229	5	8	**8**	21	46	**192**	4	**242**	45	5	30	80
Total Volume	20	593	263	876	36	36	20	92	173	625	17	815	182	21	132	335
% App. Total	2.3	67.7	30		39.1	39.1	21.7		21.2	76.7	2.1		54.3	6.3	39.4	
PHF	.625	.915	.792	.866	.692	.818	.625	.920	.848	.814	.850	.842	.948	.656	.767	.846

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City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Niguel Road
Weather: Clear

File Name : 43_LNL_Crown_Niguel AM
Site Code : 05722006
Start Date : 1/11/2022

Groups Printed- Total Volume

	Crown Valley Parkway Southbound				Niguel Road Westbound				Crown Valley Parkway Northbound				Niguel 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	20	33	3	56	32	55	21	108	15	48	43	106	5	72	3	80	350
07:15 AM	37	42	2	81	28	109	45	182	19	81	64	164	9	115	5	129	556
07:30 AM	62	76	4	142	41	100	42	183	24	87	63	174	4	121	10	135	634
07:45 AM	40	72	4	116	63	142	50	255	15	115	78	208	8	109	11	128	707
Total	159	223	13	395	164	406	158	728	73	331	248	652	26	417	29	472	2247
08:00 AM	42	52	4	98	38	113	52	203	16	88	84	188	7	115	5	127	616
08:15 AM	67	63	7	137	64	124	50	238	15	102	67	184	11	122	12	145	704
08:30 AM	55	49	4	108	51	140	57	248	23	80	57	160	13	133	8	154	670
08:45 AM	40	64	12	116	63	155	42	260	17	113	74	204	17	88	8	113	693
Total	204	228	27	459	216	532	201	949	71	383	282	736	48	458	33	539	2683
Grand Total	363	451	40	854	380	938	359	1677	144	714	530	1388	74	875	62	1011	4930
Apprch %	42.5	52.8	4.7		22.7	55.9	21.4		10.4	51.4	38.2		7.3	86.5	6.1		
Total %	7.4	9.1	0.8	17.3	7.7	19	7.3	34	2.9	14.5	10.8	28.2	1.5	17.7	1.3	20.5	

	Crown Valley Parkway Southbound				Niguel Road Westbound				Crown Valley Parkway Northbound				Niguel 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	40	**72**	4	116	63	**142**	50	**255**	15	**115**	78	**208**	8	109	11	128	**707**
08:00 AM	42	52	4	98	38	113	52	203	16	88	**84**	188	7	115	5	127	616
08:15 AM	**67**	63	**7**	**137**	**64**	124	50	238	15	102	67	184	11	122	**12**	145	704
08:30 AM	55	49	4	108	51	140	**57**	248	**23**	80	57	160	**13**	**133**	8	**154**	670
Total Volume	204	236	19	459	216	519	209	944	69	385	286	740	39	479	36	554	2697
% App. Total	44.4	51.4	4.1		22.9	55	22.1		9.3	52	38.6		7	86.5	6.5		
PHF	.761	.819	.679	.838	.844	.914	.917	.925	.750	.837	.851	.889	.750	.900	.750	.899	.954

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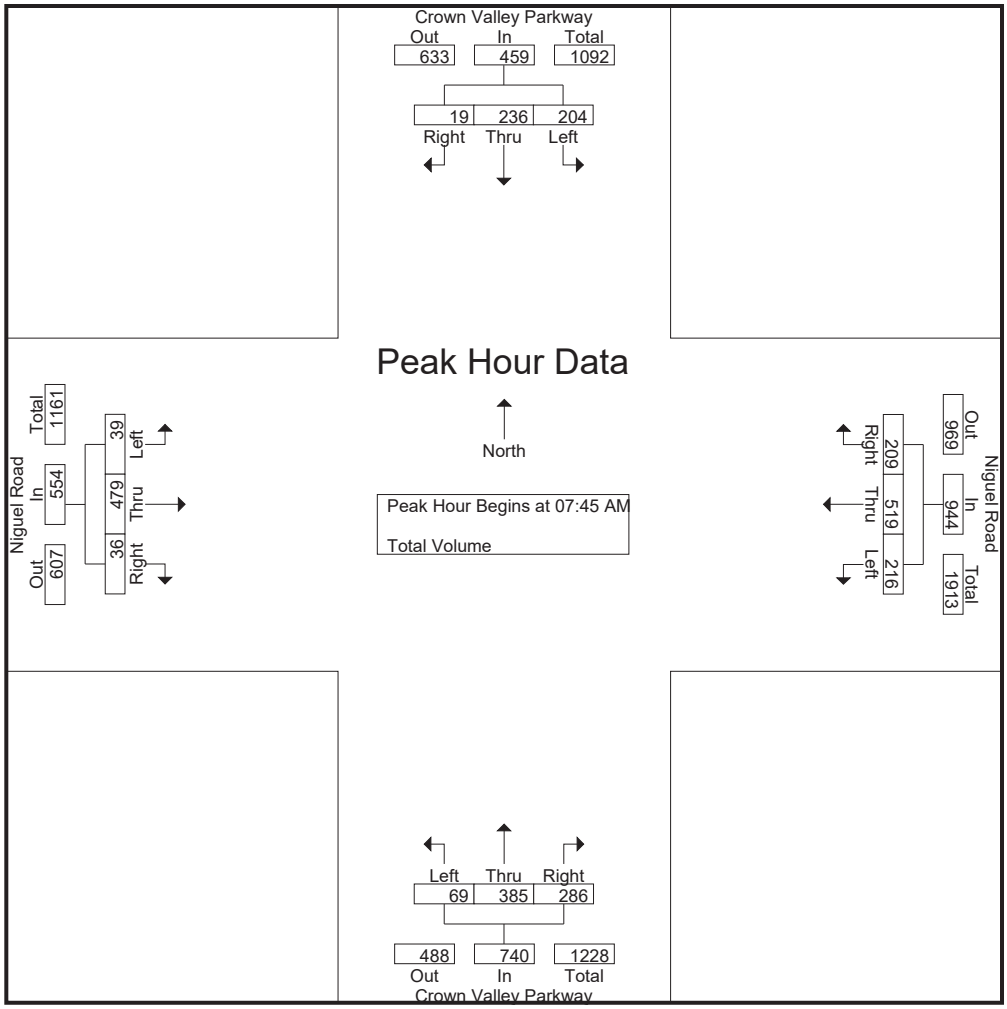
City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Niguel Road
Weather: Clear

File Name : 43_LNL_Crown_Niguel AM
Site Code : 05722006
Start Date : 1/11/2022



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				07:30 AM				07:45 AM			
+0 mins.	62	**76**	4	**142**	38	113	52	203	**24**	87	63	174	8	109	11	128
+15 mins.	40	72	4	116	**64**	124	50	238	15	**115**	78	**208**	7	115	5	127
+30 mins.	42	52	4	98	51	140	**57**	248	16	88	**84**	188	11	122	**12**	145
+45 mins.	**67**	63	**7**	137	63	**155**	42	**260**	15	102	67	184	**13**	**133**	8	**154**
Total Volume	211	263	19	493	216	532	201	949	70	392	292	754	39	479	36	554
% App. Total	42.8	53.3	3.9		22.8	56.1	21.2		9.3	52	38.7		7	86.5	6.5	
PHF	.787	.865	.679	.868	.844	.858	.882	.913	.729	.852	.869	.906	.750	.900	.750	.899

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City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Niguel Road
Weather: Clear

File Name : 43_LNL_Crown_Niguel PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Crown Valley Parkway Southbound				Niguel Road Westbound				Crown Valley Parkway Northbound				Niguel 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	51	88	11	150	74	161	59	294	19	107	53	179	27	201	29	257	880
04:15 PM	57	82	11	150	54	159	56	269	29	113	57	199	25	208	27	260	878
04:30 PM	54	68	8	130	75	175	57	307	23	122	64	209	17	165	30	212	858
04:45 PM	58	100	8	166	56	175	72	303	19	116	47	182	16	177	26	219	870
Total	220	338	38	596	259	670	244	1173	90	458	221	769	85	751	112	948	3486
05:00 PM	65	88	13	166	72	131	49	252	38	81	50	169	16	179	30	225	812
05:15 PM	49	73	8	130	78	141	61	280	27	96	54	177	16	179	31	226	813
05:30 PM	39	102	5	146	72	121	55	248	25	94	69	188	14	201	19	234	816
05:45 PM	53	63	6	122	69	146	58	273	20	78	52	150	12	168	23	203	748
Total	206	326	32	564	291	539	223	1053	110	349	225	684	58	727	103	888	3189
Grand Total	426	664	70	1160	550	1209	467	2226	200	807	446	1453	143	1478	215	1836	6675
Apprch %	36.7	57.2	6		24.7	54.3	21		13.8	55.5	30.7		7.8	80.5	11.7		
Total %	6.4	9.9	1	17.4	8.2	18.1	7	33.3	3	12.1	6.7	21.8	2.1	22.1	3.2	27.5	

	Crown Valley Parkway Southbound				Niguel Road Westbound				Crown Valley Parkway Northbound				Niguel 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	51	88	**11**	150	74	161	59	294	19	107	53	179	**27**	201	29	257	**880**
04:15 PM	57	82	11	150	54	159	56	269	**29**	113	57	199	25	**208**	27	**260**	878
04:30 PM	54	68	8	130	**75**	**175**	57	**307**	23	**122**	**64**	**209**	17	165	**30**	212	858
04:45 PM	**58**	**100**	8	**166**	56	175	**72**	303	19	116	47	182	16	177	26	219	870
Total Volume	220	338	38	596	259	670	244	1173	90	458	221	769	85	751	112	948	3486
% App. Total	36.9	56.7	6.4		22.1	57.1	20.8		11.7	59.6	28.7		9	79.2	11.8		
PHF	.948	.845	.864	.898	.863	.957	.847	.955	.776	.939	.863	.920	.787	.903	.933	.912	.990

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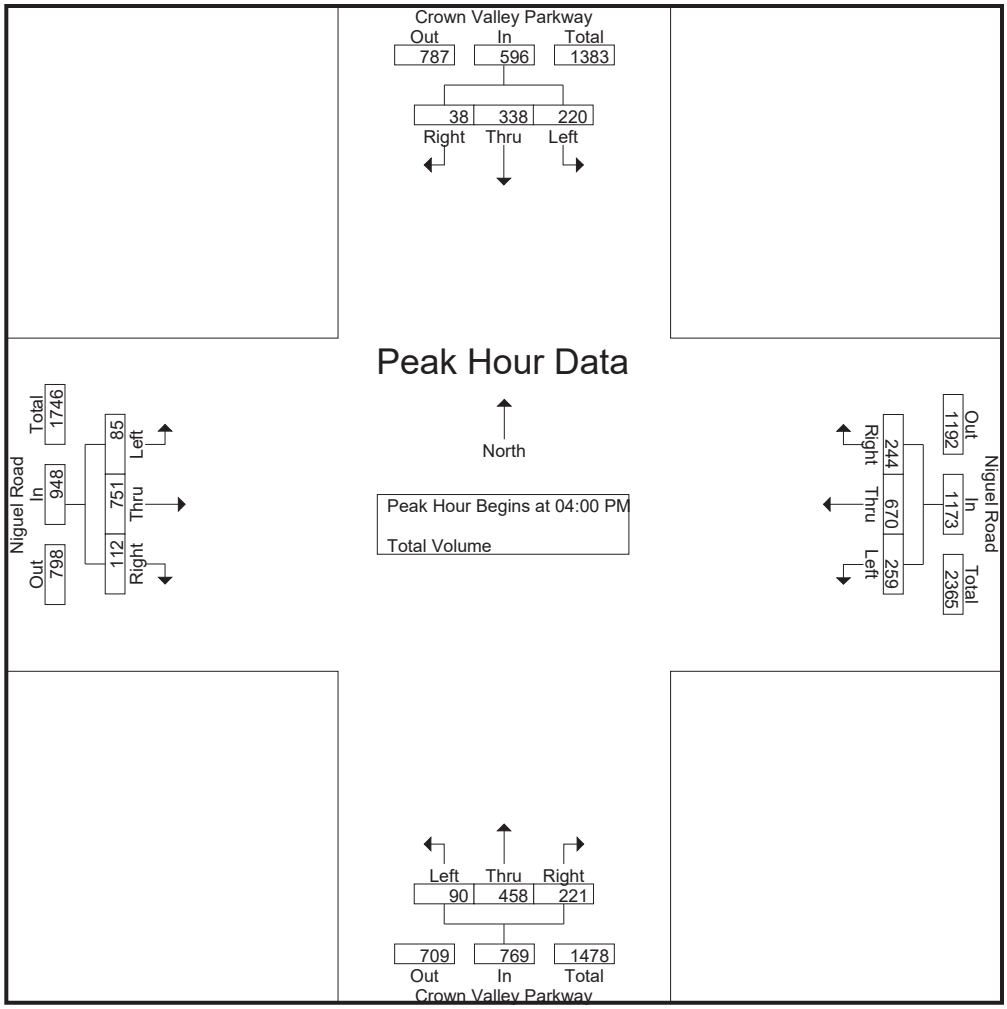
City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Niguel Road
Weather: Clear

File Name : 43_LNL_Crown_Niguel PM
Site Code : 05722006
Start Date : 1/11/2022



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				04:00 PM			
+0 mins.	57	82	11	150	74	161	59	294	19	107	53	179	**27**	201	29	257
+15 mins.	54	68	8	130	54	159	56	269	**29**	113	57	199	25	**208**	27	**260**
+30 mins.	58	**100**	8	**166**	**75**	**175**	57	**307**	23	**122**	**64**	**209**	17	165	**30**	212
+45 mins.	**65**	88	**13**	166	56	175	**72**	303	19	116	47	182	16	177	26	219
Total Volume	234	338	40	612	259	670	244	1173	90	458	221	769	85	751	112	948
% App. Total	38.2	55.2	6.5		22.1	57.1	20.8		11.7	59.6	28.7		9	79.2	11.8	
PHF	.900	.845	.769	.922	.863	.957	.847	.955	.776	.939	.863	.920	.787	.903	.933	.912

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City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Alicia Parkway
Weather: Clear

File Name : 44_LNL_Crown_Alicia AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Crown Valley Parkway Southbound				Crown Valley Mall Driveway Westbound				Crown Valley Parkway Northbound				Alicia Parkway 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	53	7	65	1	2	5	8	28	59	1	88	17	4	68	89	250
07:15 AM	1	80	37	118	0	4	2	6	72	98	3	173	24	5	81	110	407
07:30 AM	10	92	21	123	2	5	4	11	51	86	2	139	31	7	108	146	419
07:45 AM	4	118	19	141	0	6	2	8	83	94	3	180	33	15	144	192	521
Total	20	343	84	447	3	17	13	33	234	337	9	580	105	31	401	537	1597
08:00 AM	10	109	26	145	2	3	3	8	82	88	3	173	22	5	114	141	467
08:15 AM	8	102	19	129	2	5	7	14	108	120	3	231	23	5	105	133	507
08:30 AM	8	133	19	160	2	11	3	16	83	110	2	195	20	11	107	138	509
08:45 AM	7	146	15	168	2	12	4	18	92	80	7	179	27	15	115	157	522
Total	33	490	79	602	8	31	17	56	365	398	15	778	92	36	441	569	2005
Grand Total	53	833	163	1049	11	48	30	89	599	735	24	1358	197	67	842	1106	3602
Apprch %	5.1	79.4	15.5		12.4	53.9	33.7		44.1	54.1	1.8		17.8	6.1	76.1		
Total %	1.5	23.1	4.5	29.1	0.3	1.3	0.8	2.5	16.6	20.4	0.7	37.7	5.5	1.9	23.4	30.7	

	Crown Valley Parkway Southbound				Crown Valley Mall Driveway Westbound				Crown Valley Parkway Northbound				Alicia Parkway 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 08:00 AM																	
08:00 AM	**10**	109	**26**	145	**2**	3	3	8	82	88	3	173	22	5	114	141	467
08:15 AM	8	102	19	129	2	5	**7**	14	**108**	**120**	3	**231**	23	5	105	133	507
08:30 AM	8	133	19	160	2	11	3	16	83	110	2	195	20	11	107	138	509
08:45 AM	7	**146**	15	**168**	2	**12**	4	**18**	92	80	**7**	179	**27**	**15**	**115**	**157**	**522**
Total Volume	33	490	79	602	8	31	17	56	365	398	15	778	92	36	441	569	2005
% App. Total	5.5	81.4	13.1		14.3	55.4	30.4		46.9	51.2	1.9		16.2	6.3	77.5		
PHF	.825	.839	.760	.896	1.00	.646	.607	.778	.845	.829	.536	.842	.852	.600	.959	.906	.960

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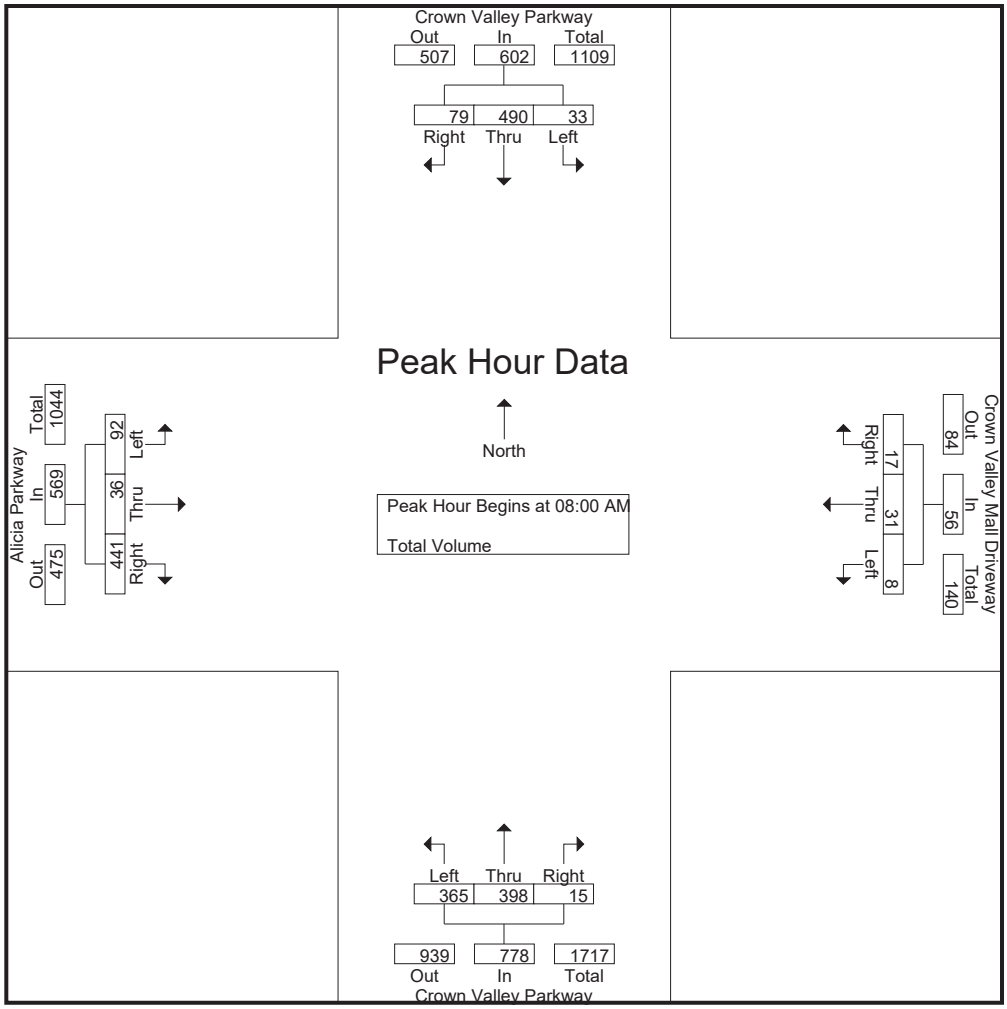
City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Alicia Parkway
Weather: Clear

File Name : 44_LNL_Crown_Alicia AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	08:00 AM				08:00 AM				07:45 AM				07:30 AM			
+0 mins.	**10**	109	**26**	145	**2**	3	3	8	83	94	**3**	180	31	7	108	146
+15 mins.	8	102	19	129	2	5	**7**	14	82	88	3	173	**33**	**15**	**144**	**192**
+30 mins.	8	133	19	160	2	11	3	16	**108**	**120**	3	**231**	22	5	114	141
+45 mins.	7	**146**	15	**168**	2	**12**	4	**18**	83	110	2	195	23	5	105	133
Total Volume	33	490	79	602	8	31	17	56	356	412	11	779	109	32	471	612
% App. Total	5.5	81.4	13.1		14.3	55.4	30.4		45.7	52.9	1.4		17.8	5.2	77	
PHF	.825	.839	.760	.896	1.000	.646	.607	.778	.824	.858	.917	.843	.826	.533	.818	.797

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City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Alicia Parkway
Weather: Clear

File Name : 44_LNL_Crown_Alicia PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Crown Valley Parkway Southbound				Crown Valley Mall Driveway Westbound				Crown Valley Parkway Northbound				Alicia Parkway 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	27	106	27	160	5	27	14	46	127	164	13	304	47	16	102	165	675
04:15 PM	27	145	40	212	6	19	22	47	127	187	11	325	41	20	134	195	779
04:30 PM	19	149	20	188	9	21	18	48	120	160	15	295	33	22	140	195	726
04:45 PM	21	167	36	224	7	20	17	44	123	142	10	275	28	20	141	189	732
Total	94	567	123	784	27	87	71	185	497	653	49	1199	149	78	517	744	2912
05:00 PM	21	107	32	160	11	15	19	45	102	156	14	272	34	24	114	172	649
05:15 PM	20	116	32	168	6	25	24	55	122	153	9	284	29	20	134	183	690
05:30 PM	18	82	38	138	16	27	17	60	144	168	14	326	36	33	126	195	719
05:45 PM	26	113	31	170	3	19	16	38	102	139	7	248	20	17	113	150	606
Total	85	418	133	636	36	86	76	198	470	616	44	1130	119	94	487	700	2664
Grand Total	179	985	256	1420	63	173	147	383	967	1269	93	2329	268	172	1004	1444	5576
Apprch %	12.6	69.4	18		16.4	45.2	38.4		41.5	54.5	4		18.6	11.9	69.5		
Total %	3.2	17.7	4.6	25.5	1.1	3.1	2.6	6.9	17.3	22.8	1.7	41.8	4.8	3.1	18	25.9	

	Crown Valley Parkway Southbound				Crown Valley Mall Driveway Westbound				Crown Valley Parkway Northbound				Alicia Parkway 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	**27**	106	27	160	5	**27**	14	46	**127**	164	13	304	**47**	16	102	165	675
04:15 PM	27	145	**40**	212	6	19	**22**	47	127	**187**	11	**325**	41	20	134	**195**	**779**
04:30 PM	19	149	20	188	**9**	21	18	**48**	120	160	**15**	295	33	**22**	140	195	726
04:45 PM	21	**167**	36	**224**	7	20	17	44	123	142	10	275	28	20	**141**	189	732
Total Volume	94	567	123	784	27	87	71	185	497	653	49	1199	149	78	517	744	2912
% App. Total	12	72.3	15.7		14.6	47	38.4		41.5	54.5	4.1		20	10.5	69.5		
PHF	.870	.849	.769	.875	.750	.806	.807	.964	.978	.873	.817	.922	.793	.886	.917	.954	.935

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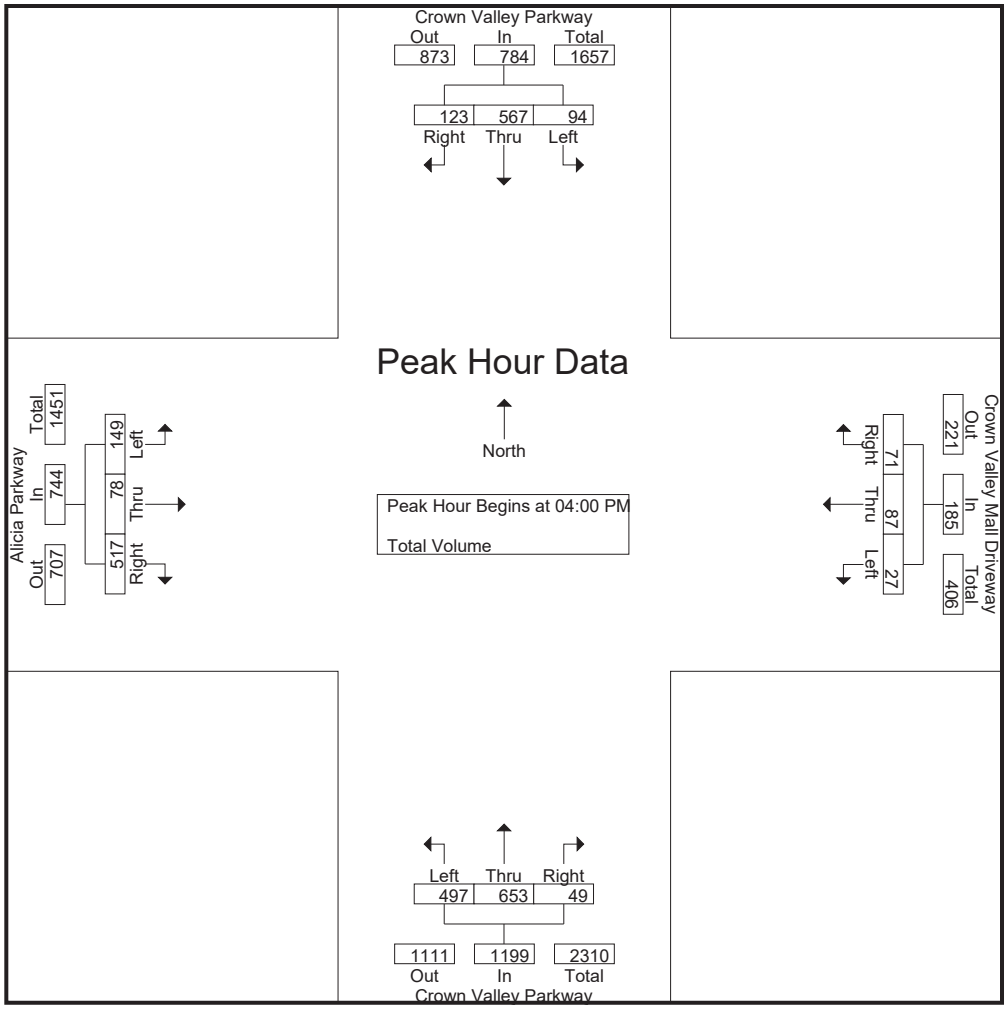
City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Alicia Parkway
Weather: Clear

File Name : 44_LNL_Crown_Alicia PM
Site Code : 05722006
Start Date : 1/11/2022
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:

	04:00 PM				04:45 PM				04:00 PM				04:15 PM			
+0 mins.	**27**	106	27	160	7	20	17	44	**127**	164	13	304	**41**	20	134	**195**
+15 mins.	27	145	**40**	212	11	15	19	45	127	**187**	11	**325**	33	22	140	195
+30 mins.	19	149	20	188	6	25	**24**	55	120	160	**15**	295	28	20	**141**	189
+45 mins.	21	**167**	36	**224**	**16**	**27**	17	**60**	123	142	10	275	34	**24**	114	172
Total Volume	94	567	123	784	40	87	77	204	497	653	49	1199	136	86	529	751
% App. Total	12	72.3	15.7		19.6	42.6	37.7		41.5	54.5	4.1		18.1	11.5	70.4	
PHF	.870	.849	.769	.875	.625	.806	.802	.850	.978	.873	.817	.922	.829	.896	.938	.963

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City of Laguna Niguel
N/S: Pacific Island Drive
E/W: Club House Drive
Weather: Clear

File Name : 45_LNL_Club_Pac Is AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Pacific Island Drive Southbound				Club House Drive Westbound				Pacific Island Drive Northbound				Club House Drive 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	27	5	34	2	1	9	12	0	27	2	29	7	2	1	10	85
07:15 AM	7	33	2	42	1	0	29	30	3	43	1	47	6	1	1	8	127
07:30 AM	16	48	4	68	3	0	36	39	0	60	1	61	8	1	6	15	183
07:45 AM	5	58	2	65	1	1	19	21	1	51	3	55	9	1	4	14	155
Total	30	166	13	209	7	2	93	102	4	181	7	192	30	5	12	47	550
08:00 AM	8	57	1	66	1	2	9	12	0	50	3	53	12	0	2	14	145
08:15 AM	10	50	5	65	1	1	16	18	0	53	1	54	10	2	1	13	150
08:30 AM	10	45	6	61	1	2	20	23	0	47	2	49	6	2	1	9	142
08:45 AM	11	43	1	55	2	1	12	15	1	49	3	53	8	0	1	9	132
Total	39	195	13	247	5	6	57	68	1	199	9	209	36	4	5	45	569
Grand Total	69	361	26	456	12	8	150	170	5	380	16	401	66	9	17	92	1119
Apprch %	15.1	79.2	5.7		7.1	4.7	88.2		1.2	94.8	4		71.7	9.8	18.5		
Total %	6.2	32.3	2.3	40.8	1.1	0.7	13.4	15.2	0.4	34	1.4	35.8	5.9	0.8	1.5	8.2	

	Pacific Island Drive Southbound				Club House Drive Westbound				Pacific Island Drive Northbound				Club House Drive 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	**16**	48	4	**68**	**3**	0	**36**	**39**	0	**60**	1	**61**	8	1	**6**	**15**	**183**
07:45 AM	5	**58**	2	65	1	1	19	21	**1**	51	**3**	55	9	1	4	14	155
08:00 AM	8	57	1	66	1	**2**	9	12	0	50	3	53	**12**	0	2	14	145
08:15 AM	10	50	**5**	65	1	1	16	18	0	53	1	54	10	**2**	1	13	150
Total Volume	39	213	12	264	6	4	80	90	1	214	8	223	39	4	13	56	633
% App. Total	14.8	80.7	4.5		6.7	4.4	88.9		0.4	96	3.6		69.6	7.1	23.2		
PHF	.609	.918	.600	.971	.500	.500	.556	.577	.250	.892	.667	.914	.813	.500	.542	.933	.865

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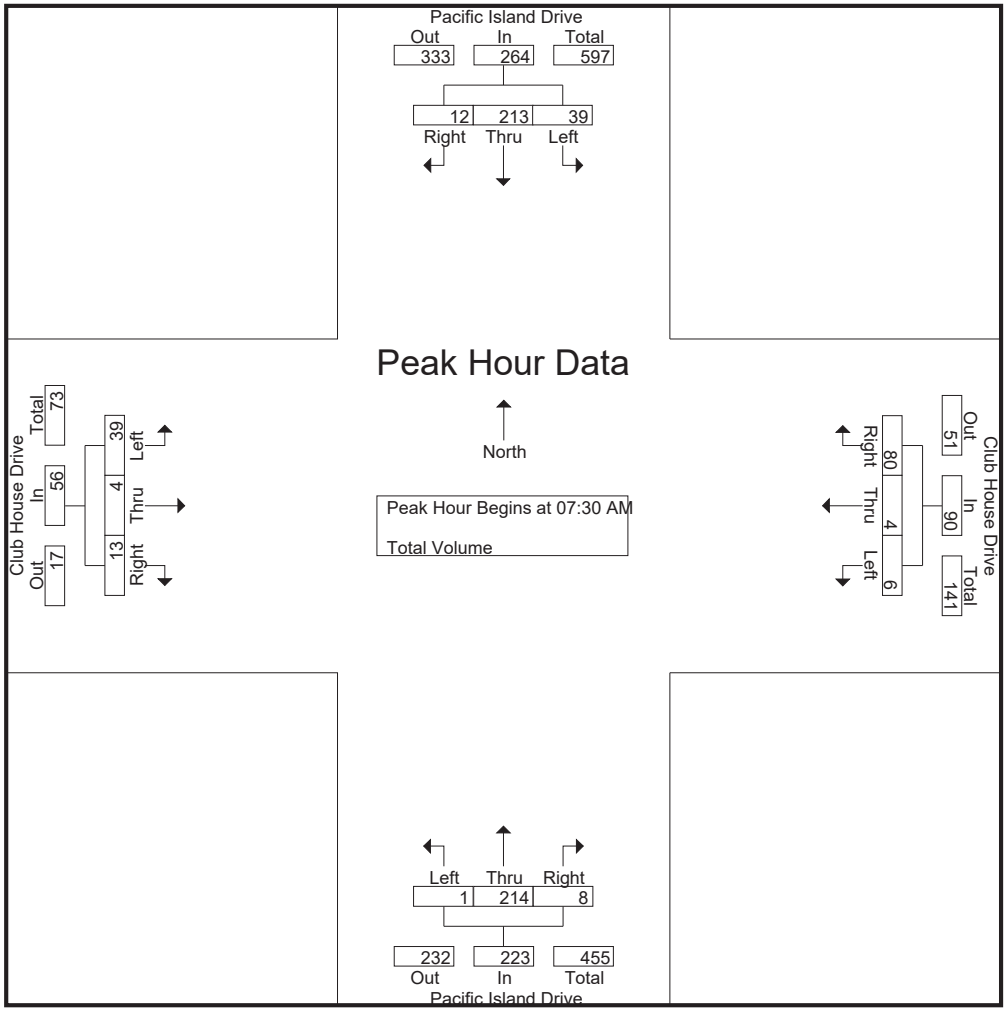
City of Laguna Niguel
N/S: Pacific Island Drive
E/W: Club House Drive
Weather: Clear

File Name : 45_LNL_Club_Pac Is AM
Site Code : 05722006
Start Date : 1/11/2022
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				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	**16**	48	4	**68**	2	**1**	9	12	0	**60**	1	**61**	8	1	**6**	**15**
+15 mins.	5	**58**	2	65	1	0	29	30	**1**	51	**3**	55	9	1	4	14
+30 mins.	8	57	1	66	**3**	0	**36**	**39**	0	50	3	53	**12**	0	2	14
+45 mins.	10	50	**5**	65	1	1	19	21	0	53	1	54	10	**2**	1	13
Total Volume	39	213	12	264	7	2	93	102	1	214	8	223	39	4	13	56
% App. Total	14.8	80.7	4.5		6.9	2	91.2		0.4	96	3.6		69.6	7.1	23.2	
PHF	.609	.918	.600	.971	.583	.500	.646	.654	.250	.892	.667	.914	.813	.500	.542	.933

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File Name : 45_LNL_Club_Pac Is PM
Site Code : 05722006
Start Date : 1/11/2022
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Groups Printed- Total Volume

	Pacific Island Drive Southbound				Club House Drive Westbound				Pacific Island Drive Northbound				Club House Drive 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	69	6	88	1	0	18	19	1	56	2	59	7	1	4	12	178
04:15 PM	18	63	3	84	2	1	10	13	1	57	3	61	9	2	1	12	170
04:30 PM	26	70	3	99	0	1	14	15	5	58	0	63	11	1	0	12	189
04:45 PM	26	85	7	118	0	2	9	11	3	51	3	57	7	0	0	7	193
Total	83	287	19	389	3	4	51	58	10	222	8	240	34	4	5	43	730
05:00 PM	18	66	6	90	2	0	13	15	2	56	1	59	10	1	4	15	179
05:15 PM	24	68	3	95	2	1	12	15	2	55	2	59	8	1	0	9	178
05:30 PM	22	68	8	98	2	0	18	20	3	69	2	74	6	0	2	8	200
05:45 PM	14	68	5	87	2	0	8	10	0	46	3	49	3	1	1	5	151
Total	78	270	22	370	8	1	51	60	7	226	8	241	27	3	7	37	708
Grand Total	161	557	41	759	11	5	102	118	17	448	16	481	61	7	12	80	1438
Apprch %	21.2	73.4	5.4		9.3	4.2	86.4		3.5	93.1	3.3		76.2	8.8	15		
Total %	11.2	38.7	2.9	52.8	0.8	0.3	7.1	8.2	1.2	31.2	1.1	33.4	4.2	0.5	0.8	5.6	

	Pacific Island Drive Southbound				Club House Drive Westbound				Pacific Island Drive Northbound				Club House Drive 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 04:45 PM																	
04:45 PM	**26**	**85**	7	**118**	0	**2**	9	11	**3**	51	**3**	57	7	0	0	7	193
05:00 PM	18	66	6	90	**2**	0	13	15	2	56	1	59	**10**	**1**	**4**	**15**	179
05:15 PM	24	68	3	95	2	1	12	15	2	55	2	59	8	1	0	9	178
05:30 PM	22	68	**8**	98	2	0	**18**	**20**	3	**69**	2	**74**	6	0	2	8	**200**
Total Volume	90	287	24	401	6	3	52	61	10	231	8	249	31	2	6	39	750
% App. Total	22.4	71.6	6		9.8	4.9	85.2		4	92.8	3.2		79.5	5.1	15.4		
PHF	.865	.844	.750	.850	.750	.375	.722	.763	.833	.837	.667	.841	.775	.500	.375	.650	.938

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File Name : 45_LNL_Club_Pac Is PM
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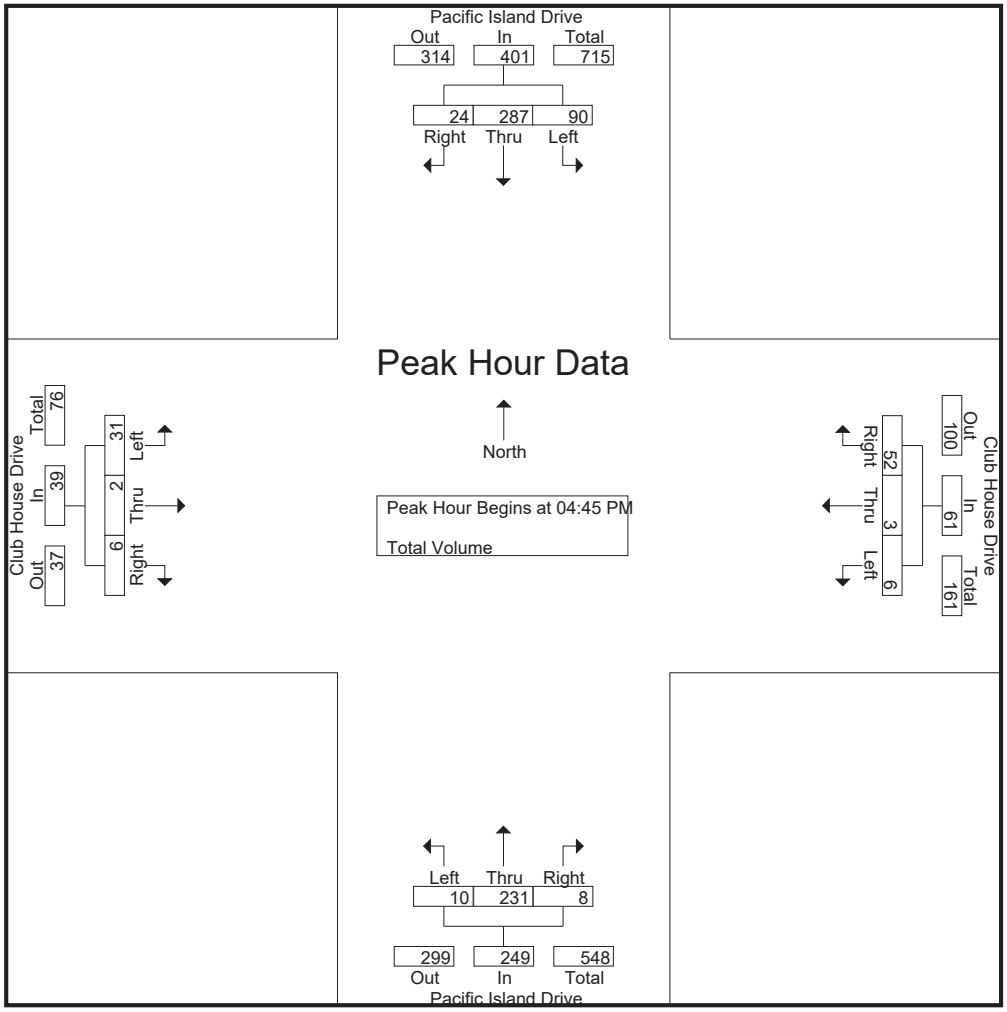

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:45 PM				04:15 PM			
+0 mins.	**26**	70	3	99	0	**2**	9	11	**3**	51	**3**	57	9	**2**	1	12
+15 mins.	26	**85**	**7**	**118**	**2**	0	13	15	2	56	1	59	**11**	1	0	12
+30 mins.	18	66	6	90	2	1	12	15	2	55	2	59	7	0	0	7
+45 mins.	24	68	3	95	2	0	**18**	**20**	3	**69**	2	**74**	10	1	**4**	**15**
Total Volume	94	289	19	402	6	3	52	61	10	231	8	249	37	4	5	46
% App. Total	23.4	71.9	4.7		9.8	4.9	85.2		4	92.8	3.2		80.4	8.7	10.9	
PHF	.904	.850	.679	.852	.750	.375	.722	.763	.833	.837	.667	.841	.841	.500	.313	.767

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City of Laguna Niguel
N/S: Niguel Road
E/W: Marina Hills Drive
Weather: Clear

File Name : 46_LNL_Niguel_Marina AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Niguel Road Southbound			Marina Hills Drive Westbound			Niguel Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	15	43	58	23	25	48	63	13	76	182
07:15 AM	22	46	68	67	49	116	83	17	100	284
07:30 AM	39	105	144	82	51	133	86	51	137	414
07:45 AM	29	75	104	46	58	104	120	55	175	383
Total	105	269	374	218	183	401	352	136	488	1263
08:00 AM	28	56	84	32	60	92	112	37	149	325
08:15 AM	39	70	109	40	54	94	105	39	144	347
08:30 AM	28	70	98	45	48	93	87	29	116	307
08:45 AM	34	74	108	39	52	91	102	42	144	343
Total	129	270	399	156	214	370	406	147	553	1322
Grand Total	234	539	773	374	397	771	758	283	1041	2585
Apprch %	30.3	69.7		48.5	51.5		72.8	27.2		
Total %	9.1	20.9	29.9	14.5	15.4	29.8	29.3	10.9	40.3	

	Niguel Road Southbound			Marina Hills Drive Westbound			Niguel Road 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	**39**	**105**	**144**	**82**	51	**133**	86	51	137	**414**
07:45 AM	29	75	104	46	58	104	**120**	**55**	**175**	383
08:00 AM	28	56	84	32	**60**	92	112	37	149	325
08:15 AM	39	70	109	40	54	94	105	39	144	347
Total Volume	135	306	441	200	223	423	423	182	605	1469
% App. Total	30.6	69.4		47.3	52.7		69.9	30.1		
PHF	.865	.729	.766	.610	.929	.795	.881	.827	.864	.887

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City of Laguna Niguel
N/S: Niguel Road
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Weather: Clear

File Name : 46_LNL_Niguel_Marina AM
Site Code : 05722006
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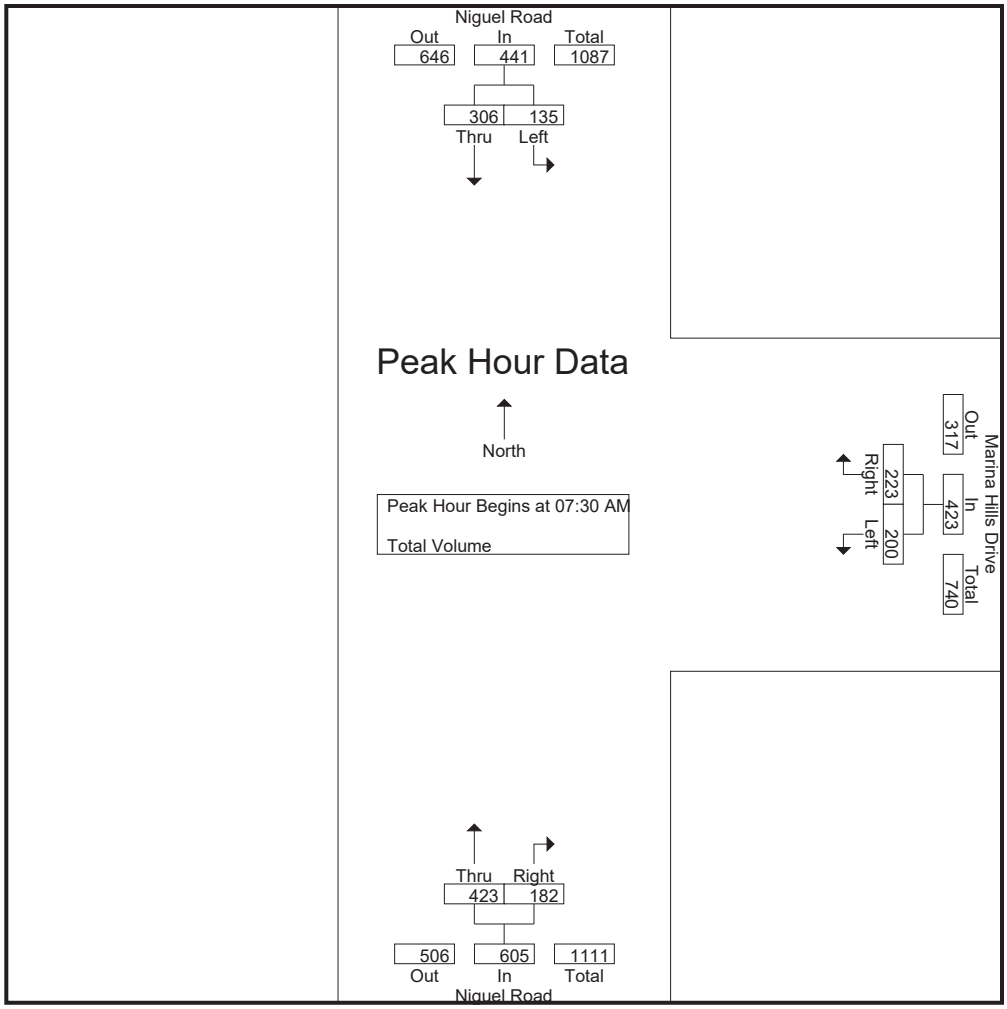

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:30 AM		
+0 mins.	**39**	**105**	**144**	67	49	116	86	51	137
+15 mins.	29	75	104	**82**	51	**133**	**120**	**55**	**175**
+30 mins.	28	56	84	46	58	104	112	37	149
+45 mins.	39	70	109	32	**60**	92	105	39	144
Total Volume	135	306	441	227	218	445	423	182	605
% App. Total	30.6	69.4		51	49		69.9	30.1	
PHF	.865	.729	.766	.692	.908	.836	.881	.827	.864

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City of Laguna Niguel
N/S: Niguel Road
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File Name : 46_LNL_Niguel_Marina PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Niguel Road Southbound			Marina Hills Drive Westbound			Niguel Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	49	97	146	37	52	89	88	41	129	364
04:15 PM	55	106	161	45	63	108	115	44	159	428
04:30 PM	63	93	156	51	57	108	96	32	128	392
04:45 PM	74	102	176	42	52	94	113	58	171	441
Total	241	398	639	175	224	399	412	175	587	1625
05:00 PM	63	97	160	35	48	83	106	49	155	398
05:15 PM	60	107	167	27	41	68	109	64	173	408
05:30 PM	59	92	151	19	46	65	117	56	173	389
05:45 PM	56	99	155	34	50	84	86	51	137	376
Total	238	395	633	115	185	300	418	220	638	1571
Grand Total	479	793	1272	290	409	699	830	395	1225	3196
Apprch %	37.7	62.3		41.5	58.5		67.8	32.2		
Total %	15	24.8	39.8	9.1	12.8	21.9	26	12.4	38.3	

	Niguel Road Southbound			Marina Hills Drive Westbound			Niguel Road 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 04:15 PM										
04:15 PM	55	**106**	161	45	**63**	**108**	**115**	44	159	428
04:30 PM	63	93	156	**51**	57	108	96	32	128	392
04:45 PM	**74**	102	**176**	42	52	94	113	**58**	**171**	**441**
05:00 PM	63	97	160	35	48	83	106	49	155	398
Total Volume	255	398	653	173	220	393	430	183	613	1659
% App. Total	39.1	60.9		44	56		70.1	29.9		
PHF	.861	.939	.928	.848	.873	.910	.935	.789	.896	.940

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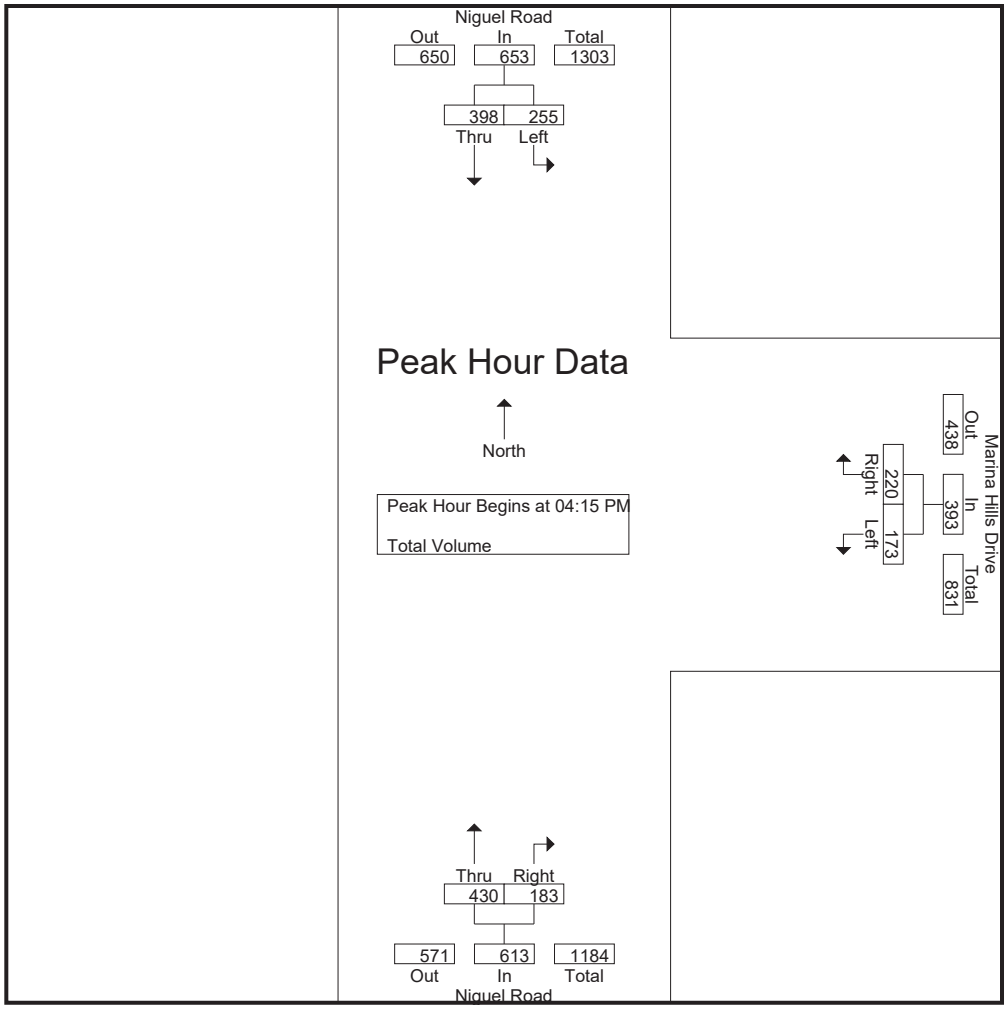

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:45 PM		
+0 mins.	63	93	156	37	52	89	113	58	171
+15 mins.	**74**	102	**176**	45	**63**	**108**	106	49	155
+30 mins.	63	97	160	**51**	57	108	109	**64**	**173**
+45 mins.	60	**107**	167	42	52	94	**117**	56	173
Total Volume	260	399	659	175	224	399	445	227	672
% App. Total	39.5	60.5		43.9	56.1		66.2	33.8	
PHF	.878	.932	.936	.858	.889	.924	.951	.887	.971

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City of Laguna Niguel
N/S: Golden Lantern
E/W: Marina Hills Dr/Camino Los Padres
Weather: Clear

File Name : 47_LNL_Golden_Marina AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Golden Lantern Southbound				Camino Los Padres Westbound				Golden Lantern Northbound				Marina Hills Drive 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	128	12	142	0	0	4	4	3	123	1	127	52	0	22	74	347
07:15 AM	1	223	23	247	1	0	3	4	20	185	0	205	67	0	61	128	584
07:30 AM	1	271	32	304	2	1	4	7	35	277	0	312	92	0	75	167	790
07:45 AM	0	191	47	238	3	0	4	7	38	300	1	339	98	1	38	137	721
Total	4	813	114	931	6	1	15	22	96	885	2	983	309	1	196	506	2442
08:00 AM	3	167	38	208	2	0	16	18	31	277	0	308	94	2	22	118	652
08:15 AM	2	213	54	269	2	2	6	10	25	289	0	314	120	2	24	146	739
08:30 AM	3	244	50	297	3	1	1	5	18	218	0	236	84	0	23	107	645
08:45 AM	2	165	48	215	0	1	2	3	16	187	0	203	70	2	22	94	515
Total	10	789	190	989	7	4	25	36	90	971	0	1061	368	6	91	465	2551
Grand Total	14	1602	304	1920	13	5	40	58	186	1856	2	2044	677	7	287	971	4993
Apprch %	0.7	83.4	15.8		22.4	8.6	69		9.1	90.8	0.1		69.7	0.7	29.6		
Total %	0.3	32.1	6.1	38.5	0.3	0.1	0.8	1.2	3.7	37.2	0	40.9	13.6	0.1	5.7	19.4	

	Golden Lantern Southbound				Camino Los Padres Westbound				Golden Lantern Northbound				Marina Hills Drive 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	1	**271**	32	**304**	2	1	4	7	35	277	0	312	92	0	**75**	**167**	**790**
07:45 AM	0	191	47	238	**3**	0	4	7	**38**	**300**	**1**	**339**	98	1	38	137	721
08:00 AM	**3**	167	38	208	2	0	**16**	**18**	31	277	0	308	94	**2**	22	118	652
08:15 AM	2	213	**54**	269	2	**2**	6	10	25	289	0	314	**120**	2	24	146	739
Total Volume	6	842	171	1019	9	3	30	42	129	1143	1	1273	404	5	159	568	2902
% App. Total	0.6	82.6	16.8		21.4	7.1	71.4		10.1	89.8	0.1		71.1	0.9	28		
PHF	.500	.777	.792	.838	.750	.375	.469	.583	.849	.953	.250	.939	.842	.625	.530	.850	.918

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Weather: Clear

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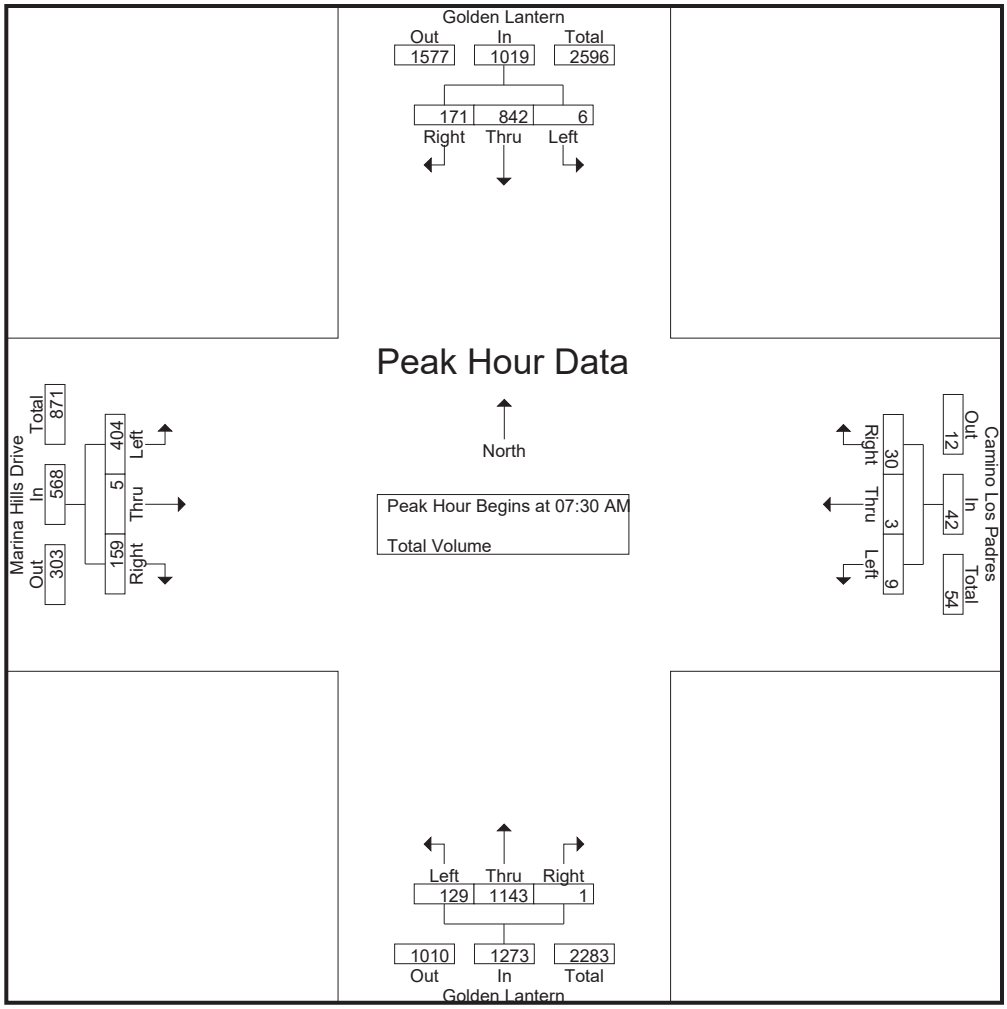

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	**271**	32	**304**	2	1	4	7	35	277	0	312	92	0	**75**	**167**
+15 mins.	0	191	47	238	**3**	0	4	7	**38**	**300**	**1**	**339**	98	1	38	137
+30 mins.	**3**	167	38	208	2	0	**16**	**18**	31	277	0	308	94	**2**	22	118
+45 mins.	2	213	**54**	269	2	**2**	6	10	25	289	0	314	**120**	2	24	146
Total Volume	6	842	171	1019	9	3	30	42	129	1143	1	1273	404	5	159	568
% App. Total	0.6	82.6	16.8		21.4	7.1	71.4		10.1	89.8	0.1		71.1	0.9	28	
PHF	.500	.777	.792	.838	.750	.375	.469	.583	.849	.953	.250	.939	.842	.625	.530	.850

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Weather: Clear

File Name : 47_LNL_Golden_Marina PM
Site Code : 05722006
Start Date : 1/11/2022
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Groups Printed- Total Volume

	Golden Lantern Southbound				Camino Los Padres Westbound				Golden Lantern Northbound				Marina Hills Drive 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	1	245	42	288	1	3	3	7	34	173	0	207	63	3	23	89	591
04:15 PM	4	300	70	374	2	3	2	7	28	177	1	206	86	2	31	119	706
04:30 PM	4	280	56	340	0	0	1	1	31	197	1	229	92	1	40	133	703
04:45 PM	6	304	63	373	0	0	2	2	28	176	1	205	76	1	42	119	699
Total	15	1129	231	1375	3	6	8	17	121	723	3	847	317	7	136	460	2699
05:00 PM	9	264	77	350	3	0	2	5	36	209	2	247	78	1	28	107	709
05:15 PM	3	265	63	331	2	0	0	2	23	191	3	217	83	4	31	118	668
05:30 PM	8	244	62	314	1	2	4	7	28	183	2	213	64	4	26	94	628
05:45 PM	3	297	49	349	3	4	7	14	27	192	4	223	51	5	15	71	657
Total	23	1070	251	1344	9	6	13	28	114	775	11	900	276	14	100	390	2662
Grand Total	38	2199	482	2719	12	12	21	45	235	1498	14	1747	593	21	236	850	5361
Apprch %	1.4	80.9	17.7		26.7	26.7	46.7		13.5	85.7	0.8		69.8	2.5	27.8		
Total %	0.7	41	9	50.7	0.2	0.2	0.4	0.8	4.4	27.9	0.3	32.6	11.1	0.4	4.4	15.9	

	Golden Lantern Southbound				Camino Los Padres Westbound				Golden Lantern Northbound				Marina Hills Drive 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	4	300	70	**374**	2	**3**	**2**	**7**	28	177	1	206	86	**2**	31	119	706
04:30 PM	4	280	56	340	0	0	1	1	31	197	1	229	**92**	1	40	**133**	703
04:45 PM	6	**304**	63	373	0	0	2	2	28	176	1	205	76	1	**42**	119	699
05:00 PM	**9**	264	**77**	350	**3**	0	2	5	**36**	**209**	**2**	**247**	78	1	28	107	**709**
Total Volume	23	1148	266	1437	5	3	7	15	123	759	5	887	332	5	141	478	2817
% App. Total	1.6	79.9	18.5		33.3	20	46.7		13.9	85.6	0.6		69.5	1	29.5		
PHF	.639	.944	.864	.961	.417	.250	.875	.536	.854	.908	.625	.898	.902	.625	.839	.898	.993

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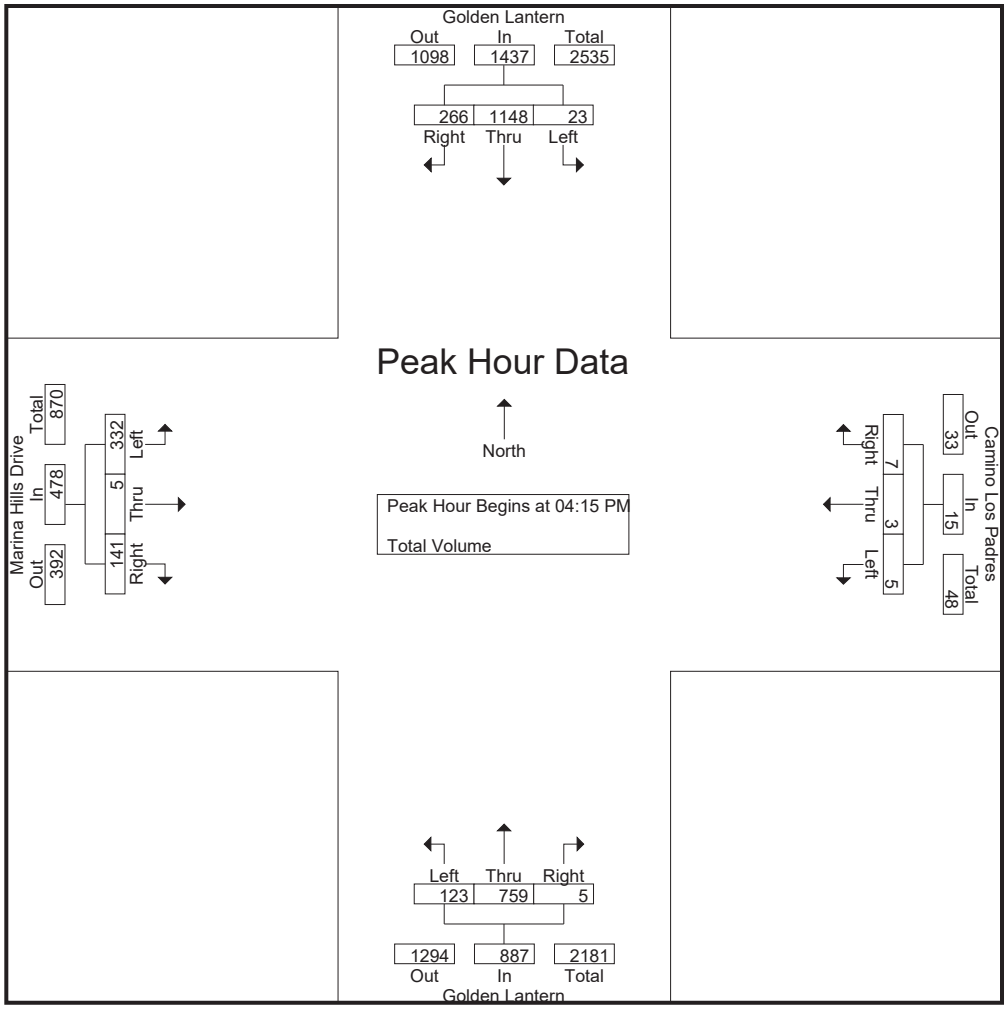
City of Laguna Niguel
N/S: Golden Lantern
E/W: Marina Hills Dr/Camino Los Padres
Weather: Clear

File Name : 47_LNL_Golden_Marina PM
Site Code : 05722006
Start Date : 1/11/2022
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:

	04:15 PM				05:00 PM				05:00 PM				04:15 PM			
+0 mins.	4	300	70	**374**	**3**	0	2	5	**36**	**209**	2	**247**	86	**2**	31	119
+15 mins.	4	280	56	340	2	0	0	2	23	191	3	217	**92**	1	40	**133**
+30 mins.	6	**304**	63	373	1	2	4	7	28	183	2	213	76	1	**42**	119
+45 mins.	**9**	264	**77**	350	3	**4**	**7**	**14**	27	192	**4**	223	78	1	28	107
Total Volume	23	1148	266	1437	9	6	13	28	114	775	11	900	332	5	141	478
% App. Total	1.6	79.9	18.5		32.1	21.4	46.4		12.7	86.1	1.2		69.5	1	29.5	
PHF	.639	.944	.864	.961	.750	.375	.464	.500	.792	.927	.688	.911	.902	.625	.839	.898

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City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Club House Drive
Weather: Clear

File Name : 48_LNL_Crown_Club AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Crown Valley Parkway Southbound				Club House Drive Westbound				Crown Valley Parkway Northbound				Club House Drive 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	100	3	110	12	2	16	30	3	70	1	74	4	4	6	14	228
07:15 AM	8	158	2	168	4	12	27	43	3	107	4	114	3	2	13	18	343
07:30 AM	10	167	1	178	8	4	23	35	5	107	3	115	5	5	10	20	348
07:45 AM	24	220	4	248	8	2	29	39	6	138	17	161	4	8	10	22	470
Total	49	645	10	704	32	20	95	147	17	422	25	464	16	19	39	74	1389
08:00 AM	17	180	1	198	11	6	23	40	4	149	8	161	5	4	8	17	416
08:15 AM	26	171	5	202	10	1	34	45	8	147	9	164	5	2	7	14	425
08:30 AM	12	217	2	231	6	4	23	33	5	164	10	179	2	3	10	15	458
08:45 AM	25	222	3	250	8	7	25	40	3	140	15	158	7	10	2	19	467
Total	80	790	11	881	35	18	105	158	20	600	42	662	19	19	27	65	1766
Grand Total	129	1435	21	1585	67	38	200	305	37	1022	67	1126	35	38	66	139	3155
Apprch %	8.1	90.5	1.3		22	12.5	65.6		3.3	90.8	6		25.2	27.3	47.5		
Total %	4.1	45.5	0.7	50.2	2.1	1.2	6.3	9.7	1.2	32.4	2.1	35.7	1.1	1.2	2.1	4.4	

	Crown Valley Parkway Southbound				Club House Drive Westbound				Crown Valley Parkway Northbound				Club House Drive 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	**220**	4	**248**	8	2	29	39	6	138	**17**	161	4	**8**	**10**	**22**	**470**
08:00 AM	17	180	1	198	**11**	**6**	23	40	4	149	8	161	**5**	4	8	17	416
08:15 AM	**26**	171	**5**	202	10	1	**34**	**45**	**8**	147	9	164	5	2	7	14	425
08:30 AM	12	217	2	231	6	4	23	33	5	**164**	10	**179**	2	3	10	15	458
Total Volume	79	788	12	879	35	13	109	157	23	598	44	665	16	17	35	68	1769
% App. Total	9	89.6	1.4		22.3	8.3	69.4		3.5	89.9	6.6		23.5	25	51.5		
PHF	.760	.895	.600	.886	.795	.542	.801	.872	.719	.912	.647	.929	.800	.531	.875	.773	.941

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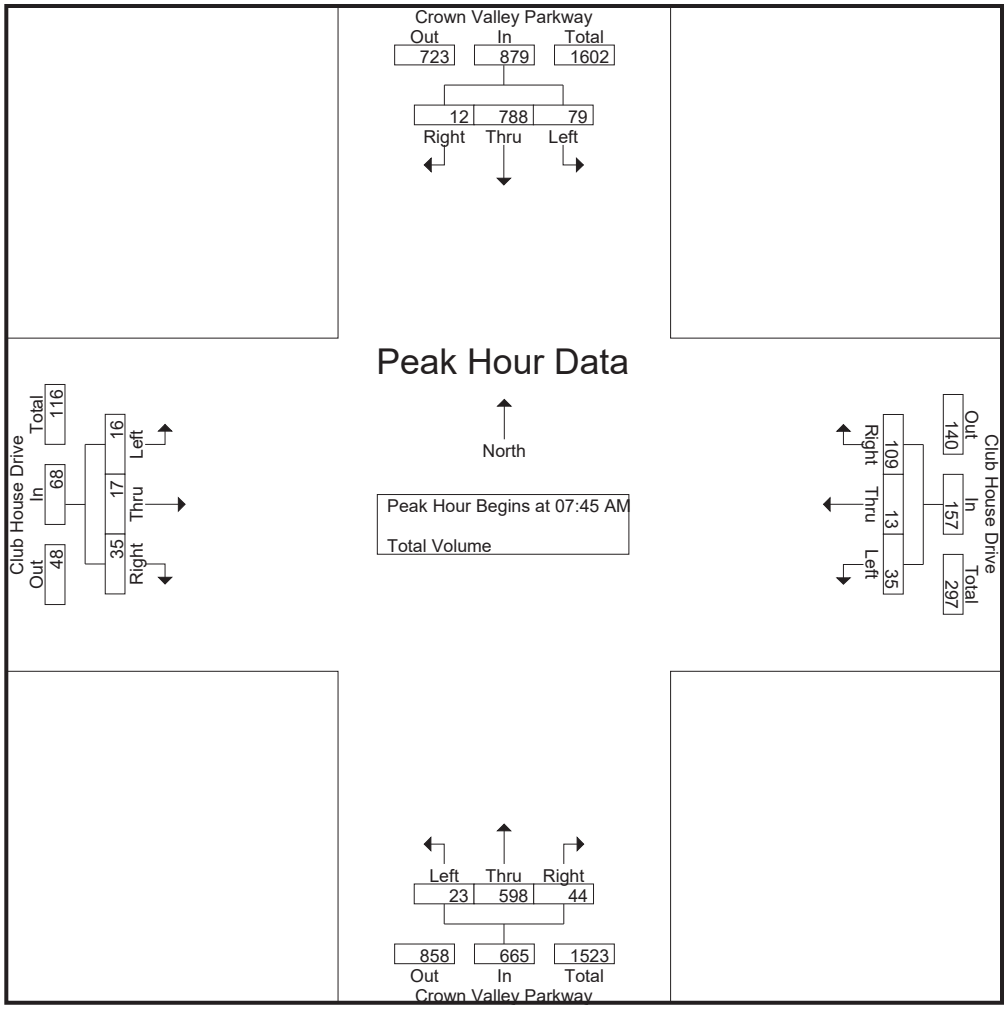
City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Club House Drive
Weather: Clear

File Name : 48_LNL_Crown_Club AM
Site Code : 05722006
Start Date : 1/11/2022
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:

	08:00 AM				07:30 AM				07:45 AM				07:15 AM			
+0 mins.	17	180	1	198	8	4	23	35	6	138	**17**	161	3	2	**13**	18
+15 mins.	**26**	171	**5**	202	8	2	29	39	4	149	8	161	**5**	5	10	20
+30 mins.	12	217	2	231	**11**	**6**	23	40	**8**	147	9	164	4	**8**	10	**22**
+45 mins.	25	**222**	3	**250**	10	1	**34**	**45**	5	**164**	10	**179**	5	4	8	17
Total Volume	80	790	11	881	37	13	109	159	23	598	44	665	17	19	41	77
% App. Total	9.1	89.7	1.2		23.3	8.2	68.6		3.5	89.9	6.6		22.1	24.7	53.2	
PHF	.769	.890	.550	.881	.841	.542	.801	.883	.719	.912	.647	.929	.850	.594	.788	.875

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City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Club House Drive
Weather: Clear

File Name : 48_LNL_Crown_Club PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Crown Valley Parkway Southbound				Club House Drive Westbound				Crown Valley Parkway Northbound				Club House Drive 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	30	205	4	239	7	3	29	39	6	264	16	286	4	3	12	19	583
04:15 PM	41	219	7	267	13	7	38	58	12	234	12	258	6	8	7	21	604
04:30 PM	25	251	8	284	10	5	30	45	3	256	23	282	9	9	9	27	638
04:45 PM	31	237	12	280	8	2	33	43	10	245	15	270	2	3	9	14	607
Total	127	912	31	1070	38	17	130	185	31	999	66	1096	21	23	37	81	2432
05:00 PM	28	189	10	227	7	5	15	27	9	196	7	212	3	4	6	13	479
05:15 PM	31	200	10	241	7	10	12	29	11	280	18	309	5	9	7	21	600
05:30 PM	24	167	5	196	6	8	28	42	16	296	18	330	4	3	2	9	577
05:45 PM	52	184	5	241	11	3	15	29	8	222	17	247	2	10	6	18	535
Total	135	740	30	905	31	26	70	127	44	994	60	1098	14	26	21	61	2191
Grand Total	262	1652	61	1975	69	43	200	312	75	1993	126	2194	35	49	58	142	4623
Apprch %	13.3	83.6	3.1		22.1	13.8	64.1		3.4	90.8	5.7		24.6	34.5	40.8		
Total %	5.7	35.7	1.3	42.7	1.5	0.9	4.3	6.7	1.6	43.1	2.7	47.5	0.8	1.1	1.3	3.1	

	Crown Valley Parkway Southbound				Club House Drive Westbound				Crown Valley Parkway Northbound				Club House Drive 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	30	205	4	239	7	3	29	39	6	**264**	16	**286**	4	3	**12**	19	583
04:15 PM	**41**	219	7	267	**13**	**7**	**38**	**58**	**12**	234	12	258	6	8	7	21	604
04:30 PM	25	**251**	8	**284**	10	5	30	45	3	256	**23**	282	**9**	**9**	9	**27**	**638**
04:45 PM	31	237	**12**	280	8	2	33	43	10	245	15	270	2	3	9	14	607
Total Volume	127	912	31	1070	38	17	130	185	31	999	66	1096	21	23	37	81	2432
% App. Total	11.9	85.2	2.9		20.5	9.2	70.3		2.8	91.1	6		25.9	28.4	45.7		
PHF	.774	.908	.646	.942	.731	.607	.855	.797	.646	.946	.717	.958	.583	.639	.771	.750	.953

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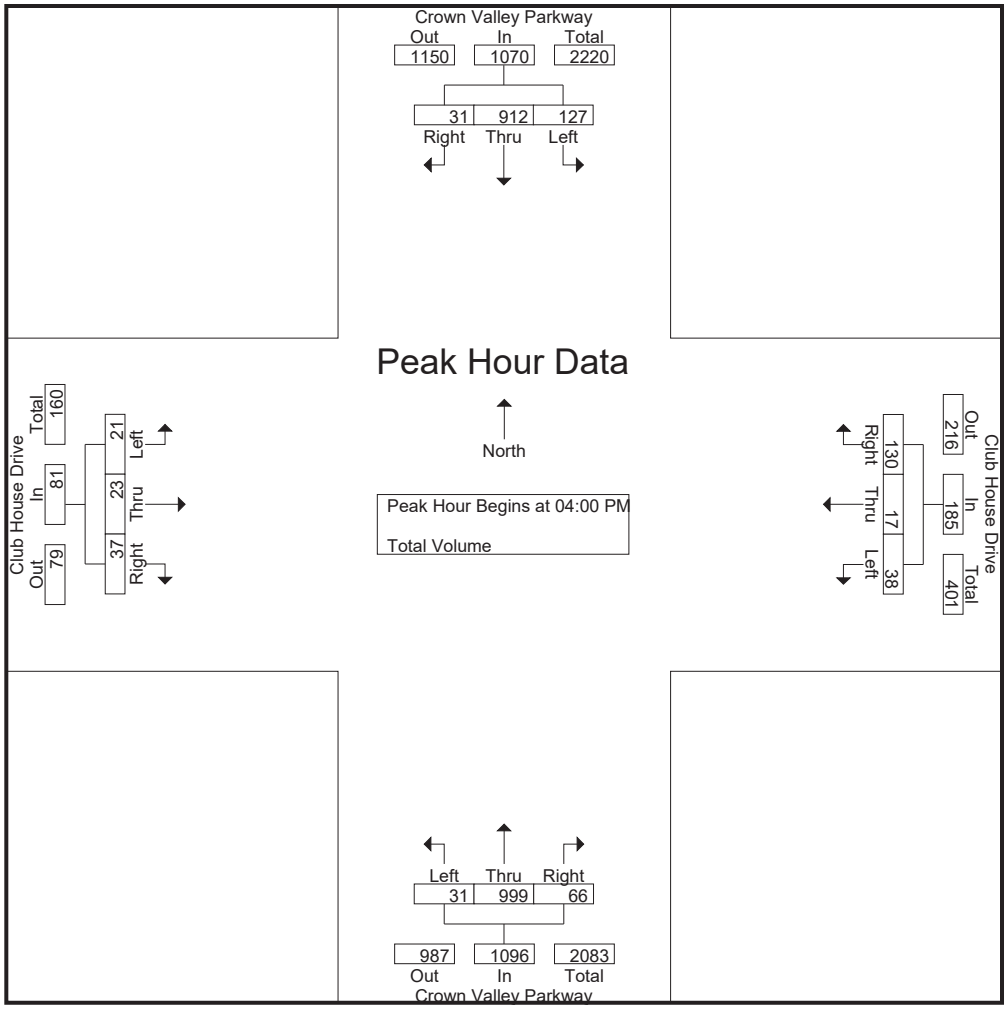
City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Club House Drive
Weather: Clear

File Name : 48_LNL_Crown_Club PM
Site Code : 05722006
Start Date : 1/11/2022
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:

	04:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	30	205	4	239	7	3	29	39	10	245	15	270	4	3	**12**	19
+15 mins.	**41**	219	7	267	**13**	**7**	**38**	**58**	9	196	7	212	6	8	7	21
+30 mins.	25	**251**	8	**284**	10	5	30	45	11	280	**18**	309	**9**	**9**	9	**27**
+45 mins.	31	237	**12**	280	8	2	33	43	**16**	**296**	18	**330**	2	3	9	14
Total Volume	127	912	31	1070	38	17	130	185	46	1017	58	1121	21	23	37	81
% App. Total	11.9	85.2	2.9		20.5	9.2	70.3		4.1	90.7	5.2		25.9	28.4	45.7	
PHF	.774	.908	.646	.942	.731	.607	.855	.797	.719	.859	.806	.849	.583	.639	.771	.750

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City of Laguna Niguel
N/S: Niguel Road
E/W: Club House Drive
Weather: Clear

File Name : 49_LNL_Niguel_Club AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Niguel Road Southbound			Niguel Road Northbound			Club House Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	61	10	71	2	58	60	3	5	8	139
07:15 AM	103	6	109	12	95	107	3	15	18	234
07:30 AM	173	5	178	9	116	125	5	19	24	327
07:45 AM	124	7	131	25	191	216	5	17	22	369
Total	461	28	489	48	460	508	16	56	72	1069
08:00 AM	71	15	86	13	124	137	10	13	23	246
08:15 AM	81	5	86	12	113	125	21	8	29	240
08:30 AM	90	13	103	18	91	109	11	7	18	230
08:45 AM	98	8	106	13	103	116	19	16	35	257
Total	340	41	381	56	431	487	61	44	105	973
Grand Total	801	69	870	104	891	995	77	100	177	2042
Apprch %	92.1	7.9		10.5	89.5		43.5	56.5		
Total %	39.2	3.4	42.6	5.1	43.6	48.7	3.8	4.9	8.7	

	Niguel Road Southbound			Niguel Road Northbound			Club House Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	**173**	5	**178**	9	116	125	5	**19**	24	327
07:45 AM	124	7	131	**25**	**191**	**216**	5	17	22	**369**
08:00 AM	71	**15**	86	13	124	137	10	13	23	246
08:15 AM	81	5	86	12	113	125	**21**	8	**29**	240
Total Volume	449	32	481	59	544	603	41	57	98	1182
% App. Total	93.3	6.7		9.8	90.2		41.8	58.2		
PHF	.649	.533	.676	.590	.712	.698	.488	.750	.845	.801

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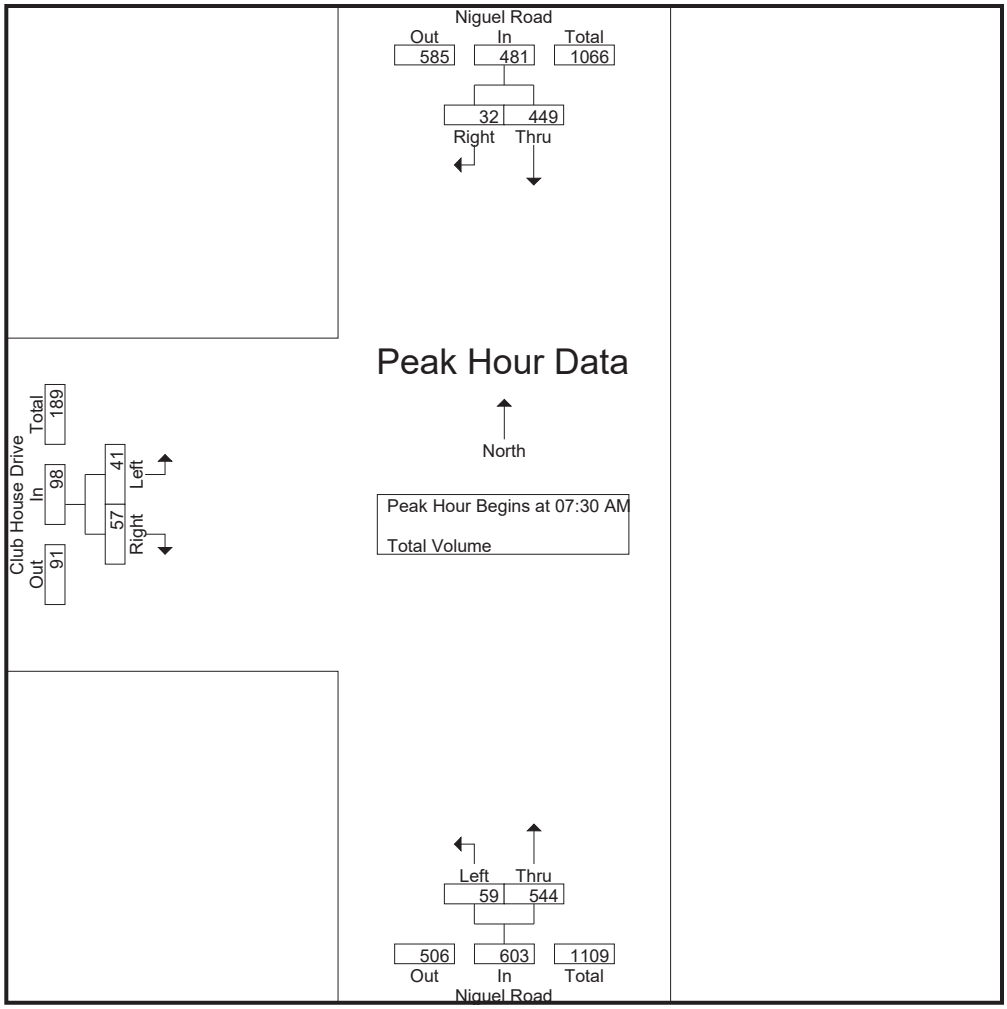
City of Laguna Niguel
N/S: Niguel Road
E/W: Club House Drive
Weather: Clear

File Name : 49_LNL_Niguel_Club AM
Site Code : 05722006
Start Date : 1/11/2022
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			08:00 AM		
+0 mins.	103	6	109	9	116	125	10	13	23
+15 mins.	**173**	5	**178**	**25**	**191**	**216**	**21**	8	29
+30 mins.	124	7	131	13	124	137	11	7	18
+45 mins.	71	**15**	86	12	113	125	19	**16**	**35**
Total Volume	471	33	504	59	544	603	61	44	105
% App. Total	93.5	6.5		9.8	90.2		58.1	41.9	
PHF	.681	.550	.708	.590	.712	.698	.726	.688	.750

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City of Laguna Niguel
N/S: Niguel Road
E/W: Club House Drive
Weather: Clear

File Name : 49_LNL_Niguel_Club PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Niguel Road Southbound			Niguel Road Northbound			Club House Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	115	8	123	22	102	124	18	33	51	298
04:15 PM	122	12	134	13	102	115	16	19	35	284
04:30 PM	109	7	116	11	108	119	20	31	51	286
04:45 PM	129	9	138	16	138	154	21	13	34	326
Total	475	36	511	62	450	512	75	96	171	1194
05:00 PM	112	10	122	17	127	144	16	22	38	304
05:15 PM	113	10	123	23	133	156	25	22	47	326
05:30 PM	96	7	103	26	139	165	23	23	46	314
05:45 PM	97	14	111	25	111	136	18	15	33	280
Total	418	41	459	91	510	601	82	82	164	1224
Grand Total	893	77	970	153	960	1113	157	178	335	2418
Apprch %	92.1	7.9		13.7	86.3		46.9	53.1		
Total %	36.9	3.2	40.1	6.3	39.7	46	6.5	7.4	13.9	

	Niguel Road Southbound			Niguel Road Northbound			Club House Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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 04:45 PM										
04:45 PM	**129**	9	**138**	16	138	154	21	13	34	**326**
05:00 PM	112	**10**	122	17	127	144	16	22	38	304
05:15 PM	113	10	123	23	133	156	**25**	22	**47**	326
05:30 PM	96	7	103	**26**	**139**	**165**	23	**23**	46	314
Total Volume	450	36	486	82	537	619	85	80	165	1270
% App. Total	92.6	7.4		13.2	86.8		51.5	48.5		
PHF	.872	.900	.880	.788	.966	.938	.850	.870	.878	.974

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City of Laguna Niguel
N/S: Niguel Road
E/W: Club House Drive
Weather: Clear

File Name : 49_LNL_Niguel_Club PM
Site Code : 05722006
Start Date : 1/11/2022
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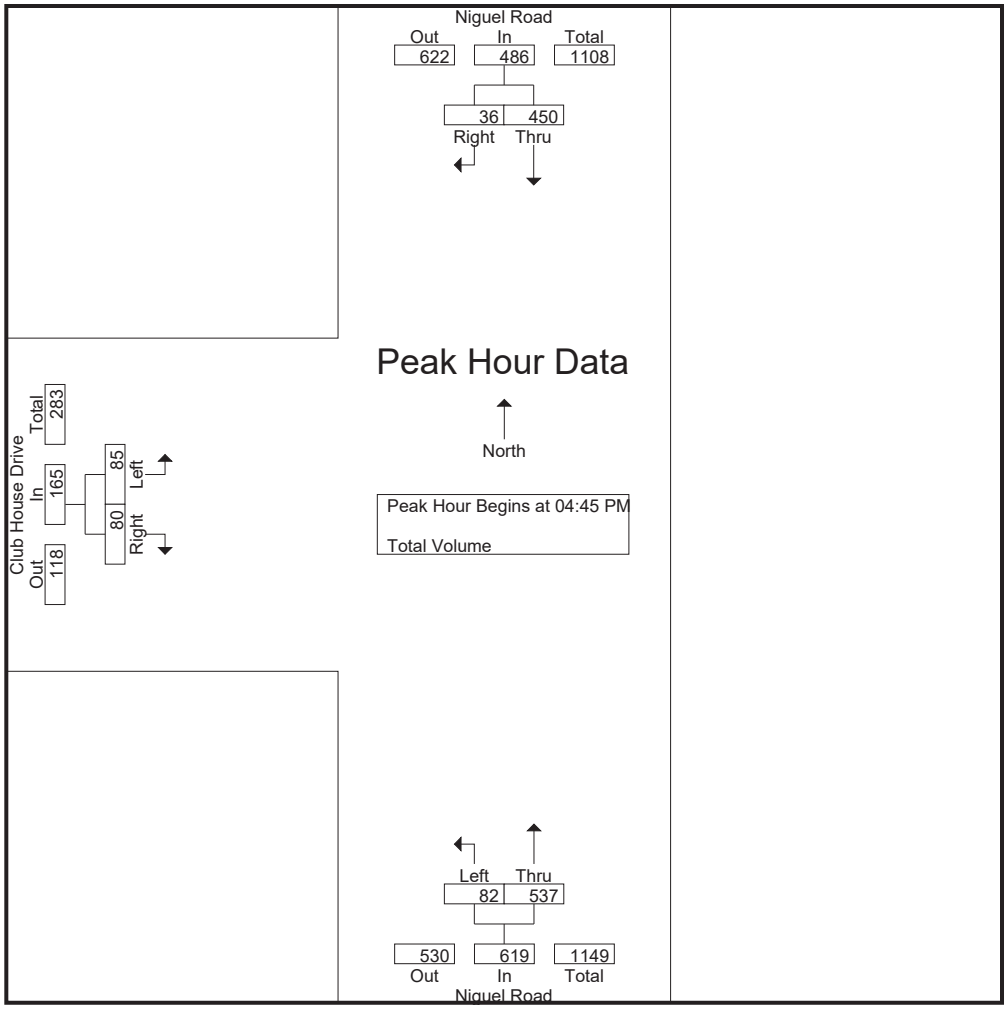

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:45 PM			04:00 PM		
+0 mins.	115	8	123	16	138	154	18	**33**	**51**
+15 mins.	122	**12**	134	17	127	144	16	19	35
+30 mins.	109	7	116	23	133	156	20	31	51
+45 mins.	**129**	9	**138**	**26**	**139**	**165**	**21**	13	34
Total Volume	475	36	511	82	537	619	75	96	171
% App. Total	93	7		13.2	86.8		43.9	56.1	
PHF	.921	.750	.926	.788	.966	.938	.893	.727	.838

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City of Laguna Niguel
N/S: Niguel Road
E/W: Beacon Hill Way
Weather: Clear

File Name : 50_LNL_Niguel_Beacon AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Niguel Road Southbound			Beacon Hill Way Westbound			Niguel Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	60	61	4	5	9	58	3	61	131
07:15 AM	2	121	123	5	11	16	100	2	102	241
07:30 AM	5	190	195	5	7	12	126	7	133	340
07:45 AM	8	132	140	2	7	9	212	4	216	365
Total	16	503	519	16	30	46	496	16	512	1077
08:00 AM	11	71	82	3	14	17	132	3	135	234
08:15 AM	7	76	83	1	17	18	112	4	116	217
08:30 AM	8	83	91	1	15	16	107	2	109	216
08:45 AM	13	97	110	4	11	15	113	3	116	241
Total	39	327	366	9	57	66	464	12	476	908
Grand Total	55	830	885	25	87	112	960	28	988	1985
Apprch %	6.2	93.8		22.3	77.7		97.2	2.8		
Total %	2.8	41.8	44.6	1.3	4.4	5.6	48.4	1.4	49.8	

	Niguel Road Southbound			Beacon Hill Way Westbound			Niguel Road 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	2	121	123	**5**	11	16	100	2	102	241
07:30 AM	5	**190**	**195**	5	7	12	126	**7**	133	340
07:45 AM	8	132	140	2	7	9	**212**	4	**216**	**365**
08:00 AM	**11**	71	82	3	**14**	**17**	132	3	135	234
Total Volume	26	514	540	15	39	54	570	16	586	1180
% App. Total	4.8	95.2		27.8	72.2		97.3	2.7		
PHF	.591	.676	.692	.750	.696	.794	.672	.571	.678	.808

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City of Laguna Niguel
N/S: Niguel Road
E/W: Beacon Hill Way
Weather: Clear

File Name : 50_LNL_Niguel_Beacon AM
Site Code : 05722006
Start Date : 1/11/2022
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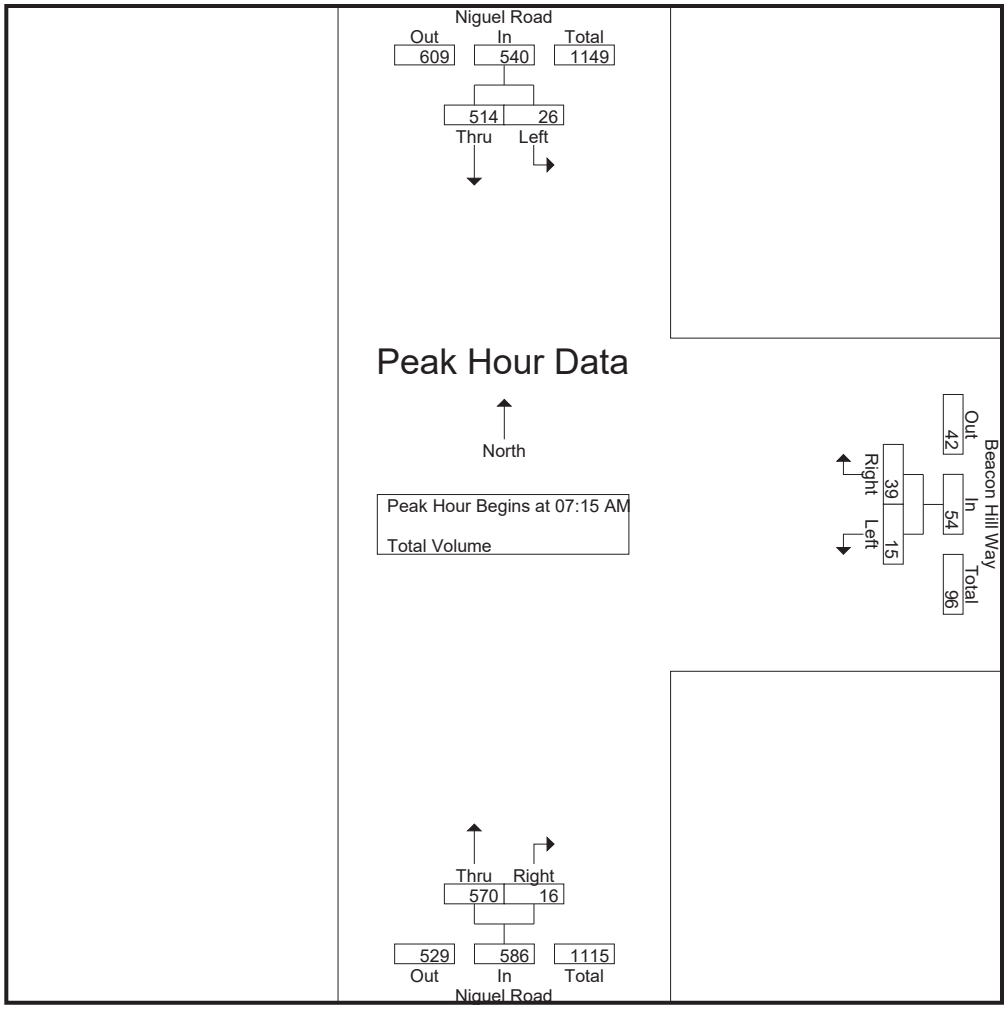

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			08:00 AM			07:30 AM		
+0 mins.	2	121	123	3	14	17	126	**7**	133
+15 mins.	5	**190**	**195**	1	**17**	**18**	**212**	4	**216**
+30 mins.	8	132	140	1	15	16	132	3	135
+45 mins.	**11**	71	82	**4**	11	15	112	4	116
Total Volume	26	514	540	9	57	66	582	18	600
% App. Total	4.8	95.2		13.6	86.4		97	3	
PHF	.591	.676	.692	.563	.838	.917	.686	.643	.694

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City of Laguna Niguel
N/S: Niguel Road
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Weather: Clear

File Name : 50_LNL_Niguel_Beacon PM
Site Code : 05722006
Start Date : 1/11/2022
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Groups Printed- Total Volume

	Niguel Road Southbound			Beacon Hill Way Westbound			Niguel Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	13	136	149	2	11	13	134	7	141	303
04:15 PM	23	124	147	4	18	22	118	4	122	291
04:30 PM	20	118	138	7	5	12	114	8	122	272
04:45 PM	14	121	135	5	9	14	160	6	166	315
Total	70	499	569	18	43	61	526	25	551	1181
05:00 PM	11	122	133	7	7	14	141	4	145	292
05:15 PM	12	124	136	4	7	11	169	7	176	323
05:30 PM	15	121	136	1	10	11	161	6	167	314
05:45 PM	12	101	113	2	10	12	139	6	145	270
Total	50	468	518	14	34	48	610	23	633	1199
Grand Total	120	967	1087	32	77	109	1136	48	1184	2380
Apprch %	11	89		29.4	70.6		95.9	4.1		
Total %	5	40.6	45.7	1.3	3.2	4.6	47.7	2	49.7	

	Niguel Road Southbound			Beacon Hill Way Westbound			Niguel Road 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 04:45 PM										
04:45 PM	14	121	135	5	9	**14**	160	6	166	315
05:00 PM	11	122	133	**7**	7	14	141	4	145	292
05:15 PM	12	**124**	**136**	4	7	11	**169**	**7**	**176**	**323**
05:30 PM	**15**	121	136	1	**10**	11	161	6	167	314
Total Volume	52	488	540	17	33	50	631	23	654	1244
% App. Total	9.6	90.4		34	66		96.5	3.5		
PHF	.867	.984	.993	.607	.825	.893	.933	.821	.929	.963

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City of Laguna Niguel
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File Name : 50_LNL_Niguel_Beacon PM
Site Code : 05722006
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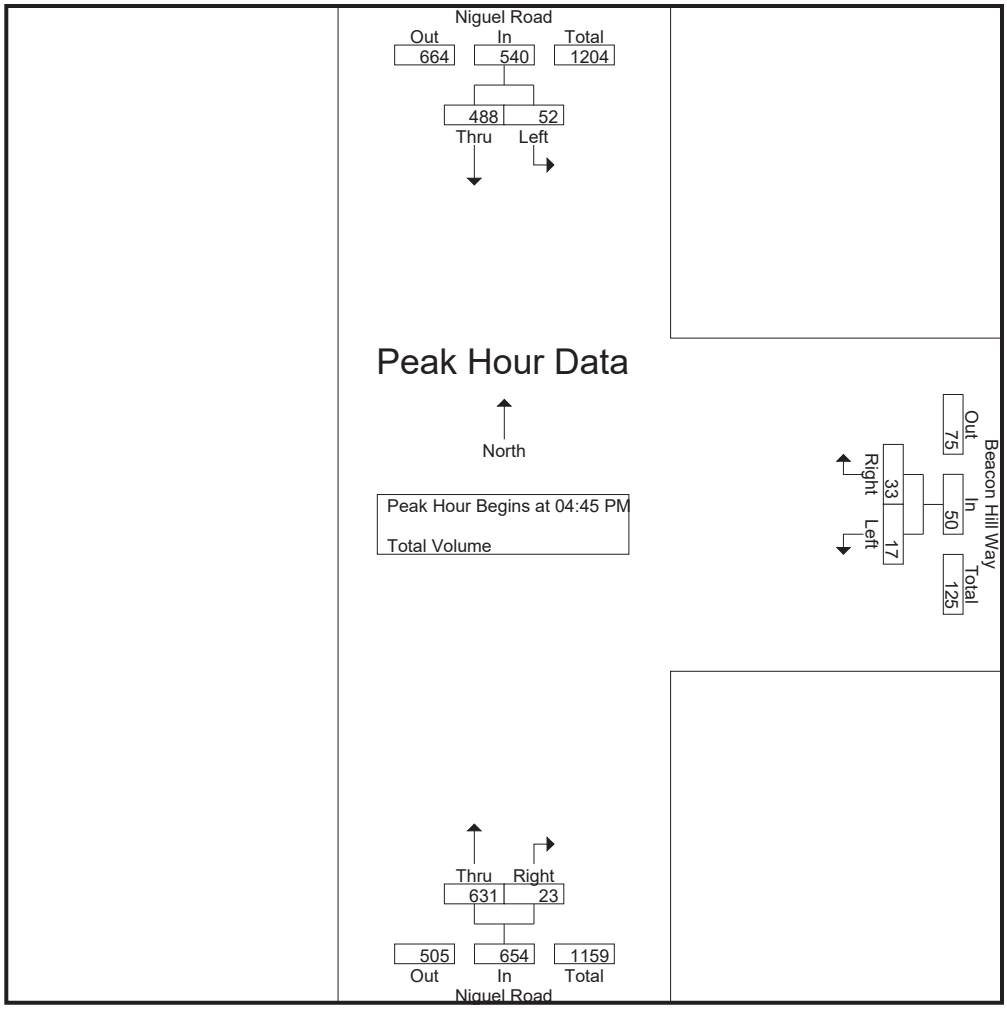

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:45 PM		
+0 mins.	13	**136**	**149**	4	**18**	**22**	160	6	166
+15 mins.	**23**	124	147	**7**	5	12	141	4	145
+30 mins.	20	118	138	5	9	14	**169**	**7**	**176**
+45 mins.	14	121	135	7	7	14	161	6	167
Total Volume	70	499	569	23	39	62	631	23	654
% App. Total	12.3	87.7		37.1	62.9		96.5	3.5	
PHF	.761	.917	.955	.821	.542	.705	.933	.821	.929

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City of Laguna Niguel
N/S: Golden Lantern
E/W: Beacon Hill Way
Weather: Clear

File Name : 51_LNL_Golden_Beacon AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Golden Lantern Southbound			Golden Lantern Northbound			Beacon Hill Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	129	9	138	4	92	96	5	7	12	246
07:15 AM	235	12	247	8	142	150	11	8	19	416
07:30 AM	306	12	318	11	230	241	13	22	35	594
07:45 AM	213	13	226	15	261	276	21	16	37	539
Total	883	46	929	38	725	763	50	53	103	1795
08:00 AM	156	7	163	6	209	215	14	10	24	402
08:15 AM	171	8	179	4	206	210	21	5	26	415
08:30 AM	186	15	201	4	165	169	13	8	21	391
08:45 AM	187	13	200	10	140	150	9	15	24	374
Total	700	43	743	24	720	744	57	38	95	1582
Grand Total	1583	89	1672	62	1445	1507	107	91	198	3377
Apprch %	94.7	5.3		4.1	95.9		54	46		
Total %	46.9	2.6	49.5	1.8	42.8	44.6	3.2	2.7	5.9	

	Golden Lantern Southbound			Golden Lantern Northbound			Beacon Hill Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	235	12	247	8	142	150	11	8	19	416
07:30 AM	**306**	12	**318**	11	230	241	13	**22**	35	**594**
07:45 AM	213	**13**	226	**15**	**261**	**276**	**21**	16	**37**	539
08:00 AM	156	7	163	6	209	215	14	10	24	402
Total Volume	910	44	954	40	842	882	59	56	115	1951
% App. Total	95.4	4.6		4.5	95.5		51.3	48.7		
PHF	.743	.846	.750	.667	.807	.799	.702	.636	.777	.821

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City of Laguna Niguel
N/S: Golden Lantern
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File Name : 51_LNL_Golden_Beacon AM
Site Code : 05722006
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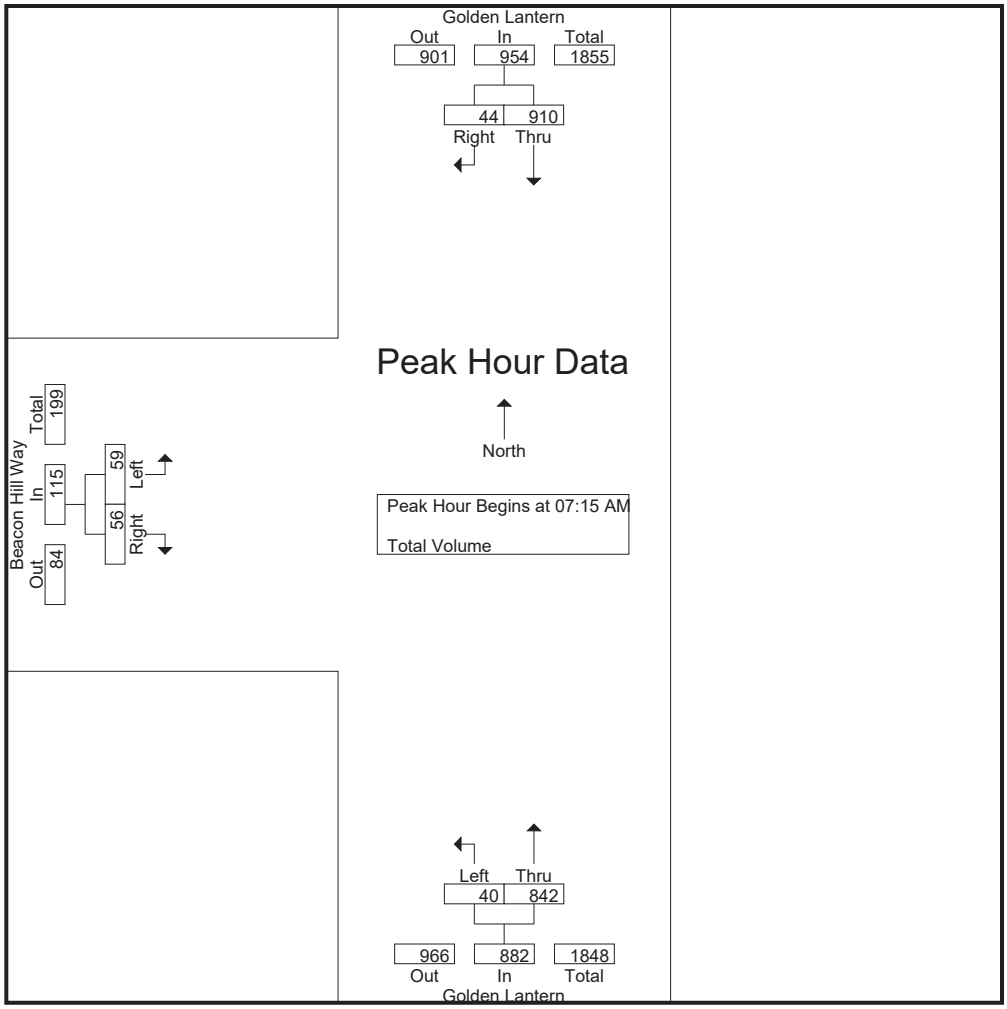

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:30 AM		
+0 mins.	235	12	247	11	230	241	13	**22**	35
+15 mins.	**306**	12	**318**	**15**	**261**	**276**	**21**	16	**37**
+30 mins.	213	**13**	226	6	209	215	14	10	24
+45 mins.	156	7	163	4	206	210	21	5	26
Total Volume	910	44	954	36	906	942	69	53	122
% App. Total	95.4	4.6		3.8	96.2		56.6	43.4	
PHF	.743	.846	.750	.600	.868	.853	.821	.602	.824

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City of Laguna Niguel
N/S: Golden Lantern
E/W: Beacon Hill Way
Weather: Clear

File Name : 51_LNL_Golden_Beacon PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Golden Lantern Southbound			Golden Lantern Northbound			Beacon Hill Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	183	8	191	12	207	219	9	13	22	432
04:15 PM	218	19	237	15	204	219	11	5	16	472
04:30 PM	219	19	238	5	193	198	13	17	30	466
04:45 PM	220	15	235	5	230	235	13	9	22	492
Total	840	61	901	37	834	871	46	44	90	1862
05:00 PM	227	19	246	15	212	227	12	12	24	497
05:15 PM	200	18	218	10	210	220	12	8	20	458
05:30 PM	168	23	191	9	196	205	15	8	23	419
05:45 PM	188	17	205	9	202	211	8	7	15	431
Total	783	77	860	43	820	863	47	35	82	1805
Grand Total	1623	138	1761	80	1654	1734	93	79	172	3667
Apprch %	92.2	7.8		4.6	95.4		54.1	45.9		
Total %	44.3	3.8	48	2.2	45.1	47.3	2.5	2.2	4.7	

	Golden Lantern Southbound			Golden Lantern Northbound			Beacon Hill Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	218	**19**	237	**15**	204	219	11	5	16	472
04:30 PM	219	19	238	5	193	198	**13**	**17**	**30**	466
04:45 PM	220	15	235	5	**230**	**235**	13	9	22	492
05:00 PM	**227**	19	**246**	15	212	227	12	12	24	**497**
Total Volume	884	72	956	40	839	879	49	43	92	1927
% App. Total	92.5	7.5		4.6	95.4		53.3	46.7		
PHF	.974	.947	.972	.667	.912	.935	.942	.632	.767	.969

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City of Laguna Niguel
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E/W: Beacon Hill Way
Weather: Clear

File Name : 51_LNL_Golden_Beacon PM
Site Code : 05722006
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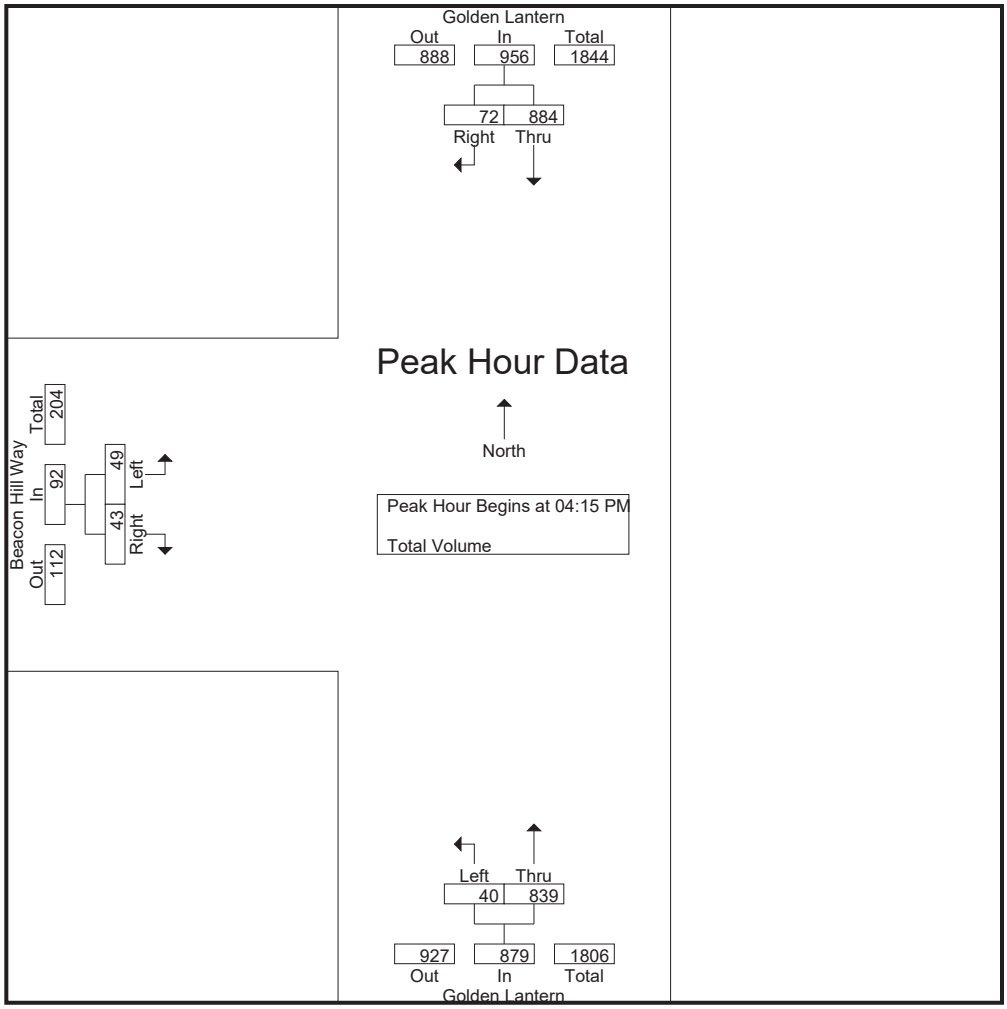

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:45 PM			04:30 PM		
+0 mins.	218	**19**	237	5	**230**	**235**	**13**	**17**	**30**
+15 mins.	219	19	238	**15**	212	227	13	9	22
+30 mins.	220	15	235	10	210	220	12	12	24
+45 mins.	**227**	19	**246**	9	196	205	12	8	20
Total Volume	884	72	956	39	848	887	50	46	96
% App. Total	92.5	7.5		4.4	95.6		52.1	47.9	
PHF	.974	.947	.972	.650	.922	.944	.962	.676	.800

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City of Laguna Niguel
N/S: Niguel Road
E/W: Ridgeway Avenue
Weather: Clear

File Name : 52_LNL_Niguel_Ridge AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Niguel Road Southbound				Ridgeway Avenue Westbound				Niguel Road Northbound				Ridgeway Avenue 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	53	3	62	18	0	8	26	0	51	5	56	4	0	1	5	149
07:15 AM	18	95	2	115	18	0	15	33	1	63	19	83	2	0	1	3	234
07:30 AM	50	156	4	210	33	0	12	45	3	122	79	204	5	7	2	14	473
07:45 AM	21	122	2	145	30	0	19	49	2	173	19	194	5	1	1	7	395
Total	95	426	11	532	99	0	54	153	6	409	122	537	16	8	5	29	1251
08:00 AM	6	82	2	90	11	0	8	19	0	112	12	124	7	2	1	10	243
08:15 AM	6	83	6	95	9	0	13	22	2	92	12	106	5	2	1	8	231
08:30 AM	7	78	2	87	8	0	19	27	1	90	12	103	4	1	0	5	222
08:45 AM	6	81	7	94	10	0	20	30	2	106	10	118	6	1	1	8	250
Total	25	324	17	366	38	0	60	98	5	400	46	451	22	6	3	31	946
Grand Total	120	750	28	898	137	0	114	251	11	809	168	988	38	14	8	60	2197
Apprch %	13.4	83.5	3.1		54.6	0	45.4		1.1	81.9	17		63.3	23.3	13.3		
Total %	5.5	34.1	1.3	40.9	6.2	0	5.2	11.4	0.5	36.8	7.6	45	1.7	0.6	0.4	2.7	

	Niguel Road Southbound				Ridgeway Avenue Westbound				Niguel Road Northbound				Ridgeway Avenue 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	18	95	2	115	18	0	15	33	1	63	19	83	2	0	1	3	234
07:30 AM	**50**	**156**	**4**	**210**	**33**	0	12	45	**3**	122	**79**	**204**	5	**7**	**2**	**14**	**473**
07:45 AM	21	122	2	145	30	0	**19**	**49**	2	**173**	19	194	5	1	1	7	395
08:00 AM	6	82	2	90	11	0	8	19	0	112	12	124	**7**	2	1	10	243
Total Volume	95	455	10	560	92	0	54	146	6	470	129	605	19	10	5	34	1345
% App. Total	17	81.2	1.8		63	0	37		1	77.7	21.3		55.9	29.4	14.7		
PHF	.475	.729	.625	.667	.697	.000	.711	.745	.500	.679	.408	.741	.679	.357	.625	.607	.711

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City of Laguna Niguel
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E/W: Ridgeway Avenue
Weather: Clear

File Name : 52_LNL_Niguel_Ridge AM
Site Code : 05722006
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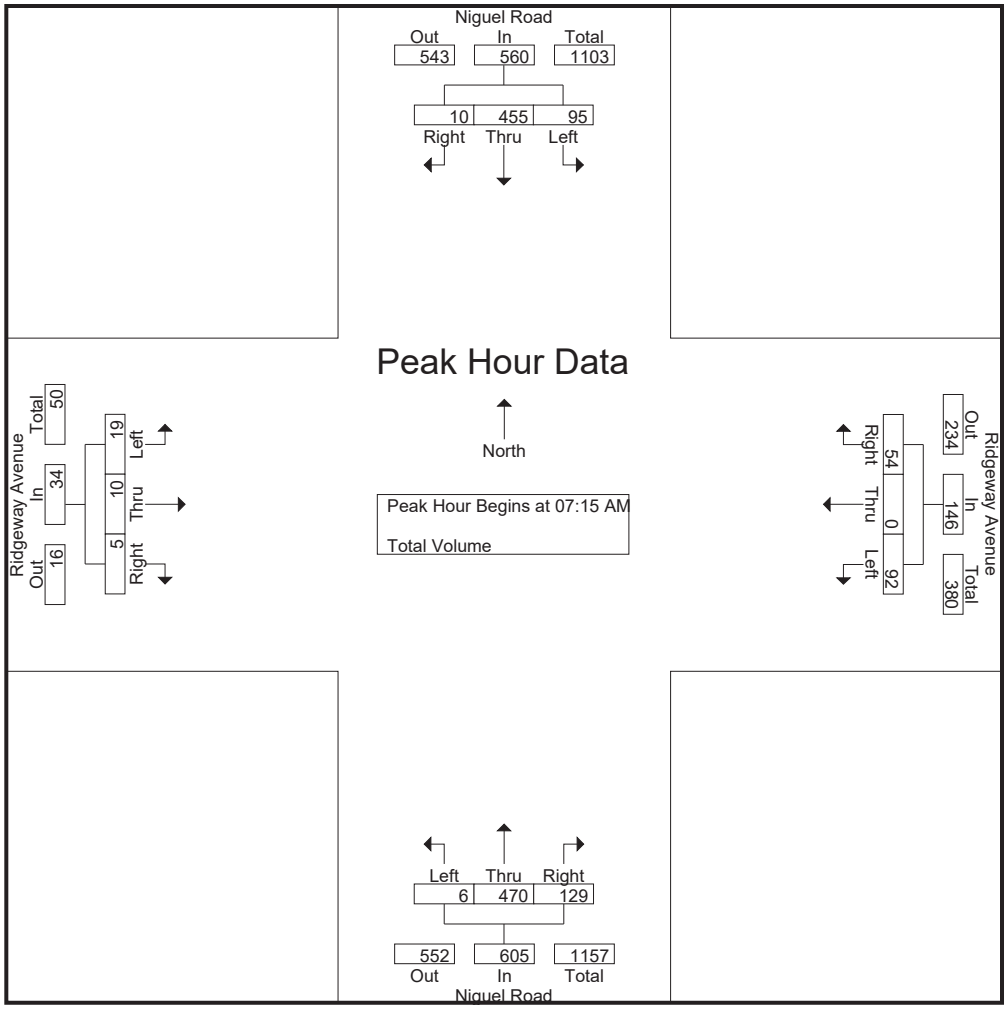

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	18	95	2	115	18	0	8	26	**3**	122	**79**	**204**	5	**7**	**2**	**14**
+15 mins.	**50**	**156**	**4**	**210**	18	0	15	33	2	**173**	19	194	5	1	1	7
+30 mins.	21	122	2	145	**33**	0	12	45	0	112	12	124	**7**	2	1	10
+45 mins.	6	82	2	90	30	0	**19**	**49**	2	92	12	106	5	2	1	8
Total Volume	95	455	10	560	99	0	54	153	7	499	122	628	22	12	5	39
% App. Total	17	81.2	1.8		64.7	0	35.3		1.1	79.5	19.4		56.4	30.8	12.8	
PHF	.475	.729	.625	.667	.750	.000	.711	.781	.583	.721	.386	.770	.786	.429	.625	.696

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City of Laguna Niguel
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E/W: Ridgeway Avenue
Weather: Clear

File Name : 52_LNL_Niguel_Ridge PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Niguel Road Southbound				Ridgeway Avenue Westbound				Niguel Road Northbound				Ridgeway Avenue 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	14	121	3	138	10	1	16	27	1	130	13	144	4	0	0	4	313
04:15 PM	17	92	4	113	10	0	16	26	4	116	12	132	1	0	2	3	274
04:30 PM	13	89	7	109	13	0	11	24	4	109	19	132	6	0	2	8	273
04:45 PM	10	120	9	139	5	0	16	21	0	132	17	149	1	0	3	4	313
Total	54	422	23	499	38	1	59	98	9	487	61	557	12	0	7	19	1173
05:00 PM	17	98	6	121	10	0	11	21	1	118	20	139	3	0	1	4	285
05:15 PM	8	106	4	118	13	0	13	26	3	139	18	160	6	1	2	9	313
05:30 PM	18	82	1	101	16	1	7	24	2	127	20	149	4	0	1	5	279
05:45 PM	17	91	3	111	7	1	2	10	1	126	9	136	4	0	1	5	262
Total	60	377	14	451	46	2	33	81	7	510	67	584	17	1	5	23	1139
Grand Total	114	799	37	950	84	3	92	179	16	997	128	1141	29	1	12	42	2312
Apprch %	12	84.1	3.9		46.9	1.7	51.4		1.4	87.4	11.2		69	2.4	28.6		
Total %	4.9	34.6	1.6	41.1	3.6	0.1	4	7.7	0.7	43.1	5.5	49.4	1.3	0	0.5	1.8	

	Niguel Road Southbound				Ridgeway Avenue Westbound				Niguel Road Northbound				Ridgeway Avenue 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 04:45 PM																	
04:45 PM	10	**120**	**9**	**139**	5	0	**16**	21	0	132	17	149	1	0	**3**	4	**313**
05:00 PM	17	98	6	121	10	0	11	21	1	118	**20**	139	3	0	1	4	285
05:15 PM	8	106	4	118	13	0	13	**26**	**3**	**139**	18	**160**	**6**	**1**	2	**9**	313
05:30 PM	**18**	82	1	101	**16**	**1**	7	24	2	127	20	149	4	0	1	5	279
Total Volume	53	406	20	479	44	1	47	92	6	516	75	597	14	1	7	22	1190
% App. Total	11.1	84.8	4.2		47.8	1.1	51.1		1	86.4	12.6		63.6	4.5	31.8		
PHF	.736	.846	.556	.862	.688	.250	.734	.885	.500	.928	.938	.933	.583	.250	.583	.611	.950

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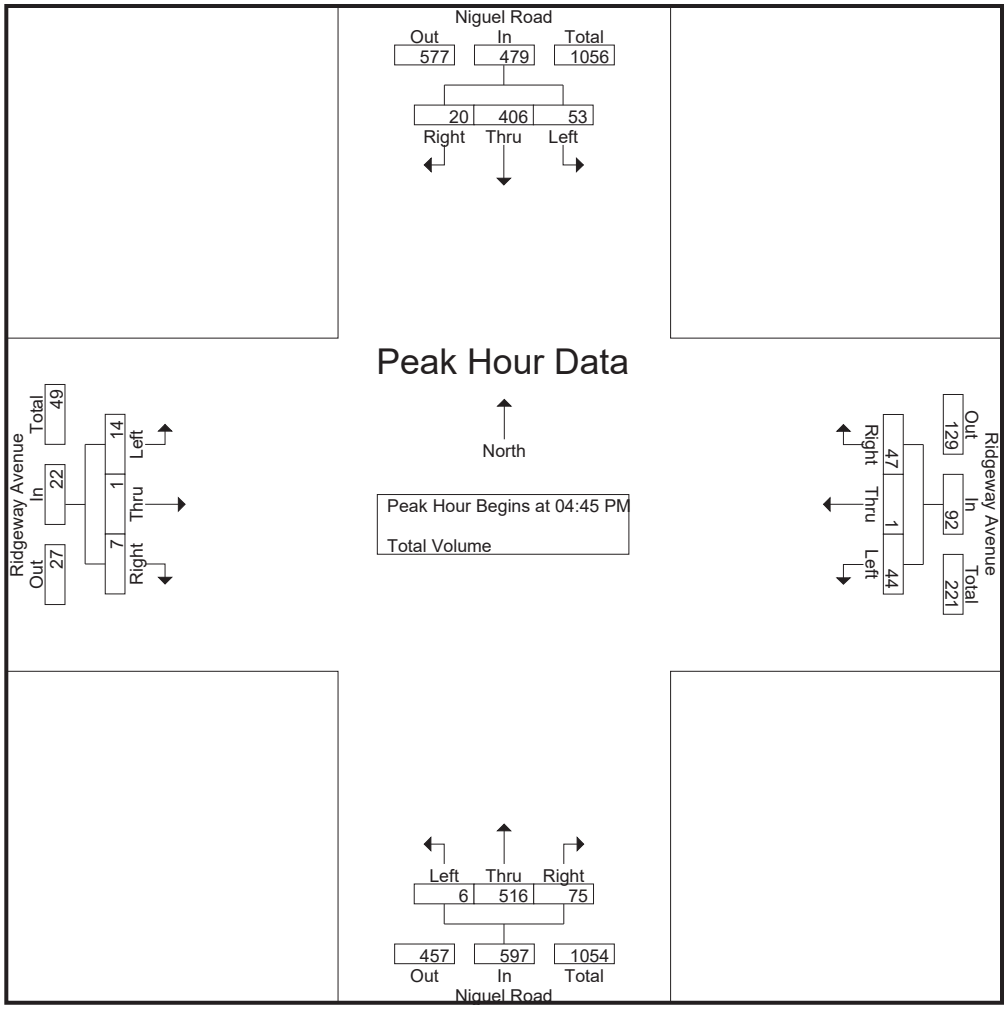
City of Laguna Niguel
N/S: Niguel Road
E/W: Ridgeway Avenue
Weather: Clear

File Name : 52_LNL_Niguel_Ridge PM
Site Code : 05722006
Start Date : 1/11/2022
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:

	04:00 PM				04:00 PM				04:45 PM				04:30 PM			
+0 mins.	14	**121**	3	138	10	**1**	**16**	**27**	0	132	17	149	**6**	0	2	8
+15 mins.	**17**	92	4	113	10	0	16	26	1	118	**20**	139	1	0	**3**	4
+30 mins.	13	89	7	109	**13**	0	11	24	**3**	**139**	18	**160**	3	0	1	4
+45 mins.	10	120	**9**	**139**	5	0	16	21	2	127	20	149	6	**1**	2	**9**
Total Volume	54	422	23	499	38	1	59	98	6	516	75	597	16	1	8	25
% App. Total	10.8	84.6	4.6		38.8	1	60.2		1	86.4	12.6		64	4	32	
PHF	.794	.872	.639	.897	.731	.250	.922	.907	.500	.928	.938	.933	.667	.250	.667	.694

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City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Pacific Island Dr/Camino Del Avion
Weather: Clear

File Name : 53_LNL_Crown_Pacific I AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Crown Valley Parkway Southbound				Camino Del Avion Westbound				Crown Valley Parkway Northbound				Pacific Island Drive 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	23	94	0	117	40	5	17	62	9	47	12	68	3	10	18	31	278
07:15 AM	50	113	0	163	42	15	26	83	10	89	18	117	1	22	8	31	394
07:30 AM	64	143	2	209	40	10	44	94	6	81	21	108	1	34	15	50	461
07:45 AM	56	166	1	223	61	18	56	135	11	111	36	158	0	21	22	43	559
Total	193	516	3	712	183	48	143	374	36	328	87	451	5	87	63	155	1692
08:00 AM	47	163	1	211	65	21	60	146	16	131	20	167	1	11	20	32	556
08:15 AM	34	145	1	180	54	8	45	107	15	126	22	163	1	12	21	34	484
08:30 AM	43	188	4	235	58	12	44	114	7	145	30	182	2	9	27	38	569
08:45 AM	44	197	2	243	45	13	51	109	11	135	26	172	1	10	14	25	549
Total	168	693	8	869	222	54	200	476	49	537	98	684	5	42	82	129	2158
Grand Total	361	1209	11	1581	405	102	343	850	85	865	185	1135	10	129	145	284	3850
Apprch %	22.8	76.5	0.7		47.6	12	40.4		7.5	76.2	16.3		3.5	45.4	51.1		
Total %	9.4	31.4	0.3	41.1	10.5	2.6	8.9	22.1	2.2	22.5	4.8	29.5	0.3	3.4	3.8	7.4	

	Crown Valley Parkway Southbound				Camino Del Avion Westbound				Crown Valley Parkway Northbound				Pacific Island Drive 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	**56**	166	1	223	61	18	56	135	11	111	**36**	158	0	**21**	22	**43**	559
08:00 AM	47	163	1	211	**65**	**21**	**60**	**146**	**16**	131	20	167	1	11	20	32	556
08:15 AM	34	145	1	180	54	8	45	107	15	126	22	163	1	12	21	34	484
08:30 AM	43	**188**	**4**	**235**	58	12	44	114	7	**145**	30	**182**	**2**	9	**27**	38	**569**
Total Volume	180	662	7	849	238	59	205	502	49	513	108	670	4	53	90	147	2168
% App. Total	21.2	78	0.8		47.4	11.8	40.8		7.3	76.6	16.1		2.7	36.1	61.2		
PHF	.804	.880	.438	.903	.915	.702	.854	.860	.766	.884	.750	.920	.500	.631	.833	.855	.953

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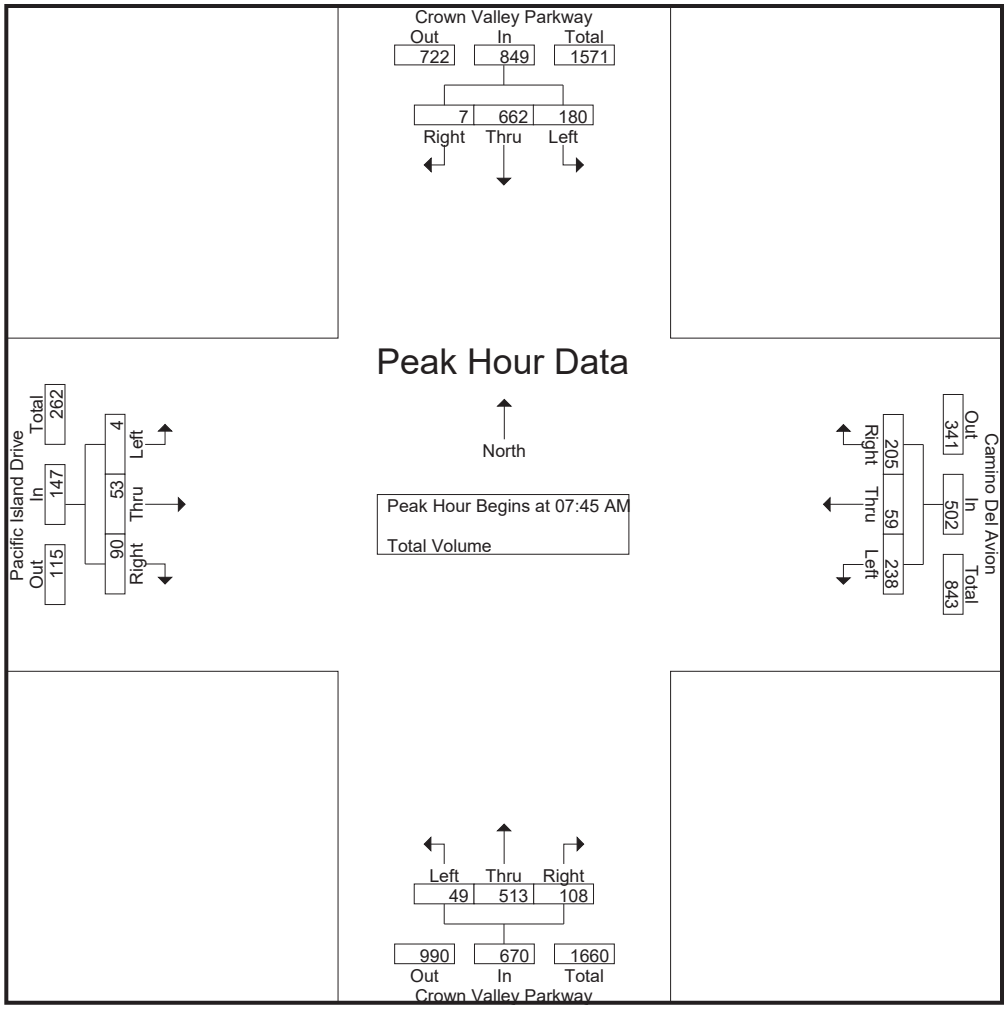
City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Pacific Island Dr/Camino Del Avion
Weather: Clear

File Name : 53_LNL_Crown_Pacific I AM
Site Code : 05722006
Start Date : 1/11/2022



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				07:45 AM				08:00 AM				07:30 AM			
+0 mins.	**47**	163	1	211	61	18	56	135	**16**	131	20	167	**1**	**34**	15	**50**
+15 mins.	34	145	1	180	**65**	**21**	**60**	**146**	15	126	22	163	0	21	**22**	43
+30 mins.	43	188	**4**	235	54	8	45	107	7	**145**	**30**	**182**	1	11	20	32
+45 mins.	44	**197**	2	**243**	58	12	44	114	11	135	26	172	1	12	21	34
Total Volume	168	693	8	869	238	59	205	502	49	537	98	684	3	78	78	159
% App. Total	19.3	79.7	0.9		47.4	11.8	40.8		7.2	78.5	14.3		1.9	49.1	49.1	
PHF	.894	.879	.500	.894	.915	.702	.854	.860	.766	.926	.817	.940	.750	.574	.886	.795

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City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Pacific Island Dr/Camino Del Avion
Weather: Clear

File Name : 53_LNL_Crown_Pacific I PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Crown Valley Parkway Southbound				Camino Del Avion Westbound				Crown Valley Parkway Northbound				Pacific Island Drive 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	54	210	2	266	31	19	45	95	22	272	48	342	4	12	22	38	741
04:15 PM	52	147	3	202	46	20	45	111	22	250	71	343	2	18	15	35	691
04:30 PM	53	218	3	274	36	19	49	104	24	243	47	314	3	14	24	41	733
04:45 PM	56	173	4	233	48	30	47	125	32	245	58	335	1	15	16	32	725
Total	215	748	12	975	161	88	186	435	100	1010	224	1334	10	59	77	146	2890
05:00 PM	58	152	0	210	28	19	27	74	22	218	47	287	4	12	23	39	610
05:15 PM	60	151	1	212	41	11	53	105	27	291	66	384	6	21	24	51	752
05:30 PM	57	114	3	174	20	13	42	75	28	288	72	388	3	10	8	21	658
05:45 PM	61	108	1	170	33	14	25	72	22	202	40	264	0	16	14	30	536
Total	236	525	5	766	122	57	147	326	99	999	225	1323	13	59	69	141	2556
Grand Total	451	1273	17	1741	283	145	333	761	199	2009	449	2657	23	118	146	287	5446
Apprch %	25.9	73.1	1		37.2	19.1	43.8		7.5	75.6	16.9		8	41.1	50.9		
Total %	8.3	23.4	0.3	32	5.2	2.7	6.1	14	3.7	36.9	8.2	48.8	0.4	2.2	2.7	5.3	

	Crown Valley Parkway Southbound				Camino Del Avion Westbound				Crown Valley Parkway Northbound				Pacific Island Drive 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	54	210	2	266	31	19	45	95	22	**272**	48	342	**4**	12	22	38	**741**
04:15 PM	52	147	3	202	46	20	45	111	22	250	**71**	**343**	2	**18**	15	35	691
04:30 PM	53	**218**	3	**274**	36	19	**49**	104	24	243	47	314	3	14	**24**	**41**	733
04:45 PM	**56**	173	**4**	233	**48**	**30**	47	**125**	**32**	245	58	335	1	15	16	32	725
Total Volume	215	748	12	975	161	88	186	435	100	1010	224	1334	10	59	77	146	2890
% App. Total	22.1	76.7	1.2		37	20.2	42.8		7.5	75.7	16.8		6.8	40.4	52.7		
PHF	.960	.858	.750	.890	.839	.733	.949	.870	.781	.928	.789	.972	.625	.819	.802	.890	.975

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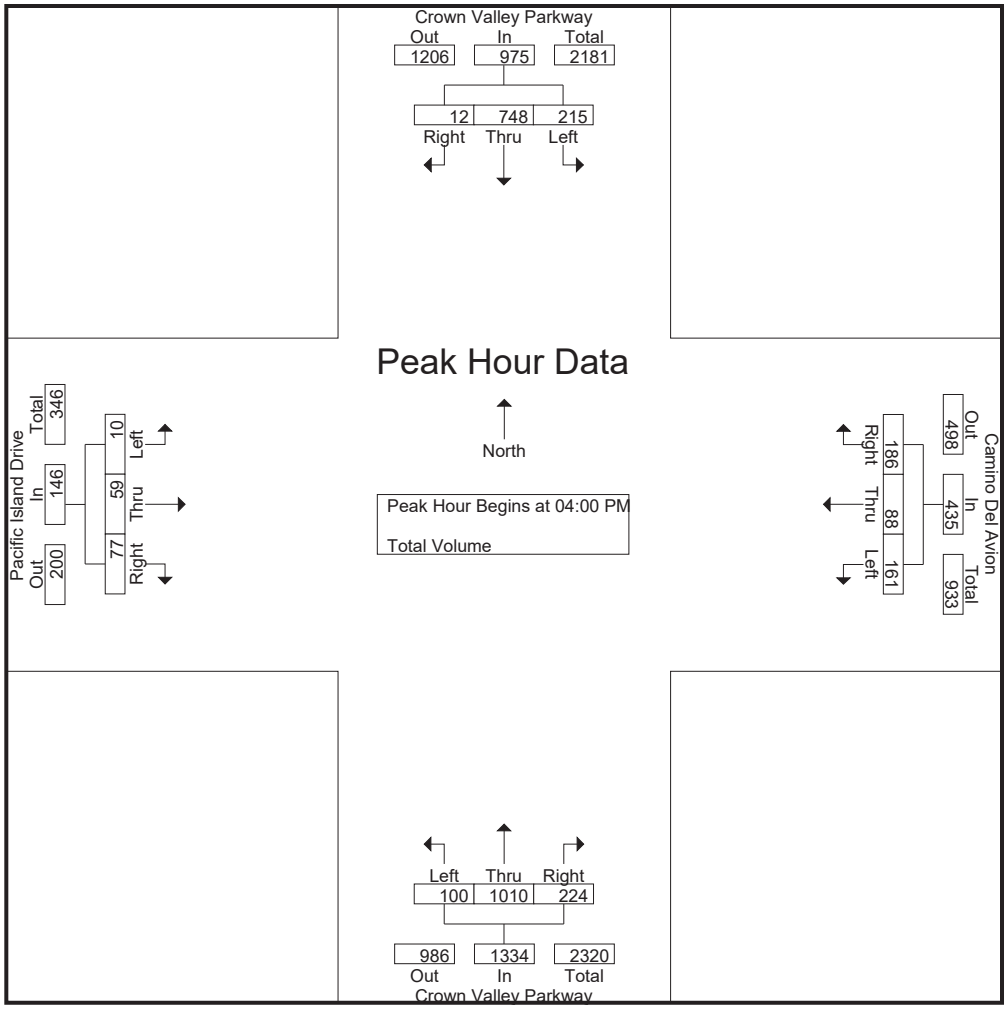
City of Laguna Niguel
N/S: Crown Valley Parkway
E/W: Pacific Island Dr/Camino Del Avion
Weather: Clear

File Name : 53_LNL_Crown_Pacific I PM
Site Code : 05722006
Start Date : 1/11/2022



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				04:45 PM				04:30 PM			
+0 mins.	54	210	2	266	31	19	45	95	**32**	245	58	335	3	14	**24**	41
+15 mins.	52	147	3	202	46	20	45	111	22	218	47	287	1	15	16	32
+30 mins.	53	**218**	3	**274**	36	19	**49**	104	27	**291**	66	384	4	12	23	39
+45 mins.	**56**	173	**4**	233	**48**	**30**	47	**125**	28	288	**72**	**388**	**6**	**21**	24	**51**
Total Volume	215	748	12	975	161	88	186	435	109	1042	243	1394	14	62	87	163
% App. Total	22.1	76.7	1.2		37	20.2	42.8		7.8	74.7	17.4		8.6	38	53.4	
PHF	.960	.858	.750	.890	.839	.733	.949	.870	.852	.895	.844	.898	.583	.738	.906	.799

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City of Laguna Niguel
N/S: Niguel Road
E/W: Camino Del Avion
Weather: Clear

File Name : 54_LNL_Niguel_Cam d Av AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Niguel Road Southbound				Camino Del Avion Westbound				Niguel Road Northbound				Camino Del Avion 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	21	35	12	68	16	42	24	82	6	29	14	49	6	34	17	57	256
07:15 AM	45	58	4	107	20	51	54	125	14	64	11	89	6	76	20	102	423
07:30 AM	104	108	11	223	31	69	87	187	17	93	34	144	16	101	56	173	727
07:45 AM	91	89	13	193	40	85	80	205	41	112	35	188	9	75	31	115	701
Total	261	290	40	591	107	247	245	599	78	298	94	470	37	286	124	447	2107
08:00 AM	33	51	8	92	46	88	63	197	26	67	26	119	6	67	28	101	509
08:15 AM	36	48	9	93	22	70	32	124	14	55	32	101	7	46	26	79	397
08:30 AM	21	48	9	78	31	51	50	132	22	45	23	90	7	59	29	95	395
08:45 AM	31	63	8	102	36	76	42	154	26	51	22	99	12	56	33	101	456
Total	121	210	34	365	135	285	187	607	88	218	103	409	32	228	116	376	1757
Grand Total	382	500	74	956	242	532	432	1206	166	516	197	879	69	514	240	823	3864
Apprch %	40	52.3	7.7		20.1	44.1	35.8		18.9	58.7	22.4		8.4	62.5	29.2		
Total %	9.9	12.9	1.9	24.7	6.3	13.8	11.2	31.2	4.3	13.4	5.1	22.7	1.8	13.3	6.2	21.3	

	Niguel Road Southbound				Camino Del Avion Westbound				Niguel Road Northbound				Camino Del Avion 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	45	58	4	107	20	51	54	125	14	64	11	89	6	76	20	102	423
07:30 AM	**104**	**108**	11	**223**	31	69	**87**	187	17	93	34	144	**16**	**101**	**56**	**173**	**727**
07:45 AM	91	89	**13**	193	40	85	80	**205**	**41**	**112**	**35**	**188**	9	75	31	115	701
08:00 AM	33	51	8	92	**46**	**88**	63	197	26	67	26	119	6	67	28	101	509
Total Volume	273	306	36	615	137	293	284	714	98	336	106	540	37	319	135	491	2360
% App. Total	44.4	49.8	5.9		19.2	41	39.8		18.1	62.2	19.6		7.5	65	27.5		
PHF	.656	.708	.692	.689	.745	.832	.816	.871	.598	.750	.757	.718	.578	.790	.603	.710	.812

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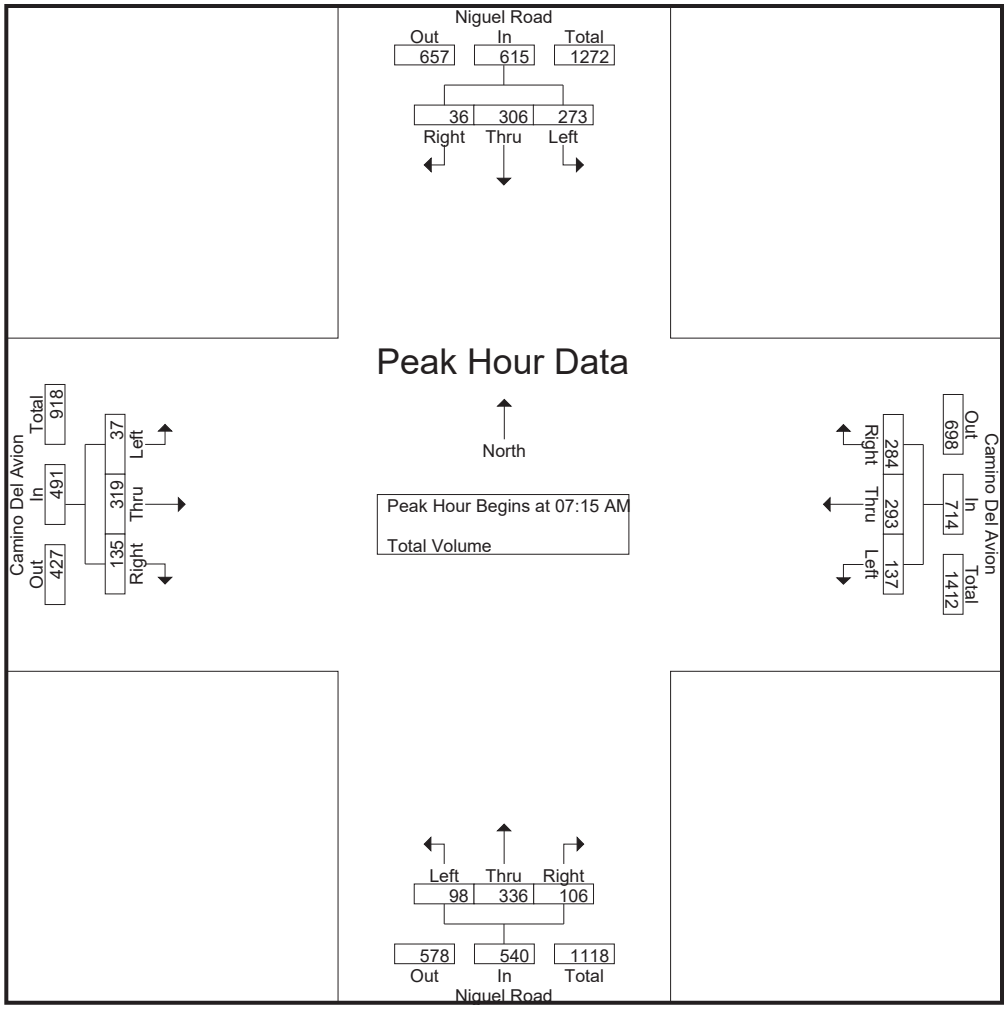
City of Laguna Niguel
N/S: Niguel Road
E/W: Camino Del Avion
Weather: Clear

File Name : 54_LNL_Niguel_Cam d Av AM
Site Code : 05722006
Start Date : 1/11/2022
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				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	45	58	4	107	20	51	54	125	17	93	34	144	6	76	20	102
+15 mins.	**104**	**108**	11	**223**	31	69	**87**	187	**41**	**112**	**35**	**188**	**16**	**101**	**56**	**173**
+30 mins.	91	89	**13**	193	40	85	80	**205**	26	67	26	119	9	75	31	115
+45 mins.	33	51	8	92	**46**	**88**	63	197	14	55	32	101	6	67	28	101
Total Volume	273	306	36	615	137	293	284	714	98	327	127	552	37	319	135	491
% App. Total	44.4	49.8	5.9		19.2	41	39.8		17.8	59.2	23		7.5	65	27.5	
PHF	.656	.708	.692	.689	.745	.832	.816	.871	.598	.730	.907	.734	.578	.790	.603	.710

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City of Laguna Niguel
N/S: Niguel Road
E/W: Camino Del Avion
Weather: Clear

File Name : 54_LNL_Niguel_Cam d Av PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Niguel Road Southbound				Camino Del Avion Westbound				Niguel Road Northbound				Camino Del Avion 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	52	71	13	136	46	79	42	167	36	86	28	150	17	69	23	109	562
04:15 PM	58	83	8	149	34	84	43	161	43	85	40	168	16	107	31	154	632
04:30 PM	49	68	12	129	46	72	47	165	32	98	45	175	13	72	29	114	583
04:45 PM	46	74	7	127	43	81	57	181	31	111	28	170	17	94	27	138	616
Total	205	296	40	541	169	316	189	674	142	380	141	663	63	342	110	515	2393
05:00 PM	42	68	6	116	44	67	40	151	30	101	40	171	13	84	24	121	559
05:15 PM	53	63	2	118	37	80	34	151	40	135	48	223	20	106	37	163	655
05:30 PM	55	60	7	122	45	58	31	134	39	107	40	186	15	80	20	115	557
05:45 PM	51	43	5	99	48	66	39	153	25	99	40	164	8	85	22	115	531
Total	201	234	20	455	174	271	144	589	134	442	168	744	56	355	103	514	2302
Grand Total	406	530	60	996	343	587	333	1263	276	822	309	1407	119	697	213	1029	4695
Apprch %	40.8	53.2	6		27.2	46.5	26.4		19.6	58.4	22		11.6	67.7	20.7		
Total %	8.6	11.3	1.3	21.2	7.3	12.5	7.1	26.9	5.9	17.5	6.6	30	2.5	14.8	4.5	21.9	

	Niguel Road Southbound				Camino Del Avion Westbound				Niguel Road Northbound				Camino Del Avion 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	49	68	**12**	**129**	**46**	72	47	165	32	98	45	175	13	72	29	114	583
04:45 PM	46	**74**	7	127	43	**81**	**57**	**181**	31	111	28	170	17	94	27	138	616
05:00 PM	42	68	6	116	44	67	40	151	30	101	40	171	13	84	24	121	559
05:15 PM	**53**	63	2	118	37	80	34	151	**40**	**135**	**48**	**223**	**20**	**106**	**37**	**163**	**655**
Total Volume	190	273	27	490	170	300	178	648	133	445	161	739	63	356	117	536	2413
% App. Total	38.8	55.7	5.5		26.2	46.3	27.5		18	60.2	21.8		11.8	66.4	21.8		
PHF	.896	.922	.563	.950	.924	.926	.781	.895	.831	.824	.839	.828	.788	.840	.791	.822	.921

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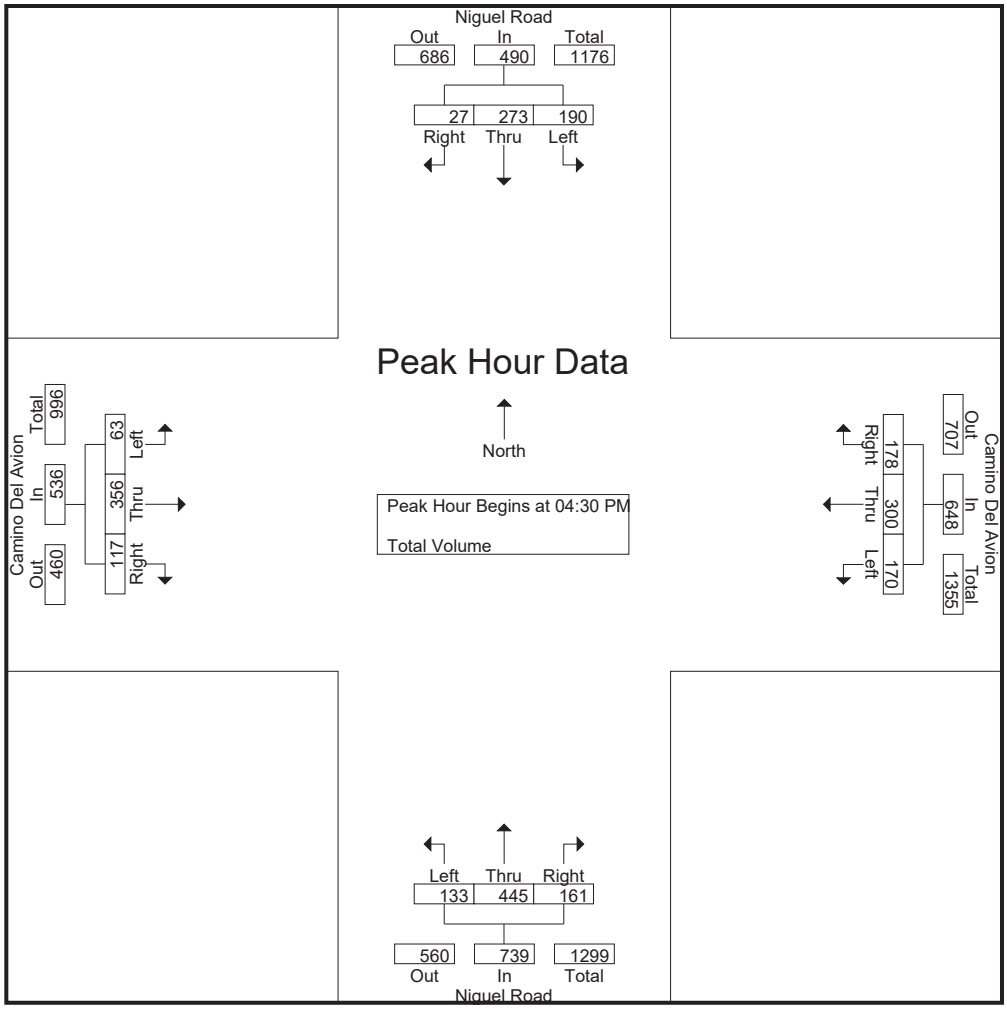
City of Laguna Niguel
N/S: Niguel Road
E/W: Camino Del Avion
Weather: Clear

File Name : 54_LNL_Niguel_Cam d Av PM
Site Code : 05722006
Start Date : 1/11/2022



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				04:45 PM				04:45 PM			
+0 mins.	52	71	**13**	136	**46**	79	42	167	31	111	28	170	17	94	27	138
+15 mins.	**58**	**83**	8	**149**	34	**84**	43	161	30	101	40	171	13	84	24	121
+30 mins.	49	68	12	129	46	72	47	165	**40**	**135**	**48**	**223**	**20**	**106**	**37**	**163**
+45 mins.	46	74	7	127	43	81	**57**	**181**	39	107	40	186	15	80	20	115
Total Volume	205	296	40	541	169	316	189	674	140	454	156	750	65	364	108	537
% App. Total	37.9	54.7	7.4		25.1	46.9	28		18.7	60.5	20.8		12.1	67.8	20.1	
PHF	.884	.892	.769	.908	.918	.940	.829	.931	.875	.841	.813	.841	.813	.858	.730	.824

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

City of Laguna Niguel
N/S: Golden Lantern
E/W: Camino Del Avion
Weather: Clear

File Name : 55_LNL_Golden_Cam d Av AM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Golden Lantern Southbound				Camino Del Avion Westbound				Golden Lantern Northbound				Camino Del Avion 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	30	66	24	120	12	74	26	112	23	50	11	84	11	23	12	46	362
07:15 AM	42	137	34	213	16	94	43	153	36	67	28	131	23	52	68	143	640
07:30 AM	60	240	57	357	32	123	57	212	62	124	43	229	36	87	87	210	1008
07:45 AM	54	152	54	260	34	143	72	249	36	141	34	211	49	103	76	228	948
Total	186	595	169	950	94	434	198	726	157	382	116	655	119	265	243	627	2958
08:00 AM	47	68	37	152	11	97	59	167	31	104	20	155	29	87	31	147	621
08:15 AM	58	87	27	172	25	94	53	172	16	105	29	150	23	50	20	93	587
08:30 AM	53	89	28	170	23	96	44	163	18	82	24	124	19	60	18	97	554
08:45 AM	43	104	42	189	25	105	39	169	23	71	18	112	25	64	20	109	579
Total	201	348	134	683	84	392	195	671	88	362	91	541	96	261	89	446	2341
Grand Total	387	943	303	1633	178	826	393	1397	245	744	207	1196	215	526	332	1073	5299
Apprch %	23.7	57.7	18.6		12.7	59.1	28.1		20.5	62.2	17.3		20	49	30.9		
Total %	7.3	17.8	5.7	30.8	3.4	15.6	7.4	26.4	4.6	14	3.9	22.6	4.1	9.9	6.3	20.2	

	Golden Lantern Southbound				Camino Del Avion Westbound				Golden Lantern Northbound				Camino Del Avion 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	42	137	34	213	16	94	43	153	36	67	28	131	23	52	68	143	640
07:30 AM	**60**	**240**	**57**	**357**	32	123	57	212	**62**	124	**43**	**229**	36	87	**87**	210	**1008**
07:45 AM	54	152	54	260	**34**	**143**	**72**	**249**	36	**141**	34	211	**49**	**103**	76	**228**	948
08:00 AM	47	68	37	152	11	97	59	167	31	104	20	155	29	87	31	147	621
Total Volume	203	597	182	982	93	457	231	781	165	436	125	726	137	329	262	728	3217
% App. Total	20.7	60.8	18.5		11.9	58.5	29.6		22.7	60.1	17.2		18.8	45.2	36		
PHF	.846	.622	.798	.688	.684	.799	.802	.784	.665	.773	.727	.793	.699	.799	.753	.798	.798

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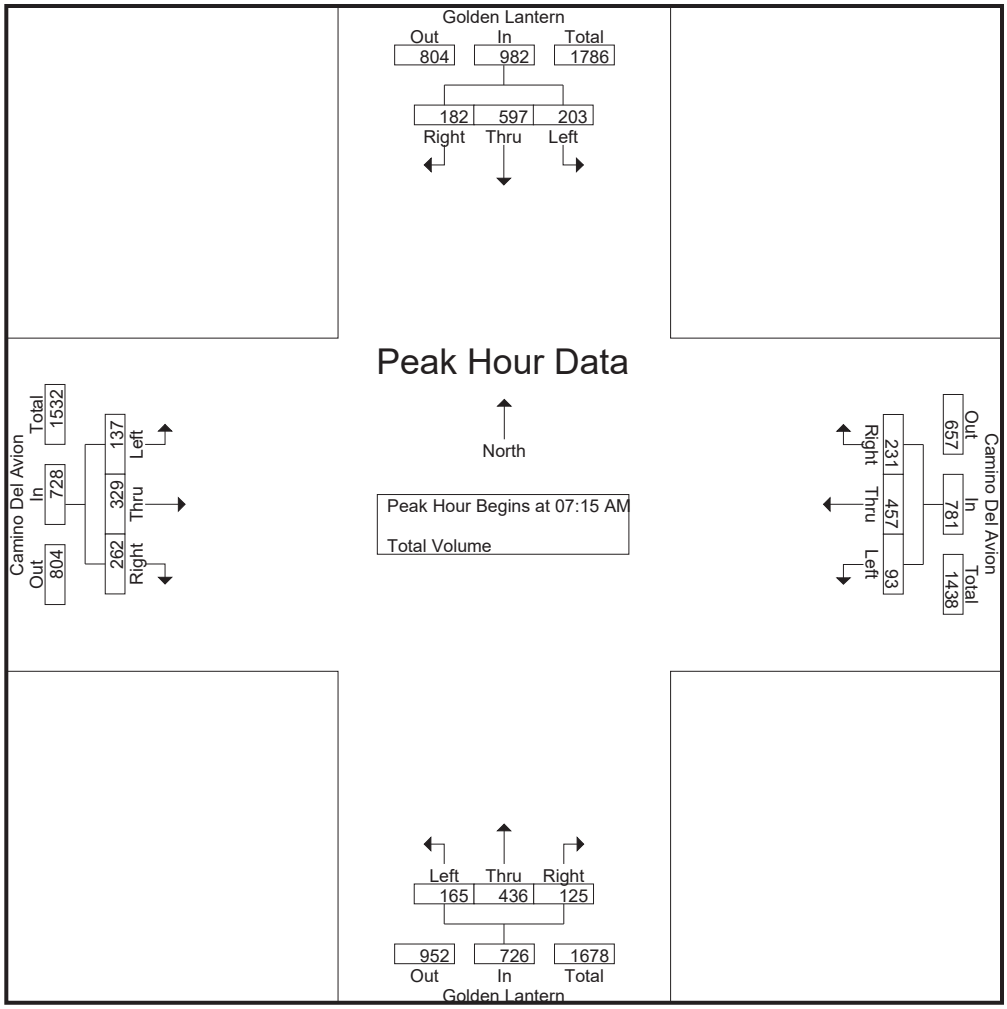
City of Laguna Niguel
N/S: Golden Lantern
E/W: Camino Del Avion
Weather: Clear

File Name : 55_LNL_Golden_Cam d Av AM
Site Code : 05722006
Start Date : 1/11/2022
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				07:15 AM			
+0 mins.	42	137	34	213	32	123	57	212	**62**	124	**43**	**229**	23	52	68	143
+15 mins.	**60**	**240**	**57**	**357**	**34**	**143**	**72**	**249**	36	**141**	34	211	36	87	**87**	210
+30 mins.	54	152	54	260	11	97	59	167	31	104	20	155	**49**	**103**	76	**228**
+45 mins.	47	68	37	152	25	94	53	172	16	105	29	150	29	87	31	147
Total Volume	203	597	182	982	102	457	241	800	145	474	126	745	137	329	262	728
% App. Total	20.7	60.8	18.5		12.8	57.1	30.1		19.5	63.6	16.9		18.8	45.2	36	
PHF	.846	.622	.798	.688	.750	.799	.837	.803	.585	.840	.733	.813	.699	.799	.753	.798

Counts Unlimited, Inc.
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City of Laguna Niguel
N/S: Golden Lantern
E/W: Camino Del Avion
Weather: Clear

File Name : 55_LNL_Golden_Cam d Av PM
Site Code : 05722006
Start Date : 1/11/2022
Page No : 1

Groups Printed- Total Volume

	Golden Lantern Southbound				Camino Del Avion Westbound				Golden Lantern Northbound				Camino Del Avion 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	56	131	39	226	35	67	44	146	45	135	30	210	27	94	39	160	742
04:15 PM	66	130	52	248	22	91	52	165	35	115	21	171	44	101	40	185	769
04:30 PM	55	156	36	247	42	79	49	170	36	109	30	175	32	83	48	163	755
04:45 PM	67	146	44	257	29	64	59	152	40	140	27	207	33	87	40	160	776
Total	244	563	171	978	128	301	204	633	156	499	108	763	136	365	167	668	3042
05:00 PM	61	143	42	246	36	79	54	169	38	137	31	206	32	95	29	156	777
05:15 PM	53	126	45	224	27	76	55	158	47	126	28	201	26	75	35	136	719
05:30 PM	44	103	42	189	31	81	57	169	29	116	41	186	41	93	35	169	713
05:45 PM	44	116	41	201	16	84	55	155	36	101	38	175	41	70	43	154	685
Total	202	488	170	860	110	320	221	651	150	480	138	768	140	333	142	615	2894
Grand Total	446	1051	341	1838	238	621	425	1284	306	979	246	1531	276	698	309	1283	5936
Apprch %	24.3	57.2	18.6		18.5	48.4	33.1		20	63.9	16.1		21.5	54.4	24.1		
Total %	7.5	17.7	5.7	31	4	10.5	7.2	21.6	5.2	16.5	4.1	25.8	4.6	11.8	5.2	21.6	

	Golden Lantern Southbound				Camino Del Avion Westbound				Golden Lantern Northbound				Camino Del Avion 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	66	130	**52**	248	22	**91**	52	165	35	115	21	171	**44**	**101**	40	**185**	769
04:30 PM	55	**156**	36	247	**42**	79	49	**170**	36	109	30	175	32	83	**48**	163	755
04:45 PM	**67**	146	44	**257**	29	64	**59**	152	**40**	**140**	27	**207**	33	87	40	160	776
05:00 PM	61	143	42	246	36	79	54	169	38	137	**31**	206	32	95	29	156	**777**
Total Volume	249	575	174	998	129	313	214	656	149	501	109	759	141	366	157	664	3077
% App. Total	24.9	57.6	17.4		19.7	47.7	32.6		19.6	66	14.4		21.2	55.1	23.6		
PHF	.929	.921	.837	.971	.768	.860	.907	.965	.931	.895	.879	.917	.801	.906	.818	.897	.990

Counts Unlimited, Inc.
PO Box 1178
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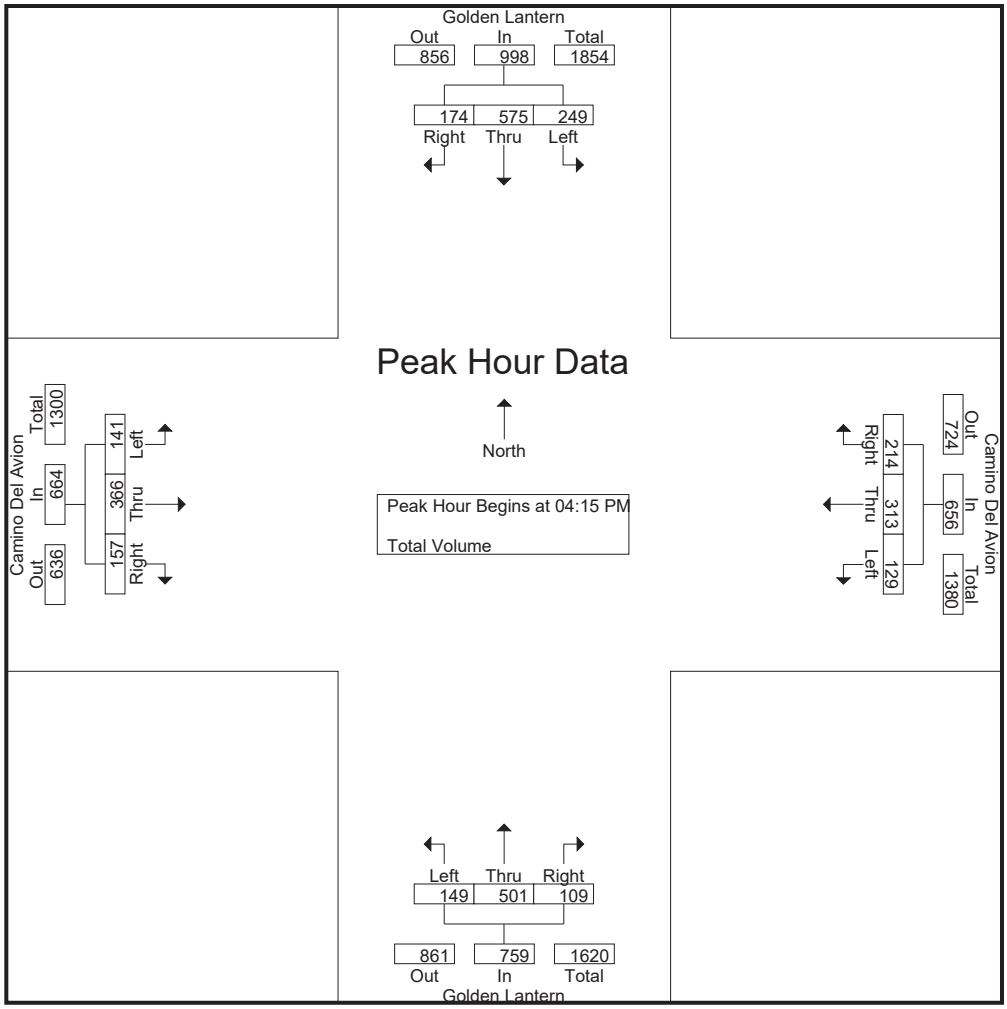
City of Laguna Niguel
N/S: Golden Lantern
E/W: Camino Del Avion
Weather: Clear

File Name : 55_LNL_Golden_Cam d Av PM
Site Code : 05722006
Start Date : 1/11/2022
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:

	04:15 PM				04:15 PM				04:45 PM				04:00 PM			
+0 mins.	66	130	**52**	248	22	**91**	52	165	40	**140**	27	**207**	27	94	39	160
+15 mins.	55	**156**	36	247	**42**	79	49	**170**	38	137	31	206	**44**	**101**	40	**185**
+30 mins.	**67**	146	44	**257**	29	64	**59**	152	**47**	126	28	201	32	83	**48**	163
+45 mins.	61	143	42	246	36	79	54	169	29	116	**41**	186	33	87	40	160
Total Volume	249	575	174	998	129	313	214	656	154	519	127	800	136	365	167	668
% App. Total	24.9	57.6	17.4		19.7	47.7	32.6		19.2	64.9	15.9		20.4	54.6	25	
PHF	.929	.921	.837	.971	.768	.860	.907	.965	.819	.927	.774	.966	.773	.903	.870	.903

APPENDIX A-II

ROADWAY SEGMENT COUNTS

Counts Unlimited, Inc

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

City of Laguna Niguel
Pacific Park Drive
B/ Alicia Parkway - La Paz Road
24 Hour Directional Volume Counts

LNL_Pacific Park_B_Alicia_La Paz
Site Code: 057-22006

Start Time	1/11/2022 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	248			8	236				
12:15		12	249			13	247				
12:30		9	263			10	250				
12:45		6	251	33	1011	8	217	39	950	72	1961
01:00		5	256			8	271				
01:15		5	273			3	217				
01:30		4	265			3	243				
01:45		4	261	18	1055	12	215	26	946	44	2001
02:00		5	234			8	213				
02:15		5	267			4	210				
02:30		4	**289**			6	281				
02:45		3	**288**	17	1078	2	266	20	970	37	2048
03:00		5	**284**			5	253				
03:15		6	**346**			3	266				
03:30		8	247			2	261				
03:45		6	306	25	1183	4	256	14	1036	39	2219
04:00		8	283			6	240				
04:15		13	300			1	243				
04:30		13	279			6	262				
04:45		14	283	48	1145	13	**262**	26	1007	74	2152
05:00		23	282			12	**271**				
05:15		15	288			16	**282**				
05:30		30	295			18	**296**				
05:45		42	277	110	1142	21	246	67	1095	177	2237
06:00		48	271			28	255				
06:15		62	238			38	234				
06:30		66	250			44	186				
06:45		98	197	274	956	60	203	170	878	444	1834
07:00		106	181			73	159				
07:15		150	166			129	155				
07:30		204	170			168	150				
07:45		176	151	636	668	167	128	537	592	1173	1260
08:00		182	128			194	127				
08:15		188	127			199	130				
08:30		223	136			178	110				
08:45		182	75	775	466	172	79	743	446	1518	912
09:00		158	88			164	76				
09:15		132	58			140	77				
09:30		194	48			161	56				
09:45		203	50	687	244	171	51	636	260	1323	504
10:00		176	45			192	66				
10:15		206	31			168	32				
10:30		168	38			180	42				
10:45		244	24	794	138	181	22	721	162	1515	300
11:00		**208**	30			**191**	22				
11:15		**254**	21			**226**	15				
11:30		**223**	10			**219**	13				
11:45		**270**	16	955	77	**185**	14	821	64	1776	141
Total		4372	9163	4372	9163	3820	8406	3820	8406	8192	17569
Combined Total		13535		13535		12226		12226		25761	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	955	-	-	-	821	-	-	-	-	-
P.H.F.		0.884				0.908					
PM Peak	-	-	02:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	1207	-	-	-	1111	-	-	-	-
P.H.F.			0.872				0.938				
Percentage		32.3%	67.7%			31.2%	68.8%				
ADT/AADT		ADT 25,761		AADT 25,761							

Counts Unlimited, Inc.

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

City of Laguna Niguel
Alicia Parkway
B/ Pacific Park Drive - Avila Road
24 Hour Directional Volume Count

LNL002
Site Code: 057-22006

Start Time	11-Jan-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	215			7	171				
12:15		7	253			2	189				
12:30		12	222			5	219				
12:45		9	238	36	928	0	210	14	789	50	1717
01:00		4	217			3	180				
01:15		6	217			3	191				
01:30		5	209			7	211				
01:45		5	232	20	875	3	212	16	794	36	1669
02:00		3	237			5	209				
02:15		3	262			5	203				
02:30		2	**335**			9	237				
02:45		8	**272**	16	1106	6	241	25	890	41	1996
03:00		12	**272**			4	241				
03:15		6	**275**			9	206				
03:30		6	274			8	234				
03:45		9	268	33	1089	11	264	32	945	65	2034
04:00		14	278			8	212				
04:15		12	258			11	235				
04:30		22	273			16	**262**				
04:45		17	281	65	1090	29	**238**	64	947	129	2037
05:00		28	284			23	**232**				
05:15		30	253			35	**243**				
05:30		36	249			71	230				
05:45		44	232	138	1018	115	226	244	931	382	1949
06:00		65	220			82	211				
06:15		71	210			72	188				
06:30		102	148			105	165				
06:45		103	164	341	742	127	123	386	687	727	1429
07:00		120	156			121	134				
07:15		177	130			204	93				
07:30		249	119			215	69				
07:45		210	120	756	525	**256**	54	796	350	1552	875
08:00		**225**	95			**228**	54				
08:15		**255**	85			**188**	58				
08:30		**231**	102			**253**	56				
08:45		**234**	63	945	345	219	57	888	225	1833	570
09:00		188	67			156	39				
09:15		201	76			152	24				
09:30		192	48			168	33				
09:45		165	60	746	251	190	29	666	125	1412	376
10:00		162	40			177	39				
10:15		206	33			181	17				
10:30		185	63			160	11				
10:45		196	42	749	178	173	11	691	78	1440	256
11:00		212	33			159	6				
11:15		234	21			173	5				
11:30		220	91			172	4				
11:45		247	18	913	163	214	3	718	18	1631	181
Total		4758	8310	4758	8310	4540	6779	4540	6779	9298	15089
Combined Total		13068		13068		11319		11319		24387	
AM Peak	-	08:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	945	-	-	-	925	-	-	-	-	-
P.H.F.		0.926				0.903					
PM Peak	-	-	02:30	-	-	-	04:30	-	-	-	-
Vol.	-	-	1154	-	-	-	975	-	-	-	-
P.H.F.			0.861				0.930				
Percentage		36.4%	63.6%			40.1%	59.9%				
ADT/AADT		ADT 24,387		AADT 24,387							

Counts Unlimited, Inc

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City of Laguna Niguel
La Paz Road
B/ Pacific Park Drive - Avila Road
24 Hour Directional Volume Counts

LNL_La Paz_B_Pacific Park_Avila
Site Code: 057-22006

Start	1/11/2022	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	150			13	167				
12:15		5	154			6	199				
12:30		7	135			4	179				
12:45		10	144	30	583	2	203	25	748	55	1331
01:00		6	157			3	171				
01:15		5	144			2	183				
01:30		0	136			1	189				
01:45		7	**153**	18	590	5	199	11	742	29	1332
02:00		2	**157**			0	182				
02:15		0	**142**			1	191				
02:30		1	**161**			2	164				
02:45		2	145	5	605	3	174	6	711	11	1316
03:00		0	136			2	198				
03:15		3	135			3	177				
03:30		1	152			0	190				
03:45		4	132	8	555	2	203	7	768	15	1323
04:00		6	154			2	209				
04:15		0	137			5	178				
04:30		3	143			8	204				
04:45		5	136	14	570	16	**190**	31	781	45	1351
05:00		6	142			17	**218**				
05:15		7	150			16	**181**				
05:30		14	141			22	**216**				
05:45		15	127	42	560	51	170	106	785	148	1345
06:00		26	129			22	162				
06:15		10	146			39	166				
06:30		28	92			28	140				
06:45		27	89	91	456	60	133	149	601	240	1057
07:00		44	92			46	106				
07:15		63	58			70	82				
07:30		93	106			91	78				
07:45		120	82	320	338	116	86	323	352	643	690
08:00		105	62			116	78				
08:15		**180**	52			150	63				
08:30		**202**	61			145	44				
08:45		**197**	33	684	208	200	37	611	222	1295	430
09:00		**128**	43			137	44				
09:15		81	32			108	45				
09:30		113	27			128	25				
09:45		102	26	424	128	184	29	557	143	981	271
10:00		100	26			117	27				
10:15		113	21			147	27				
10:30		101	26			127	17				
10:45		107	15	421	88	151	14	542	85	963	173
11:00		136	18			**126**	16				
11:15		135	20			**160**	16				
11:30		150	25			**193**	8				
11:45		142	11	563	74	**194**	9	673	49	1236	123
Total		2620	4755	2620	4755	3041	5987	3041	5987	5661	10742
Combined Total		7375		7375		9028		9028		16403	
AM Peak	-	08:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	707	-	-	-	673	-	-	-	-	-
P.H.F.		0.875				0.841					
PM Peak	-	-	01:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	613	-	-	-	805	-	-	-	-
P.H.F.			0.952				0.923				
Percentage		35.5%	64.5%			33.7%	66.3%				
ADT/AADT		ADT 16,403		AADT 16,403							

Counts Unlimited, Inc

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City of Laguna Niguel
Moulton Parkway
N/ Avila Road
24 Hour Directional Volume Counts

LNL_Moulton_N_Avila
Site Code: 057-22006

Start	1/11/2022	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	139			9	148				
12:15		9	147			9	130				
12:30		5	183			6	155				
12:45		5	155	28	624	11	120	35	553	63	1177
01:00		10	148			2	133				
01:15		2	158			3	144				
01:30		1	123			8	163				
01:45		4	128	17	557	4	158	17	598	34	1155
02:00		2	178			7	139				
02:15		3	218			5	159				
02:30		9	198			4	159				
02:45		3	154	17	748	4	161	20	618	37	1366
03:00		6	**237**			2	216				
03:15		1	**214**			5	192				
03:30		4	**208**			6	194				
03:45		4	**212**	15	871	4	224	17	826	32	1697
04:00		6	188			1	220				
04:15		5	182			6	215				
04:30		17	155			12	221				
04:45		14	172	42	697	7	**245**	26	901	68	1598
05:00		13	200			9	**227**				
05:15		20	192			3	**248**				
05:30		32	167			15	**258**				
05:45		29	168	94	727	20	231	47	964	141	1691
06:00		44	133			30	179				
06:15		60	120			23	190				
06:30		75	130			41	140				
06:45		93	106	272	489	54	124	148	633	420	1122
07:00		121	96			78	108				
07:15		**173**	88			129	95				
07:30		**243**	88			168	103				
07:45		**274**	56	811	328	120	81	495	387	1306	715
08:00		**201**	55			**138**	64				
08:15		56	68			**133**	71				
08:30		67	46			**145**	62				
08:45		53	49	377	218	**147**	67	563	264	940	482
09:00		160	44			117	58				
09:15		147	49			116	53				
09:30		165	32			87	51				
09:45		137	32	609	157	108	42	428	204	1037	361
10:00		147	33			102	45				
10:15		116	30			112	32				
10:30		128	20			117	31				
10:45		166	14	557	97	112	28	443	136	1000	233
11:00		134	26			139	16				
11:15		137	15			118	19				
11:30		138	8			129	13				
11:45		144	8	553	57	138	8	524	56	1077	113
Total		3392	5570	3392	5570	2763	6140	2763	6140	6155	11710
Combined Total		8962		8962		8903		8903		17865	
AM Peak	-	07:15	-	-	-	08:00	-	-	-	-	-
Vol.	-	891	-	-	-	563	-	-	-	-	-
P.H.F.		0.813				0.957					
PM Peak	-	-	03:00	-	-	-	04:45	-	-	-	-
Vol.	-	-	871	-	-	-	978	-	-	-	-
P.H.F.			0.919				0.948				
Percentage		37.8%	62.2%			31.0%	69.0%				
ADT/AADT		ADT 17,865		AADT 17,865							

Counts Unlimited, Inc

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City of Laguna Niguel
Alicia Parkway
B/ Avila Road - Aliso Creek Road
24 Hour Directional Volume Counts

LNL_Alicia_B_Avila_Aliso Creek
Site Code: 057-22006

Start Time	1/12/2022 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	225			20	204				
12:15		6	248			15	192				
12:30		8	270			11	191				
12:45		8	193	26	936	10	206	56	793	82	1729
01:00		3	235			9	188				
01:15		6	203			4	198				
01:30		4	205			4	233				
01:45		6	202	19	845	8	238	25	857	44	1702
02:00		9	273			7	209				
02:15		6	249			7	232				
02:30		4	233			6	208				
02:45		6	238	25	993	3	263	23	912	48	1905
03:00		1	268			4	284				
03:15		4	**263**			2	220				
03:30		15	**286**			10	**262**				
03:45		8	**277**	28	1094	8	**280**	24	1046	52	2140
04:00		7	**289**			8	**265**				
04:15		10	257			6	**267**				
04:30		22	248			5	254				
04:45		15	253	54	1047	19	234	38	1020	92	2067
05:00		19	295			16	253				
05:15		31	228			19	253				
05:30		33	240			24	285				
05:45		47	201	130	964	44	233	103	1024	233	1988
06:00		59	226			47	244				
06:15		76	165			67	210				
06:30		89	137			89	201				
06:45		115	122	339	650	122	200	325	855	664	1505
07:00		125	152			135	132				
07:15		189	121			**219**	144				
07:30		**236**	97			**253**	134				
07:45		**233**	82	783	452	**241**	120	848	530	1631	982
08:00		**245**	114			**186**	103				
08:15		**238**	85			175	104				
08:30		186	71			195	77				
08:45		177	75	846	345	214	99	770	383	1616	728
09:00		185	66			160	79				
09:15		181	44			165	66				
09:30		222	44			175	68				
09:45		194	53	782	207	171	52	671	265	1453	472
10:00		202	35			180	57				
10:15		179	26			170	32				
10:30		221	31			203	37				
10:45		228	19	830	111	172	22	725	148	1555	259
11:00		216	24			174	32				
11:15		201	10			187	15				
11:30		231	13			193	17				
11:45		218	14	866	61	224	17	778	81	1644	142
Total		4728	7705	4728	7705	4386	7914	4386	7914	9114	15619
Combined Total		12433		12433		12300		12300		24733	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	952	-	-	-	899	-	-	-	-	-
P.H.F.		0.971				0.888					
PM Peak	-	-	03:15	-	-	-	03:30	-	-	-	-
Vol.	-	-	1115	-	-	-	1074	-	-	-	-
P.H.F.			0.965				0.959				
Percentage		38.0%	62.0%			35.7%	64.3%				
ADT/AADT		ADT 24,733		AADT 24,733							

Counts Unlimited, Inc

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City of Laguna Niguel
La Paz Road
B/ Avila Road - Aliso Creek Road
24 Hour Directional Volume Counts

LNL_La Paz_B_Avila_Aliso Creek
Site Code: 057-22006

Start	1/11/2022	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	134			6	152				
12:15		3	129			5	142				
12:30		2	116			2	136				
12:45		2	121	10	500	1	136	14	566	24	1066
01:00		0	133			1	134				
01:15		1	135			1	137				
01:30		0	114			0	140				
01:45		0	**136**	1	518	1	166	3	577	4	1095
02:00		0	**142**			0	123				
02:15		0	**125**			1	143				
02:30		1	**157**			1	140				
02:45		0	125	1	549	2	162	4	568	5	1117
03:00		0	141			2	158				
03:15		2	129			2	157				
03:30		1	128			0	158				
03:45		2	118	5	516	1	170	5	643	10	1159
04:00		5	135			1	141				
04:15		1	123			2	163				
04:30		1	139			2	145				
04:45		6	132	13	529	8	140	13	589	26	1118
05:00		3	121			8	**159**				
05:15		5	127			7	**158**				
05:30		11	121			13	**171**				
05:45		14	116	33	485	19	**175**	47	663	80	1148
06:00		24	108			17	145				
06:15		11	101			20	139				
06:30		21	74			18	115				
06:45		32	58	88	341	37	94	92	493	180	834
07:00		37	69			38	87				
07:15		58	40			49	58				
07:30		93	69			77	66				
07:45		107	41	295	219	90	77	254	288	549	507
08:00		93	35			93	62				
08:15		**208**	28			98	44				
08:30		**255**	38			108	35				
08:45		**229**	21	785	122	140	25	439	166	1224	288
09:00		**131**	24			130	36				
09:15		107	16			84	32				
09:30		92	13			100	17				
09:45		110	14	440	67	119	14	433	99	873	166
10:00		110	11			101	14				
10:15		100	12			130	21				
10:30		105	11			107	11				
10:45		105	6	420	40	117	8	455	54	875	94
11:00		124	8			**115**	6				
11:15		140	3			**114**	7				
11:30		135	8			**160**	7				
11:45		147	2	546	21	**142**	2	531	22	1077	43
Total		2637	3907	2637	3907	2290	4728	2290	4728	4927	8635
Combined Total		6544		6544		7018		7018		13562	
AM Peak	-	08:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	823	-	-	-	531	-	-	-	-	-
P.H.F.		0.807				0.830					
PM Peak	-	-	01:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	560	-	-	-	663	-	-	-	-
P.H.F.			0.892				0.947				
Percentage		40.3%	59.7%			32.6%	67.4%				
ADT/AADT		ADT 13,562		AADT 13,562							

Counts Unlimited, Inc

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City of Laguna Niguel
Moulton Parkway
B/ Avila Road - Aliso Creek Road
24 Hour Directional Volume Counts

LNL_Moulton_B_Avila_Aliso Creek
Site Code: 057-22006

Start	1/11/2022	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		10	165			10	175				
12:15		9	188			5	162				
12:30		7	187			6	172				
12:45		8	186	34	726	13	147	34	656	68	1382
01:00		9	159			7	158				
01:15		3	189			3	162				
01:30		1	154			7	184				
01:45		4	174	17	676	5	192	22	696	39	1372
02:00		3	172			6	170				
02:15		8	224			4	184				
02:30		7	218			3	184				
02:45		6	189	24	803	5	202	18	740	42	1543
03:00		7	**246**			1	242				
03:15		0	**247**			5	206				
03:30		6	**228**			7	222				
03:45		4	**226**	17	947	3	244	16	914	33	1861
04:00		7	200			3	244				
04:15		5	217			6	251				
04:30		18	181			11	245				
04:45		20	184	50	782	7	**264**	27	1004	77	1786
05:00		19	213			10	**259**				
05:15		18	210			5	**273**				
05:30		33	189			15	**267**				
05:45		43	175	113	787	28	261	58	1060	171	1847
06:00		49	157			31	197				
06:15		63	140			30	193				
06:30		79	145			42	156				
06:45		107	131	298	573	52	155	155	701	453	1274
07:00		123	102			66	116				
07:15		**157**	96			115	126				
07:30		**232**	98			129	118				
07:45		**272**	73	784	369	140	88	450	448	1234	817
08:00		**217**	65			137	89				
08:15		35	75			137	94				
08:30		19	58			146	66				
08:45		3	51	274	249	163	80	583	329	857	578
09:00		161	55			124	61				
09:15		155	54			113	63				
09:30		194	33			101	55				
09:45		187	42	697	184	128	47	466	226	1163	410
10:00		152	34			113	52				
10:15		137	36			131	35				
10:30		169	22			138	32				
10:45		186	16	644	108	133	31	515	150	1159	258
11:00		161	27			**140**	20				
11:15		146	20			**144**	18				
11:30		165	12			**163**	17				
11:45		169	10	641	69	**151**	8	598	63	1239	132
Total		3593	6273	3593	6273	2942	6987	2942	6987	6535	13260
Combined Total		9866		9866		9929		9929		19795	
AM Peak	-	07:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	878	-	-	-	598	-	-	-	-	-
P.H.F.		0.807				0.917					
PM Peak	-	-	03:00	-	-	-	04:45	-	-	-	-
Vol.	-	-	947	-	-	-	1063	-	-	-	-
P.H.F.			0.959				0.973				
Percentage		36.4%	63.6%			29.6%	70.4%				

ADT/AADT	ADT 19,795	AADT 19,795

Counts Unlimited, Inc

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City of Laguna Niguel
Aliso Creek Road
B/ Alicia Parkway - La Paz Road
24 Hour Directional Volume Counts

LNL_Aliso Creek_B_Alicia_La Paz
Site Code: 057-22006

Start	1/11/2022	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	135			3	141				
12:15		3	181			8	186				
12:30		3	199			3	162				
12:45		4	153	15	668	2	165	16	654	31	1322
01:00		4	162			3	179				
01:15		1	160			3	186				
01:30		3	139			3	157				
01:45		3	164	11	625	4	177	13	699	24	1324
02:00		3	175			3	146				
02:15		1	191			1	161				
02:30		1	185			3	207				
02:45		1	**215**	6	766	1	213	8	727	14	1493
03:00		1	**224**			2	213				
03:15		6	**218**			2	219				
03:30		6	**218**			2	195				
03:45		7	212	20	872	1	227	7	854	27	1726
04:00		4	213			2	190				
04:15		3	181			1	220				
04:30		9	214			3	198				
04:45		19	209	35	817	7	**212**	13	820	48	1637
05:00		14	219			8	**206**				
05:15		22	208			6	**231**				
05:30		17	205			16	**208**				
05:45		40	150	93	782	27	207	57	852	150	1634
06:00		53	139			45	181				
06:15		43	167			37	166				
06:30		62	128			67	142				
06:45		78	103	236	537	71	132	220	621	456	1158
07:00		66	92			87	133				
07:15		142	96			170	111				
07:30		**202**	59			**250**	113				
07:45		**266**	86	676	333	**169**	100	676	457	1352	790
08:00		**194**	60			**168**	102				
08:15		**177**	47			**172**	78				
08:30		158	73			192	73				
08:45		155	45	684	225	166	70	698	323	1382	548
09:00		107	49			132	71				
09:15		134	33			103	54				
09:30		135	49			122	50				
09:45		152	26	528	157	117	34	474	209	1002	366
10:00		142	27			125	37				
10:15		142	24			118	23				
10:30		152	15			123	19				
10:45		152	19	588	85	148	11	514	90	1102	175
11:00		123	17			135	11				
11:15		149	10			129	11				
11:30		174	14			176	10				
11:45		173	7	619	48	182	5	622	37	1241	85
Total		3511	5915	3511	5915	3318	6343	3318	6343	6829	12258
Combined Total		9426		9426		9661		9661		19087	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	839	-	-	-	759	-	-	-	-	-
P.H.F.		0.789				0.759					
PM Peak	-	-	02:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	875	-	-	-	857	-	-	-	-
P.H.F.			0.977				0.927				
Percentage		37.2%	62.8%			34.3%	65.7%				
ADT/AADT		ADT 19,087		AADT 19,087							

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City of Laguna Niguel
Aliso Creek Road
B/ La Paz Road - Moulton Parkway
24 Hour Directional Volume Count

LNL009
Site Code: 057-22006

Start Time	11-Jan-22 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	94			3	102				
12:15		1	94			2	86				
12:30		3	113			3	96				
12:45		2	104	10	405	3	94	11	378	21	783
01:00		4	101			2	106				
01:15		1	85			2	97				
01:30		2	104			3	93				
01:45		4	109	11	399	1	81	8	377	19	776
02:00		2	96			3	102				
02:15		0	123			2	**120**				
02:30		1	101			0	**128**				
02:45		1	**147**	4	467	0	**155**	5	505	9	972
03:00		4	**137**			1	**146**				
03:15		2	**112**			1	118				
03:30		2	**143**			2	117				
03:45		2	141	10	533	3	125	7	506	17	1039
04:00		1	116			1	102				
04:15		3	111			0	131				
04:30		5	132			5	118				
04:45		4	126	13	485	8	132	14	483	27	968
05:00		7	145			15	110				
05:15		8	113			11	146				
05:30		12	149			24	106				
05:45		14	90	41	497	41	131	91	493	132	990
06:00		27	110			39	114				
06:15		29	115			29	86				
06:30		23	78			45	83				
06:45		44	77	123	380	58	79	171	362	294	742
07:00		38	73			54	74				
07:15		63	55			123	63				
07:30		**127**	63			177	49				
07:45		**122**	60	350	251	149	57	503	243	853	494
08:00		**83**	45			116	39				
08:15		**91**	43			**227**	48				
08:30		79	44			**274**	36				
08:45		87	32	340	164	**194**	37	811	160	1151	324
09:00		74	35			**117**	27				
09:15		79	13			67	26				
09:30		86	33			72	30				
09:45		80	21	319	102	81	24	337	107	656	209
10:00		82	21			104	29				
10:15		82	13			74	12				
10:30		101	13			84	12				
10:45		74	9	339	56	100	6	362	59	701	115
11:00		74	14			87	10				
11:15		75	12			88	6				
11:30		114	11			85	4				
11:45		96	10	359	47	92	4	352	24	711	71
Total		1919	3786	1919	3786	2672	3697	2672	3697	4591	7483
Combined Total		5705		5705		6369		6369		12074	
AM Peak	-	07:30	-	-	-	08:15	-	-	-	-	-
Vol.	-	423	-	-	-	812	-	-	-	-	-
P.H.F.		0.833				0.741					
PM Peak	-	-	02:45	-	-	-	02:15	-	-	-	-
Vol.	-	-	539	-	-	-	549	-	-	-	-
P.H.F.			0.917				0.885				
Percentage		33.6%	66.4%			42.0%	58.0%				
ADT/AADT		ADT 12,074		AADT 12,074							

Counts Unlimited, Inc

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City of Laguna Niguel
Alicia Parkway
B/ Aliso Creek Road - Highlands Avenue
24 Hour Directional Volume Counts

LNL_Alicia_B_Aliso Creek_Highlands
Site Code: 057-22006

Start	1/12/2022	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	336			19	327				
12:15		17	391			21	311				
12:30		4	375			15	334				
12:45		12	332	45	1434	12	301	67	1273	112	2707
01:00		6	315			10	292				
01:15		4	332			4	328				
01:30		9	349			7	314				
01:45		6	323	25	1319	7	360	28	1294	53	2613
02:00		7	345			6	323				
02:15		11	361			7	387				
02:30		9	358			6	316				
02:45		8	430	35	1494	5	398	24	1424	59	2918
03:00		4	446			4	412				
03:15		10	381			4	403				
03:30		9	384			7	**449**				
03:45		13	389	36	1600	8	**469**	23	1733	59	3333
04:00		10	443			5	**447**				
04:15		12	410			6	**442**				
04:30		19	386			10	426				
04:45		29	**404**	70	1643	11	385	32	1700	102	3343
05:00		34	**445**			16	399				
05:15		38	**397**			18	399				
05:30		63	**400**			23	428				
05:45		73	357	208	1599	46	369	103	1595	311	3194
06:00		76	336			47	433				
06:15		123	274			89	313				
06:30		150	211			114	322				
06:45		181	200	530	1021	153	293	403	1361	933	2382
07:00		200	210			160	250				
07:15		378	200			274	209				
07:30		**432**	151			306	199				
07:45		**441**	113	1451	674	350	190	1090	848	2541	1522
08:00		**453**	151			297	126				
08:15		**408**	143			283	149				
08:30		382	101			313	125				
08:45		350	114	1593	509	324	142	1217	542	2810	1051
09:00		301	84			247	134				
09:15		293	67			248	114				
09:30		317	61			244	69				
09:45		326	55	1237	267	276	77	1015	394	2252	661
10:00		311	57			253	75				
10:15		314	41			286	55				
10:30		379	38			281	44				
10:45		351	26	1355	162	257	32	1077	206	2432	368
11:00		299	28			**298**	31				
11:15		341	18			**303**	19				
11:30		331	18			**350**	24				
11:45		372	22	1343	86	**355**	17	1306	91	2649	177
Total		7928	11808	7928	11808	6385	12461	6385	12461	14313	24269
Combined Total		19736		19736		18846		18846		38582	
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	1734	-	-	-	1306	-	-	-	-	-
P.H.F.		0.957				0.920					
PM Peak	-	-	04:45	-	-	-	03:30	-	-	-	-
Vol.	-	-	1646	-	-	-	1807	-	-	-	-
P.H.F.			0.925				0.963				
Percentage		40.2%	59.8%			33.9%	66.1%				
ADT/AADT		ADT 38,582		AADT 38,582							

Counts Unlimited, Inc

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City of Laguna Niguel
La Paz Road
B/ Aliso Creek Road - Rancho Niguel Road
24 Hour Directional Volume Counts

LNL_La Paz_B_Aliso Creek_Rancho Niguel
Site Code: 057-22006

Start Time	1/11/2022 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	87			5	116				
12:15		4	107			5	130				
12:30		0	106			1	124				
12:45		1	101	5	401	2	128	13	498	18	899
01:00		0	88			1	117				
01:15		2	85			0	131				
01:30		1	87			0	109				
01:45		2	124	5	384	1	118	2	475	7	859
02:00		1	97			0	137				
02:15		0	98			2	**151**				
02:30		1	**123**			0	**131**				
02:45		1	**128**	3	446	0	**175**	2	594	5	1040
03:00		0	**133**			0	**192**				
03:15		3	**152**			0	151				
03:30		1	114			1	131				
03:45		2	131	6	530	2	156	3	630	9	1160
04:00		6	120			1	138				
04:15		2	128			1	138				
04:30		2	110			1	155				
04:45		11	112	21	470	2	147	5	578	26	1048
05:00		6	87			3	175				
05:15		9	99			5	156				
05:30		12	97			0	142				
05:45		19	114	46	397	16	136	24	609	70	1006
06:00		23	78			14	163				
06:15		20	72			26	121				
06:30		36	55			33	103				
06:45		40	46	119	251	40	96	113	483	232	734
07:00		64	46			42	92				
07:15		109	43			82	68				
07:30		155	54			**108**	89				
07:45		104	31	432	174	**144**	61	376	310	808	484
08:00		**135**	33			**111**	62				
08:15		**146**	13			**110**	47				
08:30		**161**	30			95	38				
08:45		**149**	22	591	98	102	25	418	172	1009	270
09:00		102	12			82	51				
09:15		96	20			85	28				
09:30		85	13			76	30				
09:45		92	12	375	57	106	18	349	127	724	184
10:00		81	2			95	18				
10:15		81	9			90	25				
10:30		82	6			115	6				
10:45		94	4	338	21	84	11	384	60	722	81
11:00		103	5			83	6				
11:15		79	5			124	3				
11:30		114	2			135	5				
11:45		102	1	398	13	116	3	458	17	856	30
Total		2339	3242	2339	3242	2147	4553	2147	4553	4486	7795
Combined Total		5581		5581		6700		6700		12281	
AM Peak	-	08:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	591	-	-	-	473	-	-	-	-	-
P.H.F.		0.918				0.821					
PM Peak	-	-	02:30	-	-	-	02:15	-	-	-	-
Vol.	-	-	536	-	-	-	649	-	-	-	-
P.H.F.			0.882				0.845				
Percentage		41.9%	58.1%			32.0%	68.0%				
ADT/AADT		ADT 12,281		AADT 12,281							

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City of Laguna Niguel
Moulton Parkway
B/ Aliso Creek Road - Rancho Niguel Road
24 Hour Directional Volume Count

LNL012
Site Code: 057-22006

Start Time	11-Jan-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	241			10	224				
12:15		10	281			6	236				
12:30		7	248			9	230				
12:45		9	245	38	1015	11	239	36	929	74	1944
01:00		11	240			9	188				
01:15		8	242			3	222				
01:30		4	207			7	258				
01:45		5	252	28	941	9	254	28	922	56	1863
02:00		6	216			9	219				
02:15		11	285			8	281				
02:30		5	304			2	256				
02:45		7	297	29	1102	5	281	24	1037	53	2139
03:00		7	**331**			5	344				
03:15		1	**352**			6	299				
03:30		7	**305**			7	325				
03:45		4	**323**	19	1311	5	316	23	1284	42	2595
04:00		6	267			5	338				
04:15		8	307			10	327				
04:30		18	269			14	341				
04:45		22	277	54	1120	16	**321**	45	1327	99	2447
05:00		27	299			16	**348**				
05:15		29	301			15	**327**				
05:30		52	289			28	**361**				
05:45		83	261	191	1150	41	308	100	1344	291	2494
06:00		73	227			47	259				
06:15		73	203			64	254				
06:30		96	200			71	206				
06:45		145	191	387	821	93	193	275	912	662	1733
07:00		152	162			100	145				
07:15		212	145			164	167				
07:30		**338**	161			227	150				
07:45		**348**	111	1050	579	252	118	743	580	1793	1159
08:00		**306**	107			200	115				
08:15		**301**	112			**239**	109				
08:30		281	92			**256**	95				
08:45		255	81	1143	392	**276**	94	971	413	2114	805
09:00		217	80			**223**	88				
09:15		197	72			169	66				
09:30		217	56			178	65				
09:45		225	68	856	276	196	56	766	275	1622	551
10:00		205	58			176	63				
10:15		191	48			185	36				
10:30		206	31			200	32				
10:45		249	28	851	165	185	33	746	164	1597	329
11:00		223	33			189	31				
11:15		202	23			194	24				
11:30		217	17			208	24				
11:45		240	16	882	89	243	20	834	99	1716	188
Total		5528	8961	5528	8961	4591	9286	4591	9286	10119	18247
Combined Total		14489		14489		13877		13877		28366	
AM Peak	-	07:30	-	-	-	08:15	-	-	-	-	-
Vol.	-	1293	-	-	-	994	-	-	-	-	-
P.H.F.		0.929				0.900					
PM Peak	-	-	03:00	-	-	-	04:45	-	-	-	-
Vol.	-	-	1311	-	-	-	1357	-	-	-	-
P.H.F.			0.931				0.940				
Percentage		38.2%	61.8%			33.1%	66.9%				
ADT/AADT		ADT 28,366		AADT 28,366							

Counts Unlimited, Inc

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City of Laguna Niguel
Rancho Niguel Road
B/ Moulton Parkway - Greenfield Drive
24 Hour Directional Volume Counts

LNL_Rancho Niguel_B_Moulton_Greenfield
Site Code: 057-22006

Start	1/11/2022	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	126			12	126				
12:15		4	137			7	141				
12:30		3	111			1	121				
12:45		1	112	11	486	6	154	26	542	37	1028
01:00		2	118			8	145				
01:15		2	124			4	136				
01:30		3	139			1	118				
01:45		4	167	11	548	1	130	14	529	25	1077
02:00		4	143			3	134				
02:15		2	153			3	175				
02:30		1	139			2	178				
02:45		2	143	9	578	3	148	11	635	20	1213
03:00		0	154			6	144				
03:15		3	142			2	163				
03:30		3	150			4	**169**				
03:45		9	154	15	600	2	**186**	14	662	29	1262
04:00		6	152			2	**168**				
04:15		11	142			4	**180**				
04:30		9	149			9	137				
04:45		14	**137**	40	580	9	172	24	657	64	1237
05:00		18	**130**			13	153				
05:15		16	**188**			10	191				
05:30		33	**156**			18	184				
05:45		44	119	111	593	50	159	91	687	202	1280
06:00		37	108			40	135				
06:15		49	120			33	149				
06:30		76	93			50	147				
06:45		81	92	243	413	58	125	181	556	424	969
07:00		77	69			68	84				
07:15		**158**	77			89	97				
07:30		**202**	88			**130**	109				
07:45		**159**	67	596	301	**145**	93	432	383	1028	684
08:00		**136**	48			**142**	74				
08:15		107	50			**114**	72				
08:30		130	36			96	71				
08:45		134	37	507	171	111	67	463	284	970	455
09:00		122	44			72	52				
09:15		112	35			73	68				
09:30		102	32			107	44				
09:45		138	30	474	141	100	49	352	213	826	354
10:00		102	31			93	47				
10:15		119	18			104	31				
10:30		114	14			103	27				
10:45		101	17	436	80	109	15	409	120	845	200
11:00		128	7			102	19				
11:15		106	6			105	16				
11:30		110	6			110	14				
11:45		142	7	486	26	119	11	436	60	922	86
Total		2939	4517	2939	4517	2453	5328	2453	5328	5392	9845
Combined Total		7456		7456		7781		7781		15237	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	655	-	-	-	531	-	-	-	-	-
P.H.F.		0.811				0.916					
PM Peak	-	-	04:45	-	-	-	03:30	-	-	-	-
Vol.	-	-	611	-	-	-	703	-	-	-	-
P.H.F.			0.813				0.945				
Percentage		39.4%	60.6%			31.5%	68.5%				
ADT/AADT		ADT 15,237		AADT 15,237							

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City of Laguna Niguel
Crown Valley Parkway
B/ Greenfield Drive - Cabot Road
24 Hour Directional Volume Counts

LNL_Crown Valley_B_Greenfield_Cabot
Site Code: 057-22006

Start	1/12/2022	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		29	362			34	330				
12:15		22	376			18	373				
12:30		24	393			18	350				
12:45		13	388	88	1519	19	338	89	1391	177	2910
01:00		11	372			12	354				
01:15		13	333			15	337				
01:30		6	345			5	369				
01:45		7	347	37	1397	8	364	40	1424	77	2821
02:00		8	360			6	352				
02:15		13	**402**			7	322				
02:30		5	**407**			12	348				
02:45		9	**385**	35	1554	12	318	37	1340	72	2894
03:00		9	**389**			13	387				
03:15		12	358			13	376				
03:30		10	410			10	399				
03:45		13	362	44	1519	8	394	44	1556	88	3075
04:00		14	385			7	354				
04:15		17	352			16	**421**				
04:30		24	370			16	**390**				
04:45		39	361	94	1468	31	**438**	70	1603	164	3071
05:00		41	354			40	**371**				
05:15		60	384			51	408				
05:30		94	378			69	368				
05:45		84	329	279	1445	89	346	249	1493	528	2938
06:00		85	345			83	334				
06:15		139	272			104	311				
06:30		160	278			147	276				
06:45		179	222	563	1117	192	262	526	1183	1089	2300
07:00		204	229			228	225				
07:15		276	217			283	244				
07:30		**371**	200			**372**	190				
07:45		**395**	165	1246	811	**335**	212	1218	871	2464	1682
08:00		**340**	163			**335**	162				
08:15		**365**	165			**340**	187				
08:30		286	140			341	176				
08:45		289	136	1280	604	334	140	1350	665	2630	1269
09:00		244	146			281	140				
09:15		296	101			281	133				
09:30		282	107			280	91				
09:45		274	85	1096	439	295	97	1137	461	2233	900
10:00		307	95			301	75				
10:15		311	73			284	66				
10:30		285	56			295	63				
10:45		332	58	1235	282	296	53	1176	257	2411	539
11:00		309	42			290	55				
11:15		357	50			300	33				
11:30		330	40			339	30				
11:45		325	34	1321	166	350	30	1279	148	2600	314
Total		7318	12321	7318	12321	7215	12392	7215	12392	14533	24713
Combined Total		19639		19639		19607		19607		39246	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	1471	-	-	-	1382	-	-	-	-	-
P.H.F.		0.931				0.929					
PM Peak	-	-	02:15	-	-	-	04:15	-	-	-	-
Vol.	-	-	1583	-	-	-	1620	-	-	-	-
P.H.F.			0.972				0.925				
Percentage		37.3%	62.7%			36.8%	63.2%				
ADT/AADT		ADT 39,246		AADT 39,246							

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City of Laguna Niguel
Crown Valley Parkway
B/ Cabot Road - Forbes Road
24 Hour Directional Volume Counts

LNL_Crown Valley_B_Cabot_Forbes
Site Code: 057-22006

Start	1/12/2022	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		34	577			47	429				
12:15		26	678			21	476				
12:30		27	648			24	428				
12:45		19	661	106	2564	25	422	117	1755	223	4319
01:00		7	591			16	436				
01:15		18	567			17	446				
01:30		11	591			13	501				
01:45		10	606	46	2355	13	457	59	1840	105	4195
02:00		8	616			7	417				
02:15		13	**666**			11	443				
02:30		6	**668**			19	398				
02:45		13	**658**	40	2608	9	466	46	1724	86	4332
03:00		16	**645**			14	474				
03:15		15	593			20	455				
03:30		15	681			16	527				
03:45		23	632	69	2551	11	482	61	1938	130	4489
04:00		22	633			10	489				
04:15		20	641			24	510				
04:30		28	619			19	**502**				
04:45		57	676	127	2569	44	**521**	97	2022	224	4591
05:00		75	612			43	**474**				
05:15		86	649			54	**540**				
05:30		132	642			80	456				
05:45		129	597	422	2500	113	483	290	1953	712	4453
06:00		140	589			96	395				
06:15		207	523			137	402				
06:30		271	452			190	376				
06:45		278	421	896	1985	226	336	649	1509	1545	3494
07:00		322	385			267	322				
07:15		433	403			359	293				
07:30		529	326			411	255				
07:45		582	327	1866	1441	**410**	272	1447	1142	3313	2583
08:00		547	292			**457**	220				
08:15		567	282			**399**	246				
08:30		586	269			**430**	197				
08:45		519	245	2219	1088	349	184	1635	847	3854	1935
09:00		509	228			350	164				
09:15		544	170			392	164				
09:30		568	156			365	130				
09:45		536	122	2157	676	405	124	1512	582	3669	1258
10:00		583	119			406	103				
10:15		568	89			410	93				
10:30		560	66			390	90				
10:45		**627**	59	2338	333	416	75	1622	361	3960	694
11:00		**550**	49			359	74				
11:15		**580**	55			366	52				
11:30		**625**	39			444	50				
11:45		623	34	2378	177	438	47	1607	223	3985	400
Total		12664	20847	12664	20847	9142	15896	9142	15896	21806	36743
Combined Total		33511		33511		25038		25038		58549	
AM Peak	-	10:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	2382	-	-	-	1696	-	-	-	-	-
P.H.F.		0.950				0.928					
PM Peak	-	-	02:15	-	-	-	04:30	-	-	-	-
Vol.	-	-	2637	-	-	-	2037	-	-	-	-
P.H.F.			0.987				0.943				
Percentage		37.8%	62.2%			36.5%	63.5%				
ADT/AADT		ADT 3,434		AADT 3,434							

Counts Unlimited, Inc

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City of Laguna Niguel
Moulton Parkway
B/ Rancho Niguel Road - Crown Valley Parkway
24 Hour Directional Volume Counts

LNL_Moulton_B_Rancho Niguel_Crown Valley
Site Code: 057-22006

Start	1/11/2022	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	184			7	143				
12:15		8	167			4	149				
12:30		4	147			6	157				
12:45		6	163	25	661	7	129	24	578	49	1239
01:00		7	135			4	161				
01:15		3	175			2	149				
01:30		4	154			7	163				
01:45		7	156	21	620	2	173	15	646	36	1266
02:00		2	154			8	158				
02:15		4	185			6	178				
02:30		4	209			1	172				
02:45		3	188	13	736	2	192	17	700	30	1436
03:00		4	**232**			7	225				
03:15		1	**241**			3	213				
03:30		5	**203**			4	194				
03:45		2	**214**	12	890	1	213	15	845	27	1735
04:00		4	177			2	219				
04:15		3	197			5	**219**				
04:30		9	173			7	**259**				
04:45		12	179	28	726	11	**222**	25	919	53	1645
05:00		12	197			5	**221**				
05:15		19	195			10	219				
05:30		28	197			17	244				
05:45		30	174	89	763	24	236	56	920	145	1683
06:00		33	181			23	184				
06:15		42	109			45	168				
06:30		45	109			43	128				
06:45		88	123	208	522	64	132	175	612	383	1134
07:00		79	104			69	92				
07:15		148	91			129	119				
07:30		**209**	94			146	98				
07:45		**211**	64	647	353	159	64	503	373	1150	726
08:00		**213**	75			124	79				
08:15		**192**	77			134	72				
08:30		186	52			145	78				
08:45		146	38	737	242	156	53	559	282	1296	524
09:00		142	42			121	51				
09:15		133	43			109	34				
09:30		137	37			128	36				
09:45		154	40	566	162	117	42	475	163	1041	325
10:00		134	32			130	35				
10:15		128	32			134	26				
10:30		127	21			131	24				
10:45		162	25	551	110	127	14	522	99	1073	209
11:00		152	15			**110**	25				
11:15		149	22			**159**	13				
11:30		157	13			**147**	16				
11:45		130	8	588	58	**154**	14	570	68	1158	126
Total		3485	5843	3485	5843	2956	6205	2956	6205	6441	12048
Combined Total		9328		9328		9161		9161		18489	
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	825	-	-	-	570	-	-	-	-	-
P.H.F.		0.968				0.896					
PM Peak	-	-	03:00	-	-	-	04:15	-	-	-	-
Vol.	-	-	890	-	-	-	921	-	-	-	-
P.H.F.			0.923				0.889				
Percentage		37.4%	62.6%			32.3%	67.7%				

ADT/AADT	ADT 18,489	AADT 18,489

Counts Unlimited, Inc

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City of Laguna Niguel
Crown Valley Parkway
B/ Greenfield Drive - Moulton Parkway/Golden Lantern
24 Hour Directional Volume Counts

LNL_Crown Valley_B_Greenfield_Moulton-Golden Lantern
Site Code: 057-22006

Start Time	1/12/2022 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		19	**328**			30	333				
12:15		15	**312**			22	381				
12:30		20	**327**			15	340				
12:45		9	**332**	63	1299	18	363	85	1417	148	2716
01:00		5	274			13	372				
01:15		13	320			19	328				
01:30		5	272			4	366				
01:45		6	291	29	1157	10	362	46	1428	75	2585
02:00		5	295			3	357				
02:15		11	313			5	404				
02:30		5	318			9	355				
02:45		7	307	28	1233	10	392	27	1508	55	2741
03:00		7	296			10	344				
03:15		7	305			15	399				
03:30		13	357			10	374				
03:45		12	319	39	1277	1	**446**	36	1563	75	2840
04:00		12	310			7	**396**				
04:15		16	307			14	**446**				
04:30		19	305			8	**393**				
04:45		43	261	90	1183	24	426	53	1661	143	2844
05:00		45	282			32	410				
05:15		51	305			48	408				
05:30		85	292			53	418				
05:45		79	257	260	1136	70	406	203	1642	463	2778
06:00		80	222			77	325				
06:15		113	205			103	324				
06:30		149	198			152	287				
06:45		143	171	485	796	170	298	502	1234	987	2030
07:00		166	180			209	233				
07:15		263	160			281	245				
07:30		**303**	130			**375**	214				
07:45		**349**	125	1081	595	**400**	215	1265	907	2346	1502
08:00		**352**	130			**334**	169				
08:15		**335**	116			**388**	199				
08:30		281	83			293	200				
08:45		260	89	1228	418	300	164	1315	732	2543	1150
09:00		244	89			295	176				
09:15		249	70			274	131				
09:30		250	77			256	97				
09:45		226	58	969	294	266	113	1091	517	2060	811
10:00		289	59			284	85				
10:15		221	54			289	98				
10:30		264	36			314	54				
10:45		276	44	1050	193	265	53	1152	290	2202	483
11:00		256	30			283	56				
11:15		291	28			281	41				
11:30		270	16			349	24				
11:45		253	25	1070	99	351	22	1264	143	2334	242
Total		6392	9680	6392	9680	7039	13042	7039	13042	13431	22722
Combined Total		16072		16072		20081		20081		36153	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	1339	-	-	-	1497	-	-	-	-	-
P.H.F.		0.951				0.936					
PM Peak	-	-	12:00	-	-	-	03:45	-	-	-	-
Vol.	-	-	1299	-	-	-	1681	-	-	-	-
P.H.F.			0.978				0.942				
Percentage		39.8%	60.2%			35.1%	64.9%				
ADT/AADT		ADT 36,153		AADT 36,153							

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City of Laguna Niguel
Paseo De Colinas
B/ Golden Lantern - Cabot Road
24 Hour Directional Volume Counts

LNL_Paseo De Colinas_B_Golden Lantern_Cabot
Site Code: 057-22006

Start	1/11/2022	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	127			18	120				
12:15		6	169			8	143				
12:30		2	158			14	138				
12:45		1	151	16	605	4	124	44	525	60	1130
01:00		6	136			5	169				
01:15		6	147			8	156				
01:30		7	159			6	142				
01:45		4	146	23	588	7	185	26	652	49	1240
02:00		2	167			1	177				
02:15		3	183			7	175				
02:30		3	**197**			6	162				
02:45		2	**193**	10	740	7	221	21	735	31	1475
03:00		6	**187**			2	204				
03:15		5	**193**			1	189				
03:30		8	194			1	208				
03:45		7	174	26	748	3	176	7	777	33	1525
04:00		4	173			1	186				
04:15		6	152			2	**226**				
04:30		18	180			7	**207**				
04:45		26	177	54	682	5	**217**	15	836	69	1518
05:00		25	171			8	**217**				
05:15		28	187			7	207				
05:30		53	140			15	187				
05:45		55	124	161	622	18	198	48	809	209	1431
06:00		66	145			19	230				
06:15		102	142			35	179				
06:30		141	104			51	175				
06:45		142	81	451	472	44	140	149	724	600	1196
07:00		165	99			80	128				
07:15		**222**	81			110	130				
07:30		**284**	66			**133**	115				
07:45		**267**	64	938	310	**140**	113	463	486	1401	796
08:00		**196**	68			**127**	83				
08:15		218	61			**136**	110				
08:30		185	39			114	90				
08:45		195	55	794	223	119	81	496	364	1290	587
09:00		165	33			105	69				
09:15		153	25			101	74				
09:30		167	36			108	67				
09:45		155	25	640	119	106	47	420	257	1060	376
10:00		154	23			95	50				
10:15		136	24			118	43				
10:30		170	22			95	43				
10:45		139	18	599	87	115	35	423	171	1022	258
11:00		160	16			129	32				
11:15		174	11			128	16				
11:30		140	10			105	18				
11:45		138	10	612	47	113	19	475	85	1087	132
Total		4324	5243	4324	5243	2587	6421	2587	6421	6911	11664
Combined Total		9567		9567		9008		9008		18575	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	969	-	-	-	536	-	-	-	-	-
P.H.F.		0.853				0.957					
PM Peak	-	-	02:30	-	-	-	04:15	-	-	-	-
Vol.	-	-	770	-	-	-	867	-	-	-	-
P.H.F.			0.977				0.959				
Percentage		45.2%	54.8%			28.7%	71.3%				
ADT/AADT		ADT 18,575		AADT 18,575							

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City of Laguna Niguel
Paseo De Colinas
B/ Cabot Road - Camino Capistrano
24 Hour Directional Volume Count

LNL019
Site Code: 057-22006

Start Time	11-Jan-22 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		10	108			16	103				
12:15		9	131			8	95				
12:30		4	112			8	125				
12:45		4	119	27	470	6	101	38	424	65	894
01:00		5	95			5	139				
01:15		5	123			3	117				
01:30		6	127			3	97				
01:45		4	126	20	471	3	135	14	488	34	959
02:00		1	129			3	168				
02:15		5	143			5	127				
02:30		6	143			3	112				
02:45		7	133	19	548	6	**167**	17	574	36	1122
03:00		3	**146**			1	**161**				
03:15		5	**131**			1	**151**				
03:30		3	**150**			1	**164**				
03:45		4	**140**	15	567	4	97	7	573	22	1140
04:00		1	142			3	147				
04:15		3	133			4	134				
04:30		12	124			3	157				
04:45		12	137	28	536	7	157	17	595	45	1131
05:00		14	147			10	158				
05:15		17	145			2	137				
05:30		38	97			8	136				
05:45		39	98	108	487	17	144	37	575	145	1062
06:00		48	126			15	167				
06:15		73	110			24	133				
06:30		88	76			40	133				
06:45		106	52	315	364	37	95	116	528	431	892
07:00		118	76			44	93				
07:15		148	57			61	108				
07:30		**217**	41			65	95				
07:45		**212**	46	695	220	80	68	250	364	945	584
08:00		**139**	36			65	54				
08:15		**153**	53			88	67				
08:30		129	26			71	65				
08:45		133	38	554	153	64	50	288	236	842	389
09:00		118	18			67	43				
09:15		98	29			65	44				
09:30		109	21			98	47				
09:45		115	17	440	85	71	22	301	156	741	241
10:00		114	17			62	38				
10:15		92	11			84	28				
10:30		108	12			**77**	21				
10:45		110	17	424	57	**102**	18	325	105	749	162
11:00		129	10			**92**	20				
11:15		127	10			**85**	13				
11:30		103	6			74	13				
11:45		107	9	466	35	69	11	320	57	786	92
Total		3111	3993	3111	3993	1730	4675	1730	4675	4841	8668
Combined Total		7104		7104		6405		6405		13509	
AM Peak	-	07:30	-	-	-	10:30	-	-	-	-	-
Vol.	-	721	-	-	-	356	-	-	-	-	-
P.H.F.		0.831				0.873					
PM Peak	-	-	03:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	567	-	-	-	643	-	-	-	-
P.H.F.			0.945				0.963				
Percentage		43.8%	56.2%			27.0%	73.0%				
ADT/AADT		ADT 13,509		AADT 13,509							

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City of Laguna Niguel
Alicia Parkway
B/ Highlands Avenue - Niguel Road
24 Hour Directional Volume Count

LNL020
Site Code: 057-22006

Start Time	12-Jan-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	419			12	394				
12:15		11	402			15	374				
12:30		5	429			9	386				
12:45		6	363	34	1613	11	331	47	1485	81	3098
01:00		7	354			8	380				
01:15		5	403			2	336				
01:30		5	335			4	370				
01:45		2	374	19	1466	8	**453**	22	1539	41	3005
02:00		10	366			4	**380**				
02:15		9	437			5	**450**				
02:30		9	389			5	**377**				
02:45		8	436	36	1628	3	391	17	1598	53	3226
03:00		3	487			2	436				
03:15		11	462			1	432				
03:30		6	**463**			5	303				
03:45		8	**479**	28	1891	7	380	15	1551	43	3442
04:00		6	**498**			4	312				
04:15		12	**470**			3	273				
04:30		10	437			7	281				
04:45		18	464	46	1869	12	270	26	1136	72	3005
05:00		27	513			14	209				
05:15		35	452			16	263				
05:30		43	436			22	242				
05:45		38	406	143	1807	30	217	82	931	225	2738
06:00		54	360			45	217				
06:15		97	297			67	155				
06:30		102	184			89	184				
06:45		130	198	383	1039	143	163	344	719	727	1758
07:00		174	184			182	101				
07:15		235	159			285	109				
07:30		296	141			338	90				
07:45		313	116	1018	600	382	100	1187	400	2205	1000
08:00		344	146			352	67				
08:15		282	114			338	71				
08:30		325	86			311	90				
08:45		289	98	1240	444	389	36	1390	264	2630	708
09:00		303	79			287	65				
09:15		287	67			255	51				
09:30		352	58			334	40				
09:45		363	52	1305	256	341	32	1217	188	2522	444
10:00		**346**	53			269	17				
10:15		**334**	37			305	21				
10:30		**393**	29			344	15				
10:45		**412**	29	1485	148	323	33	1241	86	2726	234
11:00		327	21			**367**	10				
11:15		344	14			**330**	9				
11:30		351	14			**425**	10				
11:45		384	20	1406	69	**381**	8	1503	37	2909	106
Total		7143	12830	7143	12830	7091	9934	7091	9934	14234	22764
Combined Total		19973		19973		17025		17025		36998	
AM Peak	-	10:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	1485	-	-	-	1503	-	-	-	-	-
P.H.F.		0.901				0.884					
PM Peak	-	-	03:30	-	-	-	01:45	-	-	-	-
Vol.	-	-	1910	-	-	-	1660	-	-	-	-
P.H.F.			0.959				0.916				
Percentage		35.8%	64.2%			41.7%	58.3%				

ADT/AADT ADT 36,998 AADT 36,998

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City of Laguna Niguel
Crown Valley Parkway
B/ La Paz Road - Moulton Parkway
24 Hour Directional Volume Count

LNL021
Site Code: 057-22006

Start Time	12-Jan-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		11	272			14	287				
12:15		16	235			12	265				
12:30		13	301			10	287				
12:45		8	264	48	1072	9	257	45	1096	93	2168
01:00		5	224			8	240				
01:15		7	237			6	248				
01:30		2	230			9	268				
01:45		4	206	18	897	2	248	25	1004	43	1901
02:00		3	266			4	252				
02:15		10	**296**			4	275				
02:30		5	**305**			4	259				
02:45		1	**255**	19	1122	5	279	17	1065	36	2187
03:00		4	**270**			7	242				
03:15		4	258			6	262				
03:30		8	303			7	**311**				
03:45		3	269	19	1100	1	**297**	21	1112	40	2212
04:00		11	257			3	**289**				
04:15		9	259			6	**307**				
04:30		12	281			6	278				
04:45		29	250	61	1047	8	276	23	1150	84	2197
05:00		26	269			25	276				
05:15		34	265			37	287				
05:30		65	237			35	272				
05:45		44	231	169	1002	51	244	148	1079	317	2081
06:00		50	215			54	238				
06:15		74	165			82	210				
06:30		112	153			124	201				
06:45		102	139	338	672	158	202	418	851	756	1523
07:00		139	131			150	200				
07:15		172	124			230	170				
07:30		**265**	110			**296**	155				
07:45		**243**	105	819	470	**280**	149	956	674	1775	1144
08:00		**305**	119			**259**	97				
08:15		**289**	97			**291**	115				
08:30		205	70			246	111				
08:45		205	67	1004	353	292	113	1088	436	2092	789
09:00		191	77			222	104				
09:15		191	63			243	68				
09:30		209	61			206	72				
09:45		193	44	784	245	252	76	923	320	1707	565
10:00		209	47			208	40				
10:15		191	34			213	48				
10:30		203	29			200	39				
10:45		215	36	818	146	229	43	850	170	1668	316
11:00		212	27			224	33				
11:15		210	31			199	19				
11:30		242	22			261	27				
11:45		218	24	882	104	232	10	916	89	1798	193
Total		4979	8230	4979	8230	5430	9046	5430	9046	10409	17276
Combined Total		13209		13209		14476		14476		27685	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	1102	-	-	-	1126	-	-	-	-	-
P.H.F.		0.903				0.951					
PM Peak	-	-	02:15	-	-	-	03:30	-	-	-	-
Vol.	-	-	1126	-	-	-	1204	-	-	-	-
P.H.F.			0.923				0.968				
Percentage		37.7%	62.3%			37.5%	62.5%				
ADT/AADT		ADT 27,685		AADT 27,685							

Counts Unlimited, Inc.

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City of Laguna Niguel
Golden Lantern
B/ Crown Valley Parkway - Paseo De Colinas
24 Hour Directional Volume Count

LNL022
Site Code: 057-22006

Start Time	11-Jan-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	173			12	186				
12:15		9	179			10	190				
12:30		13	185			11	225				
12:45		9	173	37	710	13	184	46	785	83	1495
01:00		6	169			13	169				
01:15		2	189			3	197				
01:30		6	172			5	181				
01:45		7	181	21	711	3	200	24	747	45	1458
02:00		2	185			7	202				
02:15		6	223			7	215				
02:30		2	239			5	225				
02:45		4	201	14	848	4	211	23	853	37	1701
03:00		2	**228**			10	257				
03:15		4	**245**			3	267				
03:30		5	**271**			4	263				
03:45		3	**244**	14	988	1	281	18	1068	32	2056
04:00		7	197			2	257				
04:15		11	181			9	281				
04:30		20	213			8	**307**				
04:45		23	198	61	789	13	**277**	32	1122	93	1911
05:00		26	220			4	**259**				
05:15		31	221			10	**294**				
05:30		42	195			16	269				
05:45		38	193	137	829	24	292	54	1114	191	1943
06:00		52	177			31	229				
06:15		76	134			51	226				
06:30		85	146			59	157				
06:45		117	128	330	585	72	156	213	768	543	1353
07:00		107	116			89	141				
07:15		187	101			152	155				
07:30		244	101			**194**	136				
07:45		**246**	89	784	407	**164**	108	599	540	1383	947
08:00		**278**	82			**168**	116				
08:15		**271**	84			**187**	87				
08:30		**257**	68			170	88				
08:45		195	59	1001	293	157	85	682	376	1683	669
09:00		174	64			125	78				
09:15		167	52			149	66				
09:30		175	43			137	56				
09:45		188	48	704	207	163	60	574	260	1278	467
10:00		136	47			144	68				
10:15		171	31			144	38				
10:30		173	30			159	30				
10:45		169	27	649	135	158	31	605	167	1254	302
11:00		183	19			143	42				
11:15		168	15			185	25				
11:30		160	17			173	27				
11:45		158	9	669	60	172	24	673	118	1342	178
Total		4421	6562	4421	6562	3543	7918	3543	7918	7964	14480
Combined Total		10983		10983		11461		11461		22444	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	1052	-	-	-	713	-	-	-	-	-
P.H.F.		0.946				0.919					
PM Peak	-	-	03:00	-	-	-	04:30	-	-	-	-
Vol.	-	-	988	-	-	-	1137	-	-	-	-
P.H.F.			0.911				0.926				
Percentage		40.3%	59.7%			30.9%	69.1%				
ADT/AADT		ADT 22,444		AADT 22,444							

Counts Unlimited, Inc.

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City of Laguna Niguel
Crown Valley Parkway
B/ Niguel Road - La Paz Road
24 Hour Directional Volume Count

LNL023
Site Code: 057-22006

Start Time	12-Jan-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	274			14	253				
12:15		14	250			12	204				
12:30		11	233			8	276				
12:45		5	219	38	976	9	254	43	987	81	1963
01:00		5	212			7	241				
01:15		6	233			5	225				
01:30		2	230			6	291				
01:45		3	211	16	886	4	256	22	1013	38	1899
02:00		3	249			4	235				
02:15		9	298			4	260				
02:30		6	255			4	269				
02:45		0	252	18	1054	5	275	17	1039	35	2093
03:00		4	267			4	241				
03:15		5	244			4	256				
03:30		8	287			6	314				
03:45		3	276	20	1074	3	295	17	1106	37	2180
04:00		6	264			2	288				
04:15		9	262			6	306				
04:30		8	**293**			6	272				
04:45		29	**274**	52	1093	8	299	22	1165	74	2258
05:00		18	**283**			24	261				
05:15		30	**307**			37	**287**				
05:30		53	277			35	**320**				
05:45		37	245	138	1112	51	**336**	147	1204	285	2316
06:00		42	238			50	**316**				
06:15		61	174			72	284				
06:30		82	150			108	238				
06:45		93	160	278	722	143	216	373	1054	651	1776
07:00		125	133			126	258				
07:15		166	136			215	180				
07:30		**226**	123			199	182				
07:45		**217**	109	734	501	257	181	797	801	1531	1302
08:00		**245**	128			197	119				
08:15		**245**	94			**282**	140				
08:30		193	73			**233**	138				
08:45		193	64	876	359	**281**	128	993	525	1869	884
09:00		185	86			**206**	113				
09:15		195	63			205	84				
09:30		191	55			225	67				
09:45		190	37	761	241	242	83	878	347	1639	588
10:00		214	43			201	46				
10:15		199	26			193	48				
10:30		205	30			213	51				
10:45		231	30	849	129	229	47	836	192	1685	321
11:00		219	22			193	31				
11:15		217	26			223	22				
11:30		246	16			245	24				
11:45		209	17	891	81	229	13	890	90	1781	171
Total		4671	8228	4671	8228	5035	9523	5035	9523	9706	17751
Combined Total		12899		12899		14558		14558		27457	
AM Peak	-	07:30	-	-	-	08:15	-	-	-	-	-
Vol.	-	933	-	-	-	1002	-	-	-	-	-
P.H.F.		0.952				0.888					
PM Peak	-	-	04:30	-	-	-	05:15	-	-	-	-
Vol.	-	-	1157	-	-	-	1259	-	-	-	-
P.H.F.			0.942				0.937				
Percentage		36.2%	63.8%			34.6%	65.4%				
ADT/AADT		ADT 27,457		AADT 27,457							

Counts Unlimited, Inc.

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City of Laguna Niguel
Golden Lantern
B/ Paseo De Colinas - Marina Hills Drive
24 Hour Directional Volume Count

LNL024
Site Code: 057-22006

Start Time	11-Jan-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	242			27	232				
12:15		9	269			10	254				
12:30		11	271			18	298				
12:45		8	264	40	1046	16	256	71	1040	111	2086
01:00		13	224			16	265				
01:15		7	286			13	282				
01:30		10	265			8	267				
01:45		6	248	36	1023	10	311	47	1125	83	2148
02:00		4	306			6	331				
02:15		6	334			10	328				
02:30		3	352			11	311				
02:45		7	313	20	1305	11	300	38	1270	58	2575
03:00		7	**385**			11	374				
03:15		9	**374**			3	363				
03:30		11	**382**			4	**508**				
03:45		8	**321**	35	1462	2	**425**	20	1670	55	3132
04:00		10	297			4	**360**				
04:15		14	263			9	**420**				
04:30		31	317			13	418				
04:45		47	293	102	1170	17	389	43	1587	145	2757
05:00		47	323			10	408				
05:15		56	316			16	392				
05:30		78	277			26	367				
05:45		84	299	265	1215	32	399	84	1566	349	2781
06:00		108	252			45	371				
06:15		160	198			66	339				
06:30		179	205			83	280				
06:45		214	181	661	836	91	264	285	1254	946	2090
07:00		266	186			146	227				
07:15		352	146			239	235				
07:30		**456**	135			302	226				
07:45		**463**	126	1537	593	247	202	934	890	2471	1483
08:00		**436**	135			**244**	175				
08:15		**486**	118			**285**	164				
08:30		355	87			**323**	151				
08:45		305	110	1582	450	**248**	133	1100	623	2682	1073
09:00		284	83			187	141				
09:15		267	61			215	127				
09:30		308	72			194	111				
09:45		279	57	1138	273	223	92	819	471	1957	744
10:00		248	51			192	95				
10:15		256	51			205	76				
10:30		281	45			207	63				
10:45		243	28	1028	175	222	53	826	287	1854	462
11:00		254	33			218	64				
11:15		289	22			244	39				
11:30		250	23			239	36				
11:45		234	15	1027	93	262	42	963	181	1990	274
Total		7471	9641	7471	9641	5230	11964	5230	11964	12701	21605
Combined Total		17112		17112		17194		17194		34306	
AM Peak	-	07:30	-	-	-	08:00	-	-	-	-	-
Vol.	-	1841	-	-	-	1100	-	-	-	-	-
P.H.F.		0.947				0.851					
PM Peak	-	-	03:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	1462	-	-	-	1713	-	-	-	-
P.H.F.			0.949				0.843				
Percentage		43.7%	56.3%			30.4%	69.6%				
ADT/AADT		ADT 34,306		AADT 34,306							

Counts Unlimited, Inc.

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City of Laguna Niguel
Crown Valley Parkway
B/ Alicia Parkway - Club House Drive
24 Hour Directional Volume Count

LNL025
Site Code: 057-22006

Start Time	12-Jan-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	203			12	198				
12:15		7	219			8	207				
12:30		8	203			4	214				
12:45		10	193	33	818	5	199	29	818	62	1636
01:00		2	173			5	218				
01:15		4	236			4	195				
01:30		3	214			4	214				
01:45		2	222	11	845	5	203	18	830	29	1675
02:00		7	229			2	230				
02:15		2	229			4	248				
02:30		6	241			2	242				
02:45		5	232	20	931	4	233	12	953	32	1884
03:00		2	281			1	239				
03:15		6	208			5	232				
03:30		7	314			1	249				
03:45		1	303	16	1106	7	**253**	14	973	30	2079
04:00		7	255			2	**244**				
04:15		4	285			2	**255**				
04:30		8	**315**			9	**268**				
04:45		15	**250**	34	1105	12	244	25	1011	59	2116
05:00		12	**289**			23	223				
05:15		25	**333**			31	204				
05:30		30	272			35	221				
05:45		33	215	100	1109	56	199	145	847	245	1956
06:00		22	199			50	236				
06:15		63	168			75	176				
06:30		72	132			91	153				
06:45		75	144	232	643	126	129	342	694	574	1337
07:00		91	96			140	151				
07:15		128	91			187	97				
07:30		151	91			214	123				
07:45		170	65	540	343	**236**	91	777	462	1317	805
08:00		178	105			**207**	76				
08:15		184	73			**208**	74				
08:30		185	63			**216**	79				
08:45		181	57	728	298	222	88	853	317	1581	615
09:00		173	78			186	65				
09:15		179	57			172	52				
09:30		178	60			199	49				
09:45		180	38	710	233	197	58	754	224	1464	457
10:00		194	33			176	30				
10:15		174	28			189	34				
10:30		**181**	24			183	25				
10:45		**197**	23	746	108	206	33	754	122	1500	230
11:00		**190**	23			206	21				
11:15		**199**	18			191	18				
11:30		165	20			219	19				
11:45		206	17	760	78	229	8	845	66	1605	144
Total		3930	7617	3930	7617	4568	7317	4568	7317	8498	14934
Combined Total		11547		11547		11885		11885		23432	
AM Peak	-	10:30	-	-	-	07:45	-	-	-	-	-
Vol.	-	767	-	-	-	867	-	-	-	-	-
P.H.F.		0.964				0.918					
PM Peak	-	-	04:30	-	-	-	03:45	-	-	-	-
Vol.	-	-	1187	-	-	-	1020	-	-	-	-
P.H.F.			0.891				0.951				
Percentage		34.0%	66.0%			38.4%	61.6%				
ADT/AADT		ADT 23,432		AADT 23,432							

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City of Laguna Niguel
Niguel Road
B/ Crown Valley Parkway - Marina Hills Drive
24 Hour Directional Volume Count

LNL026
Site Code: 057-22006

Start Time	12-Jan-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	285			2	148				
12:15		2	277			3	122				
12:30		4	258			5	135				
12:45		1	219	15	1039	7	104	17	509	32	1548
01:00		2	228			2	157				
01:15		5	266			1	115				
01:30		1	252			2	141				
01:45		0	216	8	962	0	136	5	549	13	1511
02:00		2	243			1	141				
02:15		5	314			0	143				
02:30		2	222			1	176				
02:45		3	**320**	12	1099	1	146	3	606	15	1705
03:00		0	**347**			1	144				
03:15		2	**305**			0	151				
03:30		2	**306**			2	148				
03:45		4	316	8	1274	2	174	5	617	13	1891
04:00		3	252			3	150				
04:15		4	221			2	156				
04:30		4	239			4	**167**				
04:45		9	329	20	1041	6	**170**	15	643	35	1684
05:00		11	320			4	**141**				
05:15		13	231			9	**170**				
05:30		32	280			8	146				
05:45		28	240	84	1071	21	132	42	589	126	1660
06:00		32	237			11	149				
06:15		28	150			37	111				
06:30		53	152			34	112				
06:45		88	134	201	673	48	102	130	474	331	1147
07:00		92	148			55	103				
07:15		161	108			93	75				
07:30		168	99			140	78				
07:45		**260**	83	681	438	132	70	420	326	1101	764
08:00		**256**	74			95	57				
08:15		**220**	94			107	57				
08:30		**191**	62			99	59				
08:45		232	66	899	296	107	40	408	213	1307	509
09:00		230	44			96	50				
09:15		219	47			89	38				
09:30		180	42			108	28				
09:45		217	27	846	160	115	24	408	140	1254	300
10:00		201	44			105	22				
10:15		206	33			87	14				
10:30		166	26			91	13				
10:45		246	9	819	112	115	23	398	72	1217	184
11:00		201	17			**104**	9				
11:15		221	17			**110**	9				
11:30		225	18			**158**	14				
11:45		256	9	903	61	**132**	7	504	39	1407	100
Total		4496	8226	4496	8226	2355	4777	2355	4777	6851	13003
Combined Total		12722		12722		7132		7132		19854	
AM Peak	-	07:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	927	-	-	-	504	-	-	-	-	-
P.H.F.		0.891				0.797					
PM Peak	-	-	02:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	1278	-	-	-	648	-	-	-	-
P.H.F.			0.921				0.953				
Percentage		35.3%	64.7%			33.0%	67.0%				
ADT/AADT		ADT 19,854		AADT 19,854							

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City of Laguna Niguel
Pacific Island Drive
B/ Club House Drive - Starview Lane
24 Hour Directional Volume Count

LNL027
Site Code: 057-22006

Start Time	12-Jan-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	30			2	46				
12:15		2	39			2	42				
12:30		3	42			2	49				
12:45		0	32	5	143	2	42	8	179	13	322
01:00		0	44			0	46				
01:15		1	42			1	44				
01:30		1	39			0	45				
01:45		0	31	2	156	2	52	3	187	5	343
02:00		0	41			0	38				
02:15		2	43			1	46				
02:30		0	43			2	40				
02:45		1	37	3	164	0	57	3	181	6	345
03:00		0	46			0	32				
03:15		1	43			0	51				
03:30		0	**55**			0	46				
03:45		0	**38**	1	182	1	50	1	179	2	361
04:00		0	**48**			1	**49**				
04:15		1	**46**			1	**53**				
04:30		4	41			0	**67**				
04:45		4	39	9	174	1	**57**	3	226	12	400
05:00		3	43			2	49				
05:15		4	46			4	47				
05:30		7	42			2	39				
05:45		4	40	18	171	3	44	11	179	29	350
06:00		3	27			3	41				
06:15		8	30			11	31				
06:30		6	17			10	30				
06:45		15	22	32	96	21	21	45	123	77	219
07:00		23	12			26	32				
07:15		34	10			28	20				
07:30		37	10			53	14				
07:45		55	15	149	47	35	18	142	84	291	131
08:00		31	6			33	23				
08:15		32	11			25	22				
08:30		28	10			34	12				
08:45		30	10	121	37	42	9	134	66	255	103
09:00		23	8			40	6				
09:15		**43**	7			40	8				
09:30		**39**	7			39	9				
09:45		**48**	6	153	28	29	5	148	28	301	56
10:00		**33**	5			46	7				
10:15		31	0			33	2				
10:30		45	2			**43**	6				
10:45		44	3	153	10	**37**	6	159	21	312	31
11:00		31	3			**46**	4				
11:15		28	1			**39**	3				
11:30		40	2			35	2				
11:45		40	0	139	6	43	2	163	11	302	17
Total		785	1214	785	1214	820	1464	820	1464	1605	2678
Combined Total		1999		1999		2284		2284		4283	
AM Peak	-	09:15	-	-	-	10:30	-	-	-	-	-
Vol.	-	163	-	-	-	165	-	-	-	-	-
P.H.F.		0.741				0.897					
PM Peak	-	-	03:30	-	-	-	04:00	-	-	-	-
Vol.	-	-	187	-	-	-	226	-	-	-	-
P.H.F.			0.850				0.843				
Percentage		39.3%	60.7%			35.9%	64.1%				
ADT/AADT		ADT 4,283		AADT 4,283							

Counts Unlimited, Inc.

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City of Laguna Niguel
Niguel Road
B/ Marina Hills Drive - Club House Drive
24 Hour Directional Volume Count

LNL028
Site Code: 057-22006

Start Time	12-Jan-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		11	132			5	114				
12:15		3	145			0	111				
12:30		4	127			3	108				
12:45		2	118	20	522	5	90	13	423	33	945
01:00		2	109			2	120				
01:15		4	125			2	111				
01:30		1	116			2	108				
01:45		0	112	7	462	1	127	7	466	14	928
02:00		2	115			3	121				
02:15		3	144			0	102				
02:30		1	123			0	147				
02:45		2	**181**	8	563	1	134	4	504	12	1067
03:00		1	**204**			1	134				
03:15		1	**161**			0	122				
03:30		1	**148**			4	114				
03:45		3	143	6	656	1	**159**	6	529	12	1185
04:00		1	145			1	**149**				
04:15		0	141			4	**140**				
04:30		3	125			3	**132**				
04:45		6	159	10	570	8	123	16	544	26	1114
05:00		6	174			10	112				
05:15		3	142			10	127				
05:30		19	156			12	125				
05:45		14	128	42	600	29	100	61	464	103	1064
06:00		23	139			11	83				
06:15		21	92			53	89				
06:30		37	86			41	68				
06:45		51	77	132	394	57	74	162	314	294	708
07:00		64	77			65	88				
07:15		75	67			**114**	54				
07:30		**123**	62			**200**	48				
07:45		**175**	51	437	257	**154**	52	533	242	970	499
08:00		**148**	62			**99**	43				
08:15		**114**	53			111	46				
08:30		108	41			97	46				
08:45		106	38	476	194	110	24	417	159	893	353
09:00		112	30			97	27				
09:15		97	32			94	23				
09:30		93	33			88	16				
09:45		101	22	403	117	118	16	397	82	800	199
10:00		99	25			107	16				
10:15		105	28			68	8				
10:30		97	17			67	8				
10:45		104	15	405	85	103	19	345	51	750	136
11:00		100	11			87	7				
11:15		108	21			95	6				
11:30		121	12			121	9				
11:45		127	8	456	52	115	6	418	28	874	80
Total		2402	4472	2402	4472	2379	3806	2379	3806	4781	8278
Combined Total		6874		6874		6185		6185		13059	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	560	-	-	-	567	-	-	-	-	-
P.H.F.		0.800				0.709					
PM Peak	-	-	02:45	-	-	-	03:45	-	-	-	-
Vol.	-	-	694	-	-	-	580	-	-	-	-
P.H.F.			0.850				0.912				
Percentage		34.9%	65.1%			38.5%	61.5%				
ADT/AADT		ADT 13,059		AADT 13,059							

Counts Unlimited, Inc.

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City of Laguna Niguel
Golden Lantern
B/ Chapparosa Park Road - Beacon Hill Way
24 Hour Directional Volume Count

LNL029
Site Code: 057-22006

Start Time	11-Jan-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	154			10	177				
12:15		5	206			2	139				
12:30		8	169			7	194				
12:45		5	175	26	704	7	174	26	684	52	1388
01:00		4	164			4	178				
01:15		3	172			5	163				
01:30		1	160			2	151				
01:45		3	163	11	659	3	160	14	652	25	1311
02:00		5	191			3	186				
02:15		3	191			2	233				
02:30		3	204			3	233				
02:45		2	230	13	816	7	216	15	868	28	1684
03:00		4	**331**			4	**209**				
03:15		0	**275**			0	**223**				
03:30		4	**221**			4	**260**				
03:45		0	**247**	8	1074	5	**270**	13	962	21	2036
04:00		7	192			2	192				
04:15		2	197			8	224				
04:30		9	192			8	235				
04:45		11	238	29	819	13	249	31	900	60	1719
05:00		13	205			13	227				
05:15		12	222			11	214				
05:30		22	198			29	185				
05:45		20	205	67	830	35	194	88	820	155	1650
06:00		30	172			28	194				
06:15		48	146			54	169				
06:30		69	140			75	125				
06:45		74	112	221	570	74	107	231	595	452	1165
07:00		94	132			137	101				
07:15		155	103			**220**	93				
07:30		**237**	89			**289**	108				
07:45		**267**	83	753	407	**216**	83	862	385	1615	792
08:00		**233**	92			**148**	91				
08:15		**235**	90			162	67				
08:30		172	76			184	62				
08:45		156	71	796	329	178	49	672	269	1468	598
09:00		143	78			108	57				
09:15		149	55			135	45				
09:30		125	57			140	49				
09:45		131	40	548	230	148	31	531	182	1079	412
10:00		125	37			138	40				
10:15		130	50			117	30				
10:30		140	30			150	27				
10:45		140	16	535	133	162	22	567	119	1102	252
11:00		146	21			156	21				
11:15		156	11			163	17				
11:30		152	15			140	12				
11:45		171	7	625	54	171	18	630	68	1255	122
Total		3632	6625	3632	6625	3680	6504	3680	6504	7312	13129
Combined Total		10257		10257		10184		10184		20441	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	972	-	-	-	873	-	-	-	-	-
P.H.F.		0.910				0.755					
PM Peak	-	-	03:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	1074	-	-	-	962	-	-	-	-
P.H.F.			0.811				0.891				
Percentage		35.4%	64.6%			36.1%	63.9%				
ADT/AADT		ADT 20,441		AADT 20,441							

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City of Laguna Niguel
Crown Valley Parkway
B/ Club House Drive - Pacific Island Drive
24 Hour Directional Volume Count

LNL030
Site Code: 057-22006

Start Time	12-Jan-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		20	232			9	204				
12:15		9	294			9	249				
12:30		13	265			4	264				
12:45		10	241	52	1032	1	238	23	955	75	1987
01:00		5	197			5	218				
01:15		2	245			4	230				
01:30		4	248			4	253				
01:45		3	264	14	954	5	245	18	946	32	1900
02:00		8	263			1	230				
02:15		3	290			4	290				
02:30		7	282			2	264				
02:45		5	281	23	1116	4	256	11	1040	34	2156
03:00		2	346			0	246				
03:15		8	309			4	261				
03:30		7	319			3	260				
03:45		0	332	17	1306	5	**315**	12	1082	29	2388
04:00		9	311			1	**268**				
04:15		4	330			4	**306**				
04:30		6	297			9	**314**				
04:45		14	**313**	33	1251	15	244	29	1132	62	2383
05:00		14	**345**			22	252				
05:15		17	**407**			22	228				
05:30		29	**330**			39	241				
05:45		36	293	96	1375	54	216	137	937	233	2312
06:00		23	251			47	239				
06:15		66	198			70	204				
06:30		80	171			79	161				
06:45		90	167	259	787	129	141	325	745	584	1532
07:00		90	131			112	157				
07:15		148	117			181	92				
07:30		178	109			214	119				
07:45		209	98	625	455	245	85	752	453	1377	908
08:00		215	114			**221**	77				
08:15		216	90			**246**	74				
08:30		212	70			**247**	73				
08:45		210	72	853	346	**272**	92	986	316	1839	662
09:00		229	99			214	63				
09:15		208	83			197	54				
09:30		241	75			231	40				
09:45		209	48	887	305	243	46	885	203	1772	508
10:00		228	52			209	27				
10:15		225	35			203	32				
10:30		**234**	32			210	17				
10:45		**250**	25	937	144	263	35	885	111	1822	255
11:00		**246**	30			210	16				
11:15		**232**	21			214	19				
11:30		202	23			247	17				
11:45		278	19	958	93	270	10	941	62	1899	155
Total		4754	9164	4754	9164	5004	7982	5004	7982	9758	17146
Combined Total		13918		13918		12986		12986		26904	
AM Peak	-	10:30	-	-	-	08:00	-	-	-	-	-
Vol.	-	962	-	-	-	986	-	-	-	-	-
P.H.F.		0.962				0.906					
PM Peak	-	-	04:45	-	-	-	03:45	-	-	-	-
Vol.	-	-	1395	-	-	-	1203	-	-	-	-
P.H.F.			0.857				0.955				
Percentage		34.2%	65.8%			38.5%	61.5%				
ADT/AADT		ADT 26,904		AADT 26,904							

Counts Unlimited, Inc.

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City of Laguna Niguel
Niguel Road
B/ Ridgeway Avenue - Camino Del Avion
24 Hour Directional Volume Count

LNL031
Site Code: 057-22006

Start Time	12-Jan-22 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	122			6	130				
12:15		2	157			0	104				
12:30		5	110			2	103				
12:45		1	116	14	505	4	116	12	453	26	958
01:00		4	109			1	105				
01:15		2	144			2	118				
01:30		1	145			3	110				
01:45		0	169	7	567	0	116	6	449	13	1016
02:00		2	154			2	**159**				
02:15		2	123			0	**197**				
02:30		0	121			1	**162**				
02:45		3	**192**	7	590	3	**143**	6	661	13	1251
03:00		1	**197**			1	133				
03:15		1	**171**			0	129				
03:30		0	**168**			1	109				
03:45		0	148	2	684	1	142	3	513	5	1197
04:00		0	135			2	128				
04:15		0	140			3	131				
04:30		1	125			2	157				
04:45		5	172	6	572	12	125	19	541	25	1113
05:00		6	155			10	120				
05:15		1	178			12	105				
05:30		16	148			17	103				
05:45		17	133	40	614	21	88	60	416	100	1030
06:00		22	141			15	93				
06:15		14	92			48	73				
06:30		29	83			51	61				
06:45		42	73	107	389	54	66	168	293	275	682
07:00		61	72			70	59				
07:15		**119**	61			116	55				
07:30		**198**	64			**292**	48				
07:45		**194**	59	572	256	**202**	40	680	202	1252	458
08:00		**128**	68			**103**	37				
08:15		112	47			**122**	50				
08:30		120	51			92	42				
08:45		118	35	478	201	118	19	435	148	913	349
09:00		95	33			97	13				
09:15		97	39			89	20				
09:30		93	32			106	13				
09:45		90	25	375	129	123	17	415	63	790	192
10:00		105	28			96	7				
10:15		106	16			94	10				
10:30		121	16			75	6				
10:45		98	14	430	74	109	12	374	35	804	109
11:00		104	14			77	7				
11:15		107	16			87	3				
11:30		106	9			104	4				
11:45		126	7	443	46	114	3	382	17	825	63
Total		2481	4627	2481	4627	2560	3791	2560	3791	5041	8418
Combined Total		7108		7108		6351		6351		13459	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	639	-	-	-	719	-	-	-	-	-
P.H.F.		0.807				0.616					
PM Peak	-	-	02:45	-	-	-	02:00	-	-	-	-
Vol.	-	-	728	-	-	-	661	-	-	-	-
P.H.F.			0.924				0.839				
Percentage		34.9%	65.1%			40.3%	59.7%				
ADT/AADT		ADT 13,459		AADT 13,459							

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City of Laguna Niguel
Golden Lantern
B/ Beacon Hill Way - Camino Del Avion
24 Hour Directional Volume Count

LNL032
Site Code: 057-22006

Start Time	11-Jan-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		11	157			7	173				
12:15		4	207			4	127				
12:30		8	159			4	189				
12:45		4	165	27	688	4	163	19	652	46	1340
01:00		4	169			3	163				
01:15		2	154			5	166				
01:30		2	147			3	139				
01:45		4	152	12	622	4	142	15	610	27	1232
02:00		3	150			1	167				
02:15		3	172			3	206				
02:30		3	183			4	**239**				
02:45		3	**254**	12	759	6	**226**	14	838	26	1597
03:00		3	**298**			6	**207**				
03:15		1	**244**			0	**215**				
03:30		3	**228**			1	220				
03:45		0	218	7	988	5	230	12	872	19	1860
04:00		3	194			3	175				
04:15		3	194			7	205				
04:30		5	174			8	213				
04:45		9	216	20	778	15	224	33	817	53	1595
05:00		5	240			16	204				
05:15		11	207			13	179				
05:30		13	211			27	157				
05:45		26	190	55	848	39	177	95	717	150	1565
06:00		21	173			34	155				
06:15		32	157			57	137				
06:30		52	143			78	111				
06:45		54	121	159	594	88	101	257	504	416	1098
07:00		87	131			121	71				
07:15		135	96			**214**	91				
07:30		**205**	107			**329**	89				
07:45		**248**	85	675	419	**235**	75	899	326	1574	745
08:00		**189**	100			**138**	76				
08:15		**178**	96			168	45				
08:30		151	70			176	45				
08:45		133	80	651	346	181	43	663	209	1314	555
09:00		120	80			108	45				
09:15		113	52			128	37				
09:30		103	67			129	34				
09:45		105	40	441	239	148	23	513	139	954	378
10:00		109	38			136	36				
10:15		110	46			124	24				
10:30		121	34			137	20				
10:45		117	19	457	137	198	15	595	95	1052	232
11:00		120	21			141	19				
11:15		155	9			180	12				
11:30		150	13			114	10				
11:45		151	10	576	53	167	16	602	57	1178	110
Total		3092	6471	3092	6471	3717	5836	3717	5836	6809	12307
Combined Total		9563		9563		9553		9553		19116	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	820	-	-	-	916	-	-	-	-	-
P.H.F.		0.827				0.696					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	1024	-	-	-	887	-	-	-	-
P.H.F.			0.859				0.928				
Percentage		32.3%	67.7%			38.9%	61.1%				
ADT/AADT		ADT 19,116		AADT 19,116							

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City of Laguna Niguel
Camino Del Avion
B/ Crown Valley Parkway - Niguel Road
24 Hour Directional Volume Count

LNL033
Site Code: 057-22006

Start Time	12-Jan-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	113			6	100				
12:15		3	100			0	121				
12:30		4	120			3	95				
12:45		1	89	14	422	1	102	10	418	24	840
01:00		1	87			0	99				
01:15		3	101			0	110				
01:30		0	116			1	105				
01:45		3	108	7	412	1	92	2	406	9	818
02:00		1	112			0	96				
02:15		2	129			2	105				
02:30		2	116			2	**124**				
02:45		1	143	6	500	3	**104**	7	429	13	929
03:00		0	125			0	**132**				
03:15		1	118			1	**113**				
03:30		0	102			0	101				
03:45		2	145	3	490	0	102	1	448	4	938
04:00		0	121			1	112				
04:15		1	120			5	110				
04:30		7	119			3	111				
04:45		4	124	12	484	4	98	13	431	25	915
05:00		7	**151**			11	113				
05:15		6	**139**			9	116				
05:30		8	**124**			20	93				
05:45		13	**125**	34	539	23	88	63	410	97	949
06:00		19	116			25	76				
06:15		24	95			39	72				
06:30		44	82			58	89				
06:45		44	66	131	359	60	60	182	297	313	656
07:00		36	80			60	58				
07:15		**102**	54			69	47				
07:30		**137**	48			**118**	42				
07:45		**124**	38	399	220	**143**	41	390	188	789	408
08:00		**81**	39			**118**	46				
08:15		79	39			**99**	41				
08:30		84	30			99	31				
08:45		92	37	336	145	99	31	415	149	751	294
09:00		67	31			104	33				
09:15		64	28			82	27				
09:30		84	22			87	22				
09:45		81	22	296	103	84	23	357	105	653	208
10:00		71	16			77	12				
10:15		88	16			76	11				
10:30		74	11			86	8				
10:45		98	13	331	56	79	4	318	35	649	91
11:00		99	5			93	10				
11:15		90	13			93	4				
11:30		100	6			69	4				
11:45		110	8	399	32	95	4	350	22	749	54
Total		1968	3762	1968	3762	2108	3338	2108	3338	4076	7100
Combined Total		5730		5730		5446		5446		11176	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	444	-	-	-	478	-	-	-	-	-
P.H.F.		0.810				0.836					
PM Peak	-	-	05:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	539	-	-	-	473	-	-	-	-
P.H.F.			0.892				0.896				
Percentage		34.3%	65.7%			38.7%	61.3%				
ADT/AADT		ADT 11,176		AADT 11,176							

Counts Unlimited, Inc.

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City of Laguna Niguel
Camino Del Avion
B/ Niguel Road - Golden Lantern
24 Hour Directional Volume Count

LNL034
Site Code: 057-22006

Start Time	12-Jan-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	174			7	162				
12:15		1	169			1	186				
12:30		3	151			2	129				
12:45		2	138	15	632	4	149	14	626	29	1258
01:00		4	163			0	145				
01:15		3	145			0	183				
01:30		2	149			1	160				
01:45		3	146	12	603	1	175	2	663	14	1266
02:00		1	176			0	155				
02:15		1	**250**			2	155				
02:30		2	**197**			1	**178**				
02:45		1	**210**	5	833	6	**201**	9	689	14	1522
03:00		1	**194**			3	**186**				
03:15		1	157			1	**200**				
03:30		0	155			0	176				
03:45		2	213	4	719	0	161	4	723	8	1442
04:00		0	186			1	140				
04:15		5	173			5	168				
04:30		5	186			5	166				
04:45		6	178	16	723	8	204	19	678	35	1401
05:00		2	208			12	156				
05:15		6	187			5	154				
05:30		5	162			19	156				
05:45		13	179	26	736	25	152	61	618	87	1354
06:00		23	148			33	128				
06:15		29	116			43	118				
06:30		50	125			66	123				
06:45		37	118	139	507	65	103	207	472	346	979
07:00		52	88			76	101				
07:15		**154**	98			112	79				
07:30		**233**	58			**198**	74				
07:45		**221**	59	660	303	**205**	60	591	314	1251	617
08:00		**129**	56			**169**	84				
08:15		121	76			**123**	57				
08:30		78	53			157	56				
08:45		106	41	434	226	134	41	583	238	1017	464
09:00		102	35			126	42				
09:15		81	22			99	31				
09:30		105	37			113	40				
09:45		129	25	417	119	110	28	448	141	865	260
10:00		103	21			109	20				
10:15		117	13			114	16				
10:30		116	16			117	13				
10:45		149	11	485	61	142	9	482	58	967	119
11:00		135	7			128	7				
11:15		139	15			120	9				
11:30		141	8			125	7				
11:45		153	8	568	38	146	4	519	27	1087	65
Total		2781	5500	2781	5500	2939	5247	2939	5247	5720	10747
Combined Total		8281		8281		8186		8186		16467	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	737	-	-	-	695	-	-	-	-	-
P.H.F.		0.791				0.848					
PM Peak	-	-	02:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	851	-	-	-	765	-	-	-	-
P.H.F.			0.851				0.951				
Percentage		33.6%	66.4%			35.9%	64.1%				
ADT/AADT		ADT 16,467		AADT 16,467							

APPENDIX B

EXISTING TRAFFIC CONDITIONS
INTERSECTION LEVEL OF SERVICE
CALCULATION WORKSHEETS

APPENDIX B-I

EXISTING TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Alicia Parkway at Moulton Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Moulton Parkway			Moulton Parkway		
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	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			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	232	1086	61	202	1050	108	121	450	193	38	589	359
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]	232	1086	61	202	1050	108	121	450	193	38	589	359
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]	58	272	15	51	263	27	30	113	48	10	147	90
Total Analysis Volume [veh/h]	232	1086	61	202	1050	108	121	450	193	38	589	359
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.21	0.04	0.06	0.21	0.06	0.04	0.09	0.05	0.01	0.12	0.00
Intersection LOS	A											
Intersection V/C	0.475											

Intersection Level Of Service Report
Intersection 2: Moulton Parkway at La Paz Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.324

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			La Paz Road			La Paz Road		
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	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			La Paz Road			La Paz Road		
Base Volume Input [veh/h]	13	735	110	80	476	153	165	221	28	92	294	50
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]	13	735	110	80	476	153	165	221	28	92	294	50
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	184	28	20	119	38	41	55	7	23	74	13
Total Analysis Volume [veh/h]	13	735	110	80	476	153	165	221	28	92	294	50
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	Protect	Permis	Permis	Protect	Permis	Unsign	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.06	0.02	0.09	0.00	0.05	0.04	0.02	0.03	0.06	0.03
Intersection LOS	A											
Intersection V/C	0.324											

Intersection Level Of Service Report
Intersection 3: La Paz Road at Merienda/SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.240

Intersection Setup

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
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	0	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	No			No			Yes			Yes		

Volumes

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	11	463	199	101	435	9	12	0	13	48	0	22
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	463	199	101	435	9	12	0	13	48	0	22
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	116	50	25	109	2	3	0	3	12	0	6
Total Analysis Volume [veh/h]	11	463	199	101	435	9	12	0	13	48	0	22
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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.09	0.12	0.03	0.09	0.09	0.01	0.00	0.01	0.03	0.00	0.01
Intersection LOS	A											
Intersection V/C	0.240											

Intersection Level Of Service Report
Intersection 4: La Paz Road at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.280

Intersection Setup

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Shopping Center		
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	0	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			No			Yes			Yes		

Volumes

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Shopping Center		
Base Volume Input [veh/h]	21	604	25	68	406	26	29	8	72	16	2	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]	21	604	25	68	406	26	29	8	72	16	2	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]	5	151	6	17	102	7	7	2	18	4	1	8
Total Analysis Volume [veh/h]	21	604	25	68	406	26	29	8	72	16	2	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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.12	0.04	0.08	0.08	0.02	0.05	0.05	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.280											

Intersection Level Of Service Report
Intersection 5: Alicia Parkway at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.468

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
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	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			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	127	759	69	138	821	411	351	646	121	68	596	88
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]	127	759	69	138	821	411	351	646	121	68	596	88
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]	32	190	17	35	205	103	88	162	30	17	149	22
Total Analysis Volume [veh/h]	127	759	69	138	821	411	351	646	121	68	596	88
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	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.04	0.04	0.16	0.14	0.10	0.13	0.00	0.02	0.12	0.01
Intersection LOS	A											
Intersection V/C	0.468											

Intersection Level Of Service Report
Intersection 6: Heather Ridge at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.288

Intersection Setup

Name	Heather Ridge			Heather Ridge			Pacific Park Drive			Pacific Park Drive		
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	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	Heather Ridge			Heather Ridge			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	75	13	87	50	14	33	12	678	138	82	645	41
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]	75	13	87	50	14	33	12	678	138	82	645	41
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]	19	3	22	13	4	8	3	170	35	21	161	10
Total Analysis Volume [veh/h]	75	13	87	50	14	33	12	678	138	82	645	41
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	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.05	0.03	0.03	0.03	0.01	0.13	0.08	0.02	0.13	0.02
Intersection LOS	A											
Intersection V/C	0.288											

Intersection Level Of Service Report
Intersection 7: La Paz Road at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
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	1	0	1	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	124	511	168	24	350	132	169	467	123	215	519	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]	124	511	168	24	350	132	169	467	123	215	519	32
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]	31	128	42	6	88	33	42	117	31	54	130	8
Total Analysis Volume [veh/h]	124	511	168	24	350	132	169	467	123	215	519	32
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.10	0.10	0.01	0.07	0.08	0.05	0.09	0.07	0.06	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.358											

Intersection Level Of Service Report
Intersection 8: Moulton Parkway at Pacific Park Drive/Oso Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.383

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Pacific Park Drive			Oso Parkway		
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	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Pacific Park Drive			Oso Parkway		
Base Volume Input [veh/h]	71	507	52	200	604	200	199	343	85	66	576	197
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]	71	507	52	200	604	200	199	343	85	66	576	197
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]	18	127	13	50	151	50	50	86	21	17	144	49
Total Analysis Volume [veh/h]	71	507	52	200	604	200	199	343	85	66	576	197
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.10	0.03	0.06	0.12	0.12	0.06	0.07	0.05	0.02	0.11	0.12
Intersection LOS	A											
Intersection V/C	0.383											

Intersection Level Of Service Report
Intersection 9: Moulton Parkway at SR-73 SB Ramp

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.276

Intersection Setup

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	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	1
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	No		No		Yes	

Volumes

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramp	
Base Volume Input [veh/h]	0	1019	429	0	38	51
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]	0	1019	429	0	38	51
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]	0	255	107	0	10	13
Total Analysis Volume [veh/h]	0	1019	429	0	38	51
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	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.08	0.00	0.02	0.03
Intersection LOS	A					
Intersection V/C	0.276					

Intersection Level Of Service Report
Intersection 10: Alicia Parkway at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.307

Intersection Setup

Name	Alicia Parkway		Alicia Parkway		Avila Road	
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	1	1
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	No		Yes		Yes	

Volumes

Name	Alicia Parkway		Alicia Parkway		Avila Road	
Base Volume Input [veh/h]	922	82	72	842	61	66
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]	922	82	72	842	61	66
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]	231	21	18	211	15	17
Total Analysis Volume [veh/h]	922	82	72	842	61	66
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	Permissive	Protected	Permissive	Split	Overlap
Signal Group	6	0	5	2	7	7
Auxiliary Signal Groups						5,7
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.20	0.04	0.17	0.02	0.00
Intersection LOS	A					
Intersection V/C	0.307					

Intersection Level Of Service Report
Intersection 11: La Paz Road at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.289

Intersection Setup

Name	La Paz Road			La Paz Road			Avila Road			Avila Road		
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	0	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Avila Road			Avila Road		
Base Volume Input [veh/h]	72	634	61	79	458	79	42	60	39	19	63	45
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]	72	634	61	79	458	79	42	60	39	19	63	45
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]	18	159	15	20	115	20	11	15	10	5	16	11
Total Analysis Volume [veh/h]	72	634	61	79	458	79	42	60	39	19	63	45
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.05	0.11	0.11	0.02	0.03	0.03	0.01	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.289											

Intersection Level Of Service Report
Intersection 12: Moulton Parkway at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.284

Intersection Setup

Name	Moulton Parkway		Moulton Parkway		Avila Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
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		No		Yes	

Volumes

Name	Moulton Parkway		Moulton Parkway		Avila Road	
Base Volume Input [veh/h]	90	848	489	112	107	80
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]	90	848	489	112	107	80
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]	23	212	122	28	27	20
Total Analysis Volume [veh/h]	90	848	489	112	107	80
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.17	0.12	0.12	0.06	0.05
Intersection LOS	A					
Intersection V/C	0.284					

Intersection Level Of Service Report
Intersection 13: Alicia Parkway at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.553

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
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	1	0	1	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			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	508	714	149	79	561	225	273	637	388	87	662	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]	508	714	149	79	561	225	273	637	388	87	662	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]	127	179	37	20	140	56	68	159	97	22	166	14
Total Analysis Volume [veh/h]	508	714	149	79	561	225	273	637	388	87	662	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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.14	0.09	0.02	0.11	0.13	0.08	0.12	0.08	0.03	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.553											

Intersection Level Of Service Report
Intersection 14: La Paz Road at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.365

Intersection Setup

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
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	1	0	1	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	185	320	22	41	224	124	105	297	206	32	388	409
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]	185	320	22	41	224	124	105	297	206	32	388	409
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]	46	80	6	10	56	31	26	74	52	8	97	102
Total Analysis Volume [veh/h]	185	320	22	41	224	124	105	297	206	32	388	409
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

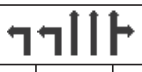
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.06	0.01	0.01	0.07	0.07	0.03	0.06	0.12	0.01	0.16	0.16
Intersection LOS	A											
Intersection V/C	0.365											

Intersection Level Of Service Report
Intersection 15: Moulton Parkway at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.389

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
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	0	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	360	856	42	45	470	73	93	79	323	65	122	67
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	856	42	45	470	73	93	79	323	65	122	67
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	214	11	11	118	18	23	20	81	16	31	17
Total Analysis Volume [veh/h]	360	856	42	45	470	73	93	79	323	65	122	67
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.18	0.18	0.03	0.11	0.11	0.05	0.05	0.08	0.04	0.07	0.04
Intersection LOS	A											
Intersection V/C	0.389											

Intersection Level Of Service Report
Intersection 16: La Paz Road at Rancho Niguel Road

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.095

Intersection Setup

Name	La Paz Road		La Paz Road		Rancho Niguel Road	
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	1
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]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	La Paz Road		La Paz Road		Rancho Niguel Road	
Base Volume Input [veh/h]	365	19	150	303	43	181
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]	365	19	150	303	43	181
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	5	38	76	11	45
Total Analysis Volume [veh/h]	365	19	150	303	43	181
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			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.13	0.00	0.10	0.22
d_M, Delay for Movement [s/veh]	0.00	0.00	8.53	0.00	13.80	10.65
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.44	0.00	0.31	0.84
95th-Percentile Queue Length [ft/ln]	0.00	0.00	10.98	0.00	7.83	21.12
d_A, Approach Delay [s/veh]	0.00		2.82		11.26	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.58					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 17: Moulton Parkway at Rancho Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.591

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	70	836	71	352	531	45	36	159	53	53	125	403
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]	70	836	71	352	531	45	36	159	53	53	125	403
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]	18	209	18	88	133	11	9	40	13	13	31	101
Total Analysis Volume [veh/h]	70	836	71	352	531	45	36	159	53	53	125	403
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.18	0.18	0.21	0.11	0.11	0.02	0.12	0.12	0.03	0.07	0.03
Intersection LOS	A											
Intersection V/C	0.591											

Intersection Level Of Service Report
Intersection 18: Greenfield Drive at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.415

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
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	0	0	0	1	0	0	0	0	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	No			No			Yes			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	316	42	0	0	64	11	0	0	0	398	0	29
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]	316	42	0	0	64	11	0	0	0	398	0	29
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]	79	11	0	0	16	3	0	0	0	100	0	7
Total Analysis Volume [veh/h]	316	42	0	0	64	11	0	0	0	398	0	29
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	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.02	0.00	0.00	0.04	0.01	0.00	0.00	0.00	0.23	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.415											

Intersection Level Of Service Report
Intersection 19: Greenfield Drive at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.352

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
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	1	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	No			No			Yes			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	352	402	41	420	0	6	0	136	0	0	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	352	402	41	420	0	6	0	136	0	0	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	88	101	10	105	0	2	0	34	0	0	0
Total Analysis Volume [veh/h]	0	352	402	41	420	0	6	0	136	0	0	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	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.22	0.02	0.12	0.00	0.00	0.00	0.04	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.352											

Intersection Level Of Service Report
Intersection 20: Greenfield Drive at Rancho Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
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	0	1	0	1	1	0	1	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			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	209	394	158	76	239	239	343	77	284	102	44	12
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]	209	394	158	76	239	239	343	77	284	102	44	12
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]	52	99	40	19	60	60	86	19	71	26	11	3
Total Analysis Volume [veh/h]	209	394	158	76	239	239	343	77	284	102	44	12
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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.16	0.16	0.04	0.07	0.14	0.10	0.12	0.17	0.06	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.484											

Intersection Level Of Service Report
Intersection 21: Greenfield Drive at Crown Valley Parkway

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	Greenfield Drive			Greenfield Drive			Crown Valley Parkway			Crown Valley Parkway		
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	1	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		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Greenfield Drive			Greenfield Drive			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	19	29	36	440	29	184	325	937	8	9	932	470
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	29	36	440	29	184	325	937	8	9	932	470
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	7	9	110	7	46	81	234	2	2	233	118
Total Analysis Volume [veh/h]	19	29	36	440	29	184	325	937	8	9	932	470
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	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	8	0	0	4	4	5	2	0	1	6	6
Auxiliary Signal Groups						4,5						4,6
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.03	0.13	0.02	0.01	0.10	0.19	0.19	0.01	0.18	0.15
Intersection LOS	A											
Intersection V/C	0.482											

Intersection Level Of Service Report
Intersection 22: Cabot Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.627

Intersection Setup

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
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	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			Yes			Yes		

Volumes

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	68	221	300	201	189	210	222	1175	84	376	1149	139
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]	68	221	300	201	189	210	222	1175	84	376	1149	139
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]	17	55	75	50	47	53	56	294	21	94	287	35
Total Analysis Volume [veh/h]	68	221	300	201	189	210	222	1175	84	376	1149	139
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.07	0.18	0.06	0.12	0.12	0.07	0.23	0.05	0.11	0.23	0.08
Intersection LOS	B											
Intersection V/C	0.627											

Intersection Level Of Service Report
Intersection 23: Forbes Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.463

Intersection Setup

Name	Forbes Road			Forbes Road			Crown Valley Parkway			Crown Valley Parkway		
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	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Forbes Road			Forbes Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	42	5	48	119	3	70	67	1449	73	73	1505	98
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]	42	5	48	119	3	70	67	1449	73	73	1505	98
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]	11	1	12	30	1	18	17	362	18	18	376	25
Total Analysis Volume [veh/h]	42	5	48	119	3	70	67	1449	73	73	1505	98
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	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

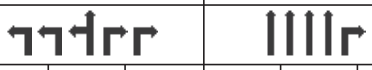
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.03	0.07	0.00	0.04	0.02	0.22	0.22	0.04	0.30	0.06
Intersection LOS	A											
Intersection V/C	0.463											

Intersection Level Of Service Report
Intersection 24: I-5 SB Ramps at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
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	1	0	0	1	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			No			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	945	0	655	0	1460	222	267	1034	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	945	0	655	0	1460	222	267	1034	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	236	0	164	0	365	56	67	259	0
Total Analysis Volume [veh/h]	0	0	0	945	0	655	0	1460	222	267	1034	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	Permis	Permis	Permis	Split	Split	Split	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.21	0.13	0.16	0.20	0.00
Intersection LOS	B											
Intersection V/C	0.614											

Intersection Level Of Service Report
Intersection 25: I-5 NB Ramps at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

Intersection Setup

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
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	0	0	0	0	0	1	0	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			No			No			No		

Volumes

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	229	0	390	0	0	0	0	1750	694	0	1118	1070
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]	229	0	390	0	0	0	0	1750	694	0	1118	1070
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]	57	0	98	0	0	0	0	438	174	0	280	268
Total Analysis Volume [veh/h]	229	0	390	0	0	0	0	1750	694	0	1118	1070
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	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	3	0	0	0	0	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.00	0.18	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.22	0.00
Intersection LOS	A											
Intersection V/C	0.575											

Intersection Level Of Service Report
Intersection 26: Kaleidoscope at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.405

Intersection Setup

Name	Kaleidoscope			Kaleidoscope			Crown Valley Parkway			Crown Valley Parkway		
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	0	1	0	1	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	Kaleidoscope			Kaleidoscope			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	40	2	19	15	2	19	40	1991	29	28	2121	15
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]	40	2	19	15	2	19	40	1991	29	28	2121	15
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	1	5	4	1	5	10	498	7	7	530	4
Total Analysis Volume [veh/h]	40	2	19	15	2	19	40	1991	29	28	2121	15
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	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.02	0.00	0.01	0.01	0.01	0.30	0.30	0.02	0.31	0.31
Intersection LOS	A											
Intersection V/C	0.405											

Intersection Level Of Service Report
Intersection 27: Puerta Real/Shops at Mission Viejo at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

Intersection Setup

Name	Shops at Mission Viejo			Puerta Real			Crown Valley Parkway			Crown Valley Parkway		
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	1	0	1	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			Yes		

Volumes

Name	Shops at Mission Viejo			Puerta Real			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	68	21	11	23	31	207	266	1509	191	17	1812	50
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]	68	21	11	23	31	207	266	1509	191	17	1812	50
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]	17	5	3	6	8	52	67	377	48	4	453	13
Total Analysis Volume [veh/h]	68	21	11	23	31	207	266	1509	191	17	1812	50
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	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	3	8	0	7	4	4	5	2	2	1	6	0
Auxiliary Signal Groups						4,5			2,3			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.01	0.02	0.00	0.08	0.22	0.09	0.01	0.27	0.27
Intersection LOS	A											
Intersection V/C	0.440											

Intersection Level Of Service Report
Intersection 28: Dr Guevara Way/Medical Center Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.438

Intersection Setup

Name	Medical Center Road			Dr Guevara Way			Crown Valley Parkway			Crown Valley Parkway		
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	0	0	0	1	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			No			Yes		

Volumes

Name	Medical Center Road			Dr Guevara Way			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	246	20	47	21	15	59	69	1245	281	110	1606	28
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]	246	20	47	21	15	59	69	1245	281	110	1606	28
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	5	12	5	4	15	17	311	70	28	402	7
Total Analysis Volume [veh/h]	246	20	47	21	15	59	69	1245	281	110	1606	28
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	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.04	0.04	0.01	0.02	0.03	0.04	0.22	0.22	0.03	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.438											

Intersection Level Of Service Report
Intersection 29: Cabot Road at Paseo de Colinas

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	Cabot Road		Paseo de Colinas		Paseo de Colinas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Cabot Road		Paseo de Colinas		Paseo de Colinas	
Base Volume Input [veh/h]	124	310	429	606	226	75
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]	124	310	429	606	226	75
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]	31	78	107	152	57	19
Total Analysis Volume [veh/h]	124	310	429	606	226	75
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	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.09	0.25	0.18	0.09	0.09
Intersection LOS	A					
Intersection V/C	0.482					

Intersection Level Of Service Report
Intersection 30: Camino Capistrano at Paseo de Colinas

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		Paseo de Colinas	
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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Paseo de Colinas	
Base Volume Input [veh/h]	152	275	33	51	617	75
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]	152	275	33	51	617	75
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]	38	69	8	13	154	19
Total Analysis Volume [veh/h]	152	275	33	51	617	75
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	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.25	0.02	0.03	0.36	0.41
Intersection LOS	C					
Intersection V/C	0.728					

Intersection Level Of Service Report
Intersection 31: Camino Capistrano at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.383

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
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	1	1	0	0	1
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	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	135	122	514	158	95	269
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]	135	122	514	158	95	269
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]	34	31	129	40	24	67
Total Analysis Volume [veh/h]	135	122	514	158	95	269
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	Split	Split	Split	Split	Permissive	Overlap
Signal Group	6	0	0	2	7	7
Auxiliary Signal Groups						2,7
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.07	0.15	0.20	0.06	0.01
Intersection LOS	A					
Intersection V/C	0.383					

Intersection Level Of Service Report
Intersection 32: I-5 SB Ramps at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Avery Parkway			Avery Parkway		
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	1	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			No			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	0	0	0	298	1	137	0	487	142	154	237	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	298	1	137	0	487	142	154	237	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	75	0	34	0	122	36	39	59	0
Total Analysis Volume [veh/h]	0	0	0	298	1	137	0	487	142	154	237	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	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.18	0.08	0.08	0.00	0.14	0.08	0.09	0.14	0.00
Intersection LOS	A											
Intersection V/C	0.459											

Intersection Level Of Service Report
Intersection 33: I-5 NB Ramps at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

Intersection Setup

Name	I-5 NB Ramps			I-5 NB Ramps			Avery Parkway			Avery Parkway		
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	0	0	0	1	0	0	0	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			No			No			No		

Volumes

Name	I-5 NB Ramps			I-5 NB Ramps			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	125	21	237	0	0	0	272	536	0	0	300	373
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]	125	21	237	0	0	0	272	536	0	0	300	373
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]	31	5	59	0	0	0	68	134	0	0	75	93
Total Analysis Volume [veh/h]	125	21	237	0	0	0	272	536	0	0	300	373
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	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.09	0.14	0.00	0.00	0.00	0.16	0.32	0.00	0.00	0.09	0.22
Intersection LOS	A											
Intersection V/C	0.569											

Intersection Level Of Service Report
Intersection 34: Marguerite Parkway at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.581

Intersection Setup

Name	Marguerite Parkway			Marguerite Parkway			Avery Parkway			Avery Parkway		
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	0	1	0	1	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			Yes		

Volumes

Name	Marguerite Parkway			Marguerite Parkway			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	280	402	13	181	648	219	286	139	272	17	153	157
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]	280	402	13	181	648	219	286	139	272	17	153	157
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]	70	101	3	45	162	55	72	35	68	4	38	39
Total Analysis Volume [veh/h]	280	402	13	181	648	219	286	139	272	17	153	157
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.12	0.12	0.11	0.19	0.13	0.08	0.12	0.12	0.01	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.581											

Intersection Level Of Service Report
Intersection 35: Alicia Parkway at Highlands Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.345

Intersection Setup

Name	Alicia Parkway		Alicia Parkway		Highlands Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	1
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		No		Yes	

Volumes

Name	Alicia Parkway		Alicia Parkway		Highlands Avenue	
Base Volume Input [veh/h]	14	926	854	150	306	36
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]	14	926	854	150	306	36
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]	4	232	214	38	77	9
Total Analysis Volume [veh/h]	14	926	854	150	306	36
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.20	0.20	0.09	0.02
Intersection LOS	A					
Intersection V/C	0.345					

Intersection Level Of Service Report
Intersection 36: Moulton Parkway/Golden Lantern at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.520

Intersection Setup

Name	Golden Lantern			Moulton Parkway			Crown Valley Parkway			Crown Valley Parkway		
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	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			Yes			Yes		

Volumes

Name	Golden Lantern			Moulton Parkway			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	116	775	137	252	665	110	138	469	76	111	640	345
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	775	137	252	665	110	138	469	76	111	640	345
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	194	34	63	166	28	35	117	19	28	160	86
Total Analysis Volume [veh/h]	116	775	137	252	665	110	138	469	76	111	640	345
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	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.15	0.05	0.07	0.13	0.06	0.04	0.09	0.04	0.03	0.13	0.20
Intersection LOS	A											
Intersection V/C	0.520											

Intersection Level Of Service Report
Intersection 37: Highlands Avenue at Niguel Road

Control Type:	All-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.291

Intersection Setup

Name	Highlands Avenue			Highlands Avenue			Niguel Road			Niguel Road		
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	0	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]	40.00			40.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Highlands Avenue			Highlands Avenue			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	17	102	99	9	78	32	77	43	11	72	42	22
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	102	99	9	78	32	77	43	11	72	42	22
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	26	25	2	20	8	19	11	3	18	11	6
Total Analysis Volume [veh/h]	17	102	99	9	78	32	77	43	11	72	42	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	595	690	577	650	566	615	699	567	615	700
Degree of Utilization, x	0.03	0.29	0.02	0.17	0.14	0.07	0.02	0.13	0.07	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.09	1.21	0.05	0.61	0.47	0.22	0.05	0.43	0.22	0.10
95th-Percentile Queue Length [ft]	2.20	30.22	1.19	15.16	11.71	5.62	1.20	10.84	5.48	2.43
Approach Delay [s/veh]	9.96		9.35		9.53			9.35		
Approach LOS	A		A		A			A		
Intersection Delay [s/veh]	9.61									
Intersection LOS	A									

Intersection Level Of Service Report
Intersection 38: La Paz Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.407

Intersection Setup

Name	La Paz Road		Crown Valley Parkway		Crown Valley Parkway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	La Paz Road		Crown Valley Parkway		Crown Valley Parkway	
Base Volume Input [veh/h]	162	161	176	869	813	157
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]	162	161	176	869	813	157
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]	41	40	44	217	203	39
Total Analysis Volume [veh/h]	162	161	176	869	813	157
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.06	0.10	0.17	0.19	0.19
Intersection LOS	A					
Intersection V/C	0.407					

Intersection Level Of Service Report
Intersection 39: Golden Lantern at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.775

Intersection Setup

Name	Golden Lantern			Golden Lantern			Paseo de Colinas			Paseo de Colinas		
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	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	No			Yes			Yes			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Paseo de Colinas			Paseo de Colinas		
Base Volume Input [veh/h]	6	1113	871	145	584	5	4	5	3	414	2	134
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]	6	1113	871	145	584	5	4	5	3	414	2	134
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	278	218	36	146	1	1	1	1	104	1	34
Total Analysis Volume [veh/h]	6	1113	871	145	584	5	4	5	3	414	2	134
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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.51	0.09	0.12	0.12	0.00	0.00	0.00	0.12	0.12	0.08
Intersection LOS	C											
Intersection V/C	0.775											

Intersection Level Of Service Report
Intersection 40: Alicia Parkway at Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.403

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	32	526	20	335	665	53	86	165	79	33	104	332
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]	32	526	20	335	665	53	86	165	79	33	104	332
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	132	5	84	166	13	22	41	20	8	26	83
Total Analysis Volume [veh/h]	32	526	20	335	665	53	86	165	79	33	104	332
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.11	0.10	0.14	0.14	0.05	0.07	0.07	0.02	0.03	0.10
Intersection LOS	A											
Intersection V/C	0.403											

Intersection Level Of Service Report
Intersection 41: Highlands Avenue at Pacific Island Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.245

Intersection Setup

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	127	77	70	308	200	70
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]	127	77	70	308	200	70
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]	32	19	18	77	50	18
Total Analysis Volume [veh/h]	127	77	70	308	200	70
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.05	0.04	0.09	0.08	0.08
Intersection LOS	A					
Intersection V/C	0.245					

Intersection Level Of Service Report
Intersection 42: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.357

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
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	0	1	0	0	1	0	1	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			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	109	286	13	14	604	150	226	26	140	10	11	11
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]	109	286	13	14	604	150	226	26	140	10	11	11
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	72	3	4	151	38	57	7	35	3	3	3
Total Analysis Volume [veh/h]	109	286	13	14	604	150	226	26	140	10	11	11
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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.06	0.06	0.01	0.15	0.15	0.07	0.07	0.08	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.357											

Intersection Level Of Service Report
Intersection 43: Crown Valley Parkway at Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.520

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			NIguel Road			Niguel Road		
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	0	1	0	1	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			NIguel Road			Niguel Road		
Base Volume Input [veh/h]	69	385	286	204	236	19	39	479	36	216	519	209
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]	69	385	286	204	236	19	39	479	36	216	519	209
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]	17	96	72	51	59	5	10	120	9	54	130	52
Total Analysis Volume [veh/h]	69	385	286	204	236	19	39	479	36	216	519	209
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	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

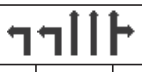
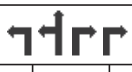
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.13	0.13	0.06	0.05	0.00	0.01	0.15	0.15	0.13	0.15	0.06
Intersection LOS	A											
Intersection V/C	0.520											

Intersection Level Of Service Report
Intersection 44: Crown Valley Parkway at Alicia Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.340

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
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	0	1	0	0	1	0	1	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	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	365	398	15	33	490	79	92	36	441	8	31	17
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]	365	398	15	33	490	79	92	36	441	8	31	17
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]	91	100	4	8	123	20	23	9	110	2	8	4
Total Analysis Volume [veh/h]	365	398	15	33	490	79	92	36	441	8	31	17
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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.08	0.08	0.02	0.11	0.11	0.05	0.02	0.02	0.00	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.340											

Intersection Level Of Service Report
Intersection 45: Pacific Island Drive at Club House Drive

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Pacific Island Drive			Pacific Island Drive			Club House Drive			Club House Drive		
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	0	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]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pacific Island Drive			Pacific Island Drive			Club House Drive			Club House Drive		
Base Volume Input [veh/h]	1	214	8	39	213	12	39	4	13	6	4	80
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]	1	214	8	39	213	12	39	4	13	6	4	80
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	54	2	10	53	3	10	1	3	2	1	20
Total Analysis Volume [veh/h]	1	214	8	39	213	12	39	4	13	6	4	80
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	0.00	0.00	0.00	0.03	0.00	0.00	0.08	0.01	0.01	0.01	0.01	0.09
d_M, Delay for Movement [s/veh]	7.69	0.00	0.00	7.76	0.00	0.00	13.48	13.21	9.03	12.26	13.55	9.34
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.09	0.00	0.00	0.27	0.07	0.07	0.04	0.32	0.32
95th-Percentile Queue Length [ft/ln]	0.06	0.00	0.00	2.24	0.00	0.00	6.86	1.78	1.78	0.91	7.93	7.93
d_A, Approach Delay [s/veh]	0.03			1.15			12.43			9.73		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	2.97											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 46: Niguel Road at Marina Hills Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.351

Intersection Setup

Name	Niguel Road		Niguel Road		Marina Hills Drive	
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	1	1
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	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	423	182	135	306	200	223
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]	423	182	135	306	200	223
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]	106	46	34	77	50	56
Total Analysis Volume [veh/h]	423	182	135	306	200	223
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.18	0.04	0.09	0.06	0.08
Intersection LOS	A					
Intersection V/C	0.351					

Intersection Level Of Service Report
Intersection 47: Golden Lantern at Marina Hills Drive/Camino Los Padres

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	Golden Lantern			Golden Lantern			Marina Hills Drive			Camino Los Padres		
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	0	1	0	1	1	0	1	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			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Marina Hills Drive			Camino Los Padres		
Base Volume Input [veh/h]	129	1143	1	6	842	171	404	5	159	9	3	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]	129	1143	1	6	842	171	404	5	159	9	3	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]	32	286	0	2	211	43	101	1	40	2	1	8
Total Analysis Volume [veh/h]	129	1143	1	6	842	171	404	5	159	9	3	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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.22	0.22	0.00	0.17	0.10	0.12	0.12	0.09	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.429											

Intersection Level Of Service Report
Intersection 48: Crown Valley Parkway at Club House Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.296

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Club House Drive			Club House Drive		
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	0	1	0	0	1	0	0	0	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			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			Club House Drive			Club House Drive		
Base Volume Input [veh/h]	23	598	44	79	788	12	16	17	35	35	13	109
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]	23	598	44	79	788	12	16	17	35	35	13	109
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]	6	150	11	20	197	3	4	4	9	9	3	27
Total Analysis Volume [veh/h]	23	598	44	79	788	12	16	17	35	35	13	109
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	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.13	0.13	0.05	0.16	0.16	0.01	0.03	0.03	0.02	0.03	0.06
Intersection LOS	A											
Intersection V/C	0.296											

Intersection Level Of Service Report
Intersection 49: Niguel Road at Club House Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.284

Intersection Setup

Name	Niguel Road		Niguel Road		Club House Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	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		No		Yes	

Volumes

Name	Niguel Road		Niguel Road		Club House Drive	
Base Volume Input [veh/h]	59	544	449	32	41	57
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]	59	544	449	32	41	57
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]	15	136	112	8	10	14
Total Analysis Volume [veh/h]	59	544	449	32	41	57
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	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.16	0.14	0.14	0.02	0.06
Intersection LOS	A					
Intersection V/C	0.284					

Intersection Level Of Service Report
Intersection 50: Niguel Road at Beacon Hill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.261

Intersection Setup

Name	Niguel Road		Niguel Road		Beacon Hill Way	
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	1
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	No		Yes		Yes	

Volumes

Name	Niguel Road		Niguel Road		Beacon Hill Way	
Base Volume Input [veh/h]	570	16	26	514	15	39
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]	570	16	26	514	15	39
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]	143	4	7	129	4	10
Total Analysis Volume [veh/h]	570	16	26	514	15	39
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.17	0.02	0.15	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.261					

Intersection Level Of Service Report
Intersection 51: Golden Lantern at Beacon Hill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.295

Intersection Setup

Name	Golden Lantern		Golden Lantern		Beacon Hill Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
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		No		Yes	

Volumes

Name	Golden Lantern		Golden Lantern		Beacon Hill Way	
Base Volume Input [veh/h]	40	842	910	44	59	56
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]	40	842	910	44	59	56
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]	10	211	228	11	15	14
Total Analysis Volume [veh/h]	40	842	910	44	59	56
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.17	0.19	0.19	0.03	0.03
Intersection LOS	A					
Intersection V/C	0.295					

Intersection Level Of Service Report
Intersection 52: Niguel Road at Ridgeway Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.356

Intersection Setup

Name	Niguel Road			Niguel Road			Ridgeway Avenue			Ridgeway Avenue		
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	0	1	0	0	0	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			Yes		

Volumes

Name	Niguel Road			Niguel Road			Ridgeway Avenue			Ridgeway Avenue		
Base Volume Input [veh/h]	6	470	129	95	455	10	19	10	5	92	0	54
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]	6	470	129	95	455	10	19	10	5	92	0	54
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	118	32	24	114	3	5	3	1	23	0	14
Total Analysis Volume [veh/h]	6	470	129	95	455	10	19	10	5	92	0	54
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	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.18	0.06	0.14	0.14	0.01	0.02	0.02	0.05	0.00	0.03
Intersection LOS	A											
Intersection V/C	0.356											

Intersection Level Of Service Report
Intersection 53: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.396

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
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	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			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	49	513	108	180	662	7	4	53	90	238	59	205
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]	49	513	108	180	662	7	4	53	90	238	59	205
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]	12	128	27	45	166	2	1	13	23	60	15	51
Total Analysis Volume [veh/h]	49	513	108	180	662	7	4	53	90	238	59	205
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.10	0.06	0.11	0.19	0.00	0.00	0.03	0.05	0.07	0.03	0.12
Intersection LOS	A											
Intersection V/C	0.396											

Intersection Level Of Service Report
Intersection 54: Niguel Road at Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.486

Intersection Setup

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	98	336	106	273	306	36	37	319	135	137	293	284
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]	98	336	106	273	306	36	37	319	135	137	293	284
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]	25	84	27	68	77	9	9	80	34	34	73	71
Total Analysis Volume [veh/h]	98	336	106	273	306	36	37	319	135	137	293	284
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.09	0.09	0.16	0.07	0.07	0.02	0.13	0.13	0.04	0.09	0.17
Intersection LOS	A											
Intersection V/C	0.486											

Intersection Level Of Service Report
Intersection 55: Golden Lantern at Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name	Golden Lantern			Golden Lantern			Camino Del Avion			Camino Del Avion		
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	0	1	0	1	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			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	165	436	125	203	597	182	137	329	262	93	457	231
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]	165	436	125	203	597	182	137	329	262	93	457	231
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]	41	109	31	51	149	46	34	82	66	23	114	58
Total Analysis Volume [veh/h]	165	436	125	203	597	182	137	329	262	93	457	231
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.17	0.17	0.12	0.18	0.11	0.08	0.17	0.17	0.05	0.20	0.20
Intersection LOS	B											
Intersection V/C	0.617											

Intersection Level Of Service Report
Intersection 1: Alicia Parkway at Moulton Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Moulton Parkway			Moulton Parkway		
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	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			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	260	1123	68	342	1146	105	146	712	363	70	507	399
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]	260	1123	68	342	1146	105	146	712	363	70	507	399
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]	65	281	17	86	287	26	37	178	91	18	127	100
Total Analysis Volume [veh/h]	260	1123	68	342	1146	105	146	712	363	70	507	399
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.22	0.04	0.10	0.22	0.06	0.04	0.14	0.14	0.02	0.10	0.00
Intersection LOS	A											
Intersection V/C	0.531											

Intersection Level Of Service Report
Intersection 2: Moulton Parkway at La Paz Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			La Paz Road			La Paz Road		
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	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			La Paz Road			La Paz Road		
Base Volume Input [veh/h]	23	634	110	79	754	215	248	443	36	169	384	60
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]	23	634	110	79	754	215	248	443	36	169	384	60
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]	6	159	28	20	189	54	62	111	9	42	96	15
Total Analysis Volume [veh/h]	23	634	110	79	754	215	248	443	36	169	384	60
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	Protect	Permis	Permis	Protect	Permis	Unsign	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.06	0.02	0.15	0.00	0.07	0.09	0.02	0.05	0.08	0.04
Intersection LOS	A											
Intersection V/C	0.353											

Intersection Level Of Service Report
Intersection 3: La Paz Road at Merienda/SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.234

Intersection Setup

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
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	0	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	No			No			Yes			Yes		

Volumes

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	26	700	68	42	587	23	6	0	8	44	3	28
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]	26	700	68	42	587	23	6	0	8	44	3	28
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	175	17	11	147	6	2	0	2	11	1	7
Total Analysis Volume [veh/h]	26	700	68	42	587	23	6	0	8	44	3	28
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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.14	0.04	0.01	0.12	0.12	0.00	0.00	0.01	0.03	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.234											

Intersection Level Of Service Report
Intersection 4: La Paz Road at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.387

Intersection Setup

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Shopping Center		
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	0	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			No			Yes			Yes		

Volumes

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Shopping Center		
Base Volume Input [veh/h]	42	598	36	125	516	24	104	22	136	50	3	75
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]	42	598	36	125	516	24	104	22	136	50	3	75
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]	11	150	9	31	129	6	26	6	34	13	1	19
Total Analysis Volume [veh/h]	42	598	36	125	516	24	104	22	136	50	3	75
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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.12	0.07	0.11	0.11	0.06	0.09	0.09	0.03	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.387											

Intersection Level Of Service Report
Intersection 5: Alicia Parkway at Pacific Park Drive

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	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
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	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			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	285	920	147	293	853	344	348	806	138	153	788	229
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]	285	920	147	293	853	344	348	806	138	153	788	229
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]	71	230	37	73	213	86	87	202	35	38	197	57
Total Analysis Volume [veh/h]	285	920	147	293	853	344	348	806	138	153	788	229
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	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.18	0.09	0.09	0.17	0.10	0.10	0.16	0.00	0.05	0.15	0.05
Intersection LOS	A											
Intersection V/C	0.573											

Intersection Level Of Service Report
Intersection 6: Heather Ridge at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.469

Intersection Setup

Name	Heather Ridge			Heather Ridge			Pacific Park Drive			Pacific Park Drive		
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	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	Heather Ridge			Heather Ridge			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	325	24	267	39	19	18	30	882	296	220	858	74
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]	325	24	267	39	19	18	30	882	296	220	858	74
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]	81	6	67	10	5	5	8	221	74	55	215	19
Total Analysis Volume [veh/h]	325	24	267	39	19	18	30	882	296	220	858	74
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	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

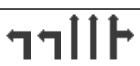
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.10	0.16	0.02	0.02	0.02	0.02	0.17	0.17	0.06	0.17	0.04
Intersection LOS	A											
Intersection V/C	0.469											

Intersection Level Of Service Report
Intersection 7: La Paz Road at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.546

Intersection Setup

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
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	1	0	1	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	181	400	179	35	445	220	351	622	193	355	759	39
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]	181	400	179	35	445	220	351	622	193	355	759	39
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]	45	100	45	9	111	55	88	156	48	89	190	10
Total Analysis Volume [veh/h]	181	400	179	35	445	220	351	622	193	355	759	39
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.08	0.11	0.02	0.09	0.13	0.10	0.12	0.11	0.10	0.16	0.16
Intersection LOS	A											
Intersection V/C	0.546											

Intersection Level Of Service Report
Intersection 8: Moulton Parkway at Pacific Park Drive/Oso Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.469

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Pacific Park Drive			Oso Parkway		
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	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Pacific Park Drive			Oso Parkway		
Base Volume Input [veh/h]	114	751	83	217	756	233	219	637	80	81	467	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]	114	751	83	217	756	233	219	637	80	81	467	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]	29	188	21	54	189	58	55	159	20	20	117	61
Total Analysis Volume [veh/h]	114	751	83	217	756	233	219	637	80	81	467	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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.15	0.05	0.06	0.15	0.14	0.06	0.12	0.05	0.02	0.09	0.14
Intersection LOS	A											
Intersection V/C	0.469											

Intersection Level Of Service Report
Intersection 9: Moulton Parkway at SR-73 SB Ramp

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.320

Intersection Setup

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	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	1
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	No		No		Yes	

Volumes

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramp	
Base Volume Input [veh/h]	0	717	863	0	121	223
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]	0	717	863	0	121	223
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]	0	179	216	0	30	56
Total Analysis Volume [veh/h]	0	717	863	0	121	223
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	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.17	0.00	0.07	0.10
Intersection LOS	A					
Intersection V/C	0.320					

Intersection Level Of Service Report
Intersection 10: Alicia Parkway at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	Alicia Parkway		Alicia Parkway		Avila Road	
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	1	1
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	No		Yes		Yes	

Volumes

Name	Alicia Parkway		Alicia Parkway		Avila Road	
Base Volume Input [veh/h]	940	125	66	944	150	169
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]	940	125	66	944	150	169
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]	235	31	17	236	38	42
Total Analysis Volume [veh/h]	940	125	66	944	150	169
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	Permissive	Protected	Permissive	Split	Overlap
Signal Group	6	0	5	2	7	7
Auxiliary Signal Groups						5,7
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.21	0.04	0.19	0.04	0.06
Intersection LOS	A					
Intersection V/C	0.358					

Intersection Level Of Service Report
Intersection 11: La Paz Road at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.370

Intersection Setup

Name	La Paz Road			La Paz Road			Avila Road			Avila Road		
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	0	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Avila Road			Avila Road		
Base Volume Input [veh/h]	77	384	28	209	523	138	85	154	74	19	134	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]	77	384	28	209	523	138	85	154	74	19	134	90
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]	19	96	7	52	131	35	21	39	19	5	34	23
Total Analysis Volume [veh/h]	77	384	28	209	523	138	85	154	74	19	134	90
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.08	0.08	0.12	0.13	0.13	0.05	0.07	0.07	0.01	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.370											

Intersection Level Of Service Report
Intersection 12: Moulton Parkway at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.270

Intersection Setup

Name	Moulton Parkway		Moulton Parkway		Avila Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
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		No		Yes	

Volumes

Name	Moulton Parkway		Moulton Parkway		Avila Road	
Base Volume Input [veh/h]	83	826	476	122	92	66
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]	83	826	476	122	92	66
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]	21	207	119	31	23	17
Total Analysis Volume [veh/h]	83	826	476	122	92	66
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.16	0.12	0.12	0.05	0.04
Intersection LOS	A					
Intersection V/C	0.270					

Intersection Level Of Service Report
Intersection 13: Alicia Parkway at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.555

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
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	1	0	1	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			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	417	770	168	113	754	225	211	589	500	213	625	106
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]	417	770	168	113	754	225	211	589	500	213	625	106
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]	104	193	42	28	189	56	53	147	125	53	156	27
Total Analysis Volume [veh/h]	417	770	168	113	754	225	211	589	500	213	625	106
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.15	0.10	0.03	0.15	0.13	0.06	0.12	0.17	0.06	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.555											

Intersection Level Of Service Report
Intersection 14: La Paz Road at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.363

Intersection Setup

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
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	1	0	1	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	161	235	24	117	377	210	172	420	218	40	390	78
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]	161	235	24	117	377	210	172	420	218	40	390	78
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]	40	59	6	29	94	53	43	105	55	10	98	20
Total Analysis Volume [veh/h]	161	235	24	117	377	210	172	420	218	40	390	78
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

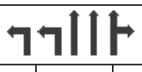
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.01	0.03	0.11	0.12	0.05	0.08	0.13	0.01	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.363											

Intersection Level Of Service Report
Intersection 15: Moulton Parkway at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
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	0	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	388	705	84	75	968	91	87	66	418	45	41	45
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]	388	705	84	75	968	91	87	66	418	45	41	45
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]	97	176	21	19	242	23	22	17	105	11	10	11
Total Analysis Volume [veh/h]	388	705	84	75	968	91	87	66	418	45	41	45
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.15	0.15	0.04	0.21	0.21	0.05	0.04	0.13	0.03	0.02	0.03
Intersection LOS	A											
Intersection V/C	0.530											

Intersection Level Of Service Report
Intersection 16: La Paz Road at Rancho Niguel Road

Control Type:	Two-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.105

Intersection Setup

Name	La Paz Road		La Paz Road		Rancho Niguel Road	
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	1
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]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	La Paz Road		La Paz Road		Rancho Niguel Road	
Base Volume Input [veh/h]	300	29	211	366	40	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]	300	29	211	366	40	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]	75	7	53	92	10	40
Total Analysis Volume [veh/h]	300	29	211	366	40	159
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			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.17	0.00	0.11	0.19
d_M, Delay for Movement [s/veh]	0.00	0.00	8.54	0.00	15.59	10.20
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.62	0.00	0.35	0.68
95th-Percentile Queue Length [ft/ln]	0.00	0.00	15.50	0.00	8.76	17.10
d_A, Approach Delay [s/veh]	0.00		3.12		11.28	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.66					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 17: Moulton Parkway at Rancho Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.667

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	39	727	85	454	935	31	25	185	77	62	144	496
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]	39	727	85	454	935	31	25	185	77	62	144	496
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	182	21	114	234	8	6	46	19	16	36	124
Total Analysis Volume [veh/h]	39	727	85	454	935	31	25	185	77	62	144	496
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.16	0.16	0.27	0.19	0.19	0.01	0.15	0.15	0.04	0.08	0.02
Intersection LOS	B											
Intersection V/C	0.667											

Intersection Level Of Service Report
Intersection 18: Greenfield Drive at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.419

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
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	0	0	0	1	0	0	0	0	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	No			No			Yes			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	219	53	0	0	93	13	0	0	0	424	0	39
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]	219	53	0	0	93	13	0	0	0	424	0	39
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]	55	13	0	0	23	3	0	0	0	106	0	10
Total Analysis Volume [veh/h]	219	53	0	0	93	13	0	0	0	424	0	39
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	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.03	0.00	0.00	0.05	0.01	0.00	0.00	0.00	0.25	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.419											

Intersection Level Of Service Report
Intersection 19: Greenfield Drive at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.339

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
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	1	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	No			No			Yes			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	256	368	25	508	0	11	0	299	0	0	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	256	368	25	508	0	11	0	299	0	0	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	64	92	6	127	0	3	0	75	0	0	0
Total Analysis Volume [veh/h]	0	256	368	25	508	0	11	0	299	0	0	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	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.18	0.01	0.15	0.00	0.01	0.00	0.09	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.339											

Intersection Level Of Service Report
Intersection 20: Greenfield Drive at Rancho Niguel Road

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	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
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	0	1	0	1	1	0	1	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			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	359	287	119	66	440	331	290	66	215	151	74	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]	359	287	119	66	440	331	290	66	215	151	74	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]	90	72	30	17	110	83	73	17	54	38	19	8
Total Analysis Volume [veh/h]	359	287	119	66	440	331	290	66	215	151	74	33
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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.12	0.12	0.04	0.13	0.19	0.09	0.10	0.13	0.09	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.566											

Intersection Level Of Service Report
Intersection 21: Greenfield Drive at Crown Valley Parkway

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	Greenfield Drive			Greenfield Drive			Crown Valley Parkway			Crown Valley Parkway		
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	1	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		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Greenfield Drive			Greenfield Drive			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	26	21	24	536	45	205	313	909	9	30	1079	550
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]	26	21	24	536	45	205	313	909	9	30	1079	550
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	5	6	134	11	51	78	227	2	8	270	138
Total Analysis Volume [veh/h]	26	21	24	536	45	205	313	909	9	30	1079	550
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	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	8	0	0	4	4	5	2	0	1	6	6
Auxiliary Signal Groups						4,5						4,6
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.03	0.16	0.03	0.03	0.09	0.18	0.18	0.02	0.21	0.17
Intersection LOS	A											
Intersection V/C	0.532											

Intersection Level Of Service Report
Intersection 22: Cabot Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
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	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			Yes			Yes		

Volumes

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	165	249	301	193	233	209	207	1219	126	521	1354	181
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]	165	249	301	193	233	209	207	1219	126	521	1354	181
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]	41	62	75	48	58	52	52	305	32	130	339	45
Total Analysis Volume [veh/h]	165	249	301	193	233	209	207	1219	126	521	1354	181
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.07	0.18	0.06	0.13	0.13	0.06	0.24	0.07	0.15	0.27	0.11
Intersection LOS	B											
Intersection V/C	0.676											

Intersection Level Of Service Report
Intersection 23: Forbes Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name	Forbes Road			Forbes Road			Crown Valley Parkway			Crown Valley Parkway		
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	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Forbes Road			Forbes Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	65	0	85	73	2	95	80	1623	30	51	1847	144
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]	65	0	85	73	2	95	80	1623	30	51	1847	144
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]	16	0	21	18	1	24	20	406	8	13	462	36
Total Analysis Volume [veh/h]	65	0	85	73	2	95	80	1623	30	51	1847	144
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	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.05	0.04	0.00	0.06	0.02	0.24	0.24	0.03	0.36	0.08
Intersection LOS	A											
Intersection V/C	0.530											

Intersection Level Of Service Report
Intersection 24: I-5 SB Ramps at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.735

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
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	1	0	0	1	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			No			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	785	0	836	0	1559	230	356	1217	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	785	0	836	0	1559	230	356	1217	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	196	0	209	0	390	58	89	304	0
Total Analysis Volume [veh/h]	0	0	0	785	0	836	0	1559	230	356	1217	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	Permis	Permis	Permis	Split	Split	Split	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.15	0.00	0.25	0.00	0.23	0.14	0.21	0.24	0.00
Intersection LOS	C											
Intersection V/C	0.735											

Intersection Level Of Service Report
Intersection 25: I-5 NB Ramps at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
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	0	0	0	0	0	1	0	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			No			No			No		

Volumes

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	204	0	377	0	0	0	0	1724	628	0	1354	1231
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]	204	0	377	0	0	0	0	1724	628	0	1354	1231
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]	51	0	94	0	0	0	0	431	157	0	339	308
Total Analysis Volume [veh/h]	204	0	377	0	0	0	0	1724	628	0	1354	1231
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	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	3	0	0	0	0	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.00	0.17	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.27	0.00
Intersection LOS	A											
Intersection V/C	0.559											

Intersection Level Of Service Report
Intersection 26: Kaleidoscope at Crown Valley Parkway

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	Kaleidoscope			Kaleidoscope			Crown Valley Parkway			Crown Valley Parkway		
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	0	1	0	1	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	Kaleidoscope			Kaleidoscope			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	73	7	37	30	7	53	128	1884	43	69	2430	16
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]	73	7	37	30	7	53	128	1884	43	69	2430	16
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]	18	2	9	8	2	13	32	471	11	17	608	4
Total Analysis Volume [veh/h]	73	7	37	30	7	53	128	1884	43	69	2430	16
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	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.03	0.01	0.01	0.03	0.04	0.28	0.28	0.04	0.36	0.36
Intersection LOS	A											
Intersection V/C	0.513											

Intersection Level Of Service Report
Intersection 27: Puerta Real/Shops at Mission Viejo at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name	Shops at Mission Viejo			Puerta Real			Crown Valley Parkway			Crown Valley Parkway		
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	1	0	1	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			Yes		

Volumes

Name	Shops at Mission Viejo			Puerta Real			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	408	24	115	79	38	258	226	1523	408	94	1693	59
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	24	115	79	38	258	226	1523	408	94	1693	59
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	6	29	20	10	65	57	381	102	24	423	15
Total Analysis Volume [veh/h]	408	24	115	79	38	258	226	1523	408	94	1693	59
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	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	3	8	0	7	4	4	5	2	2	1	6	0
Auxiliary Signal Groups						4,5			2,3			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.07	0.05	0.02	0.01	0.07	0.22	0.12	0.03	0.26	0.26
Intersection LOS	A											
Intersection V/C	0.516											

Intersection Level Of Service Report
Intersection 28: Dr Guevara Way/Medical Center Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.466

Intersection Setup

Name	Medical Center Road			Dr Guevara Way			Crown Valley Parkway			Crown Valley Parkway		
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	0	0	0	1	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			No			Yes		

Volumes

Name	Medical Center Road			Dr Guevara Way			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	397	14	53	43	13	85	55	1453	135	55	1398	28
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]	397	14	53	43	13	85	55	1453	135	55	1398	28
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]	99	4	13	11	3	21	14	363	34	14	350	7
Total Analysis Volume [veh/h]	397	14	53	43	13	85	55	1453	135	55	1398	28
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	Split	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.04	0.04	0.03	0.03	0.05	0.03	0.23	0.23	0.02	0.21	0.21
Intersection LOS	A											
Intersection V/C	0.466											

Intersection Level Of Service Report
Intersection 29: Cabot Road at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name	Cabot Road		Paseo de Colinas		Paseo de Colinas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Cabot Road		Paseo de Colinas		Paseo de Colinas	
Base Volume Input [veh/h]	113	466	279	421	463	147
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]	113	466	279	421	463	147
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]	28	117	70	105	116	37
Total Analysis Volume [veh/h]	113	466	279	421	463	147
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	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.14	0.16	0.12	0.18	0.18
Intersection LOS	A					
Intersection V/C	0.531					

Intersection Level Of Service Report
Intersection 30: Camino Capistrano at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.802

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Paseo de Colinas	
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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Paseo de Colinas	
Base Volume Input [veh/h]	118	498	82	217	524	57
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]	118	498	82	217	524	57
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]	30	125	21	54	131	14
Total Analysis Volume [veh/h]	118	498	82	217	524	57
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	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.36	0.36	0.05	0.13	0.31	0.34
Intersection LOS	D					
Intersection V/C	0.802					

Intersection Level Of Service Report
Intersection 31: Camino Capistrano at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
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	1	1	0	0	1
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	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	128	137	637	123	126	575
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]	128	137	637	123	126	575
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]	32	34	159	31	32	144
Total Analysis Volume [veh/h]	128	137	637	123	126	575
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	Split	Split	Split	Split	Permissive	Overlap
Signal Group	6	0	0	2	7	7
Auxiliary Signal Groups						2,7
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.08	0.19	0.22	0.07	0.15
Intersection LOS	A					
Intersection V/C	0.505					

Intersection Level Of Service Report
Intersection 32: I-5 SB Ramps at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.545

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Avery Parkway			Avery Parkway		
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	1	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			No			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	0	0	0	284	3	227	0	558	184	279	414	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	284	3	227	0	558	184	279	414	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	71	1	57	0	140	46	70	104	0
Total Analysis Volume [veh/h]	0	0	0	284	3	227	0	558	184	279	414	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	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.17	0.14	0.14	0.00	0.16	0.11	0.16	0.24	0.00
Intersection LOS	A											
Intersection V/C	0.545											

Intersection Level Of Service Report
Intersection 33: I-5 NB Ramps at Avery Parkway

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	I-5 NB Ramps			I-5 NB Ramps			Avery Parkway			Avery Parkway		
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	0	0	0	1	0	0	0	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			No			No			No		

Volumes

Name	I-5 NB Ramps			I-5 NB Ramps			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	141	2	231	0	0	0	315	542	0	0	545	447
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]	141	2	231	0	0	0	315	542	0	0	545	447
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]	35	1	58	0	0	0	79	136	0	0	136	112
Total Analysis Volume [veh/h]	141	2	231	0	0	0	315	542	0	0	545	447
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	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.08	0.14	0.00	0.00	0.00	0.19	0.32	0.00	0.00	0.16	0.26
Intersection LOS	B											
Intersection V/C	0.634											

Intersection Level Of Service Report
Intersection 34: Marguerite Parkway at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name	Marguerite Parkway			Marguerite Parkway			Avery Parkway			Avery Parkway		
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	0	1	0	1	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			Yes		

Volumes

Name	Marguerite Parkway			Marguerite Parkway			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	258	339	16	87	325	502	454	98	218	29	152	69
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]	258	339	16	87	325	502	454	98	218	29	152	69
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]	65	85	4	22	81	126	114	25	55	7	38	17
Total Analysis Volume [veh/h]	258	339	16	87	325	502	454	98	218	29	152	69
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.10	0.10	0.05	0.10	0.30	0.13	0.09	0.09	0.02	0.07	0.07
Intersection LOS	B											
Intersection V/C	0.696											

Intersection Level Of Service Report
Intersection 35: Alicia Parkway at Highlands Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.379

Intersection Setup

Name	Alicia Parkway		Alicia Parkway		Highlands Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	1
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		No		Yes	

Volumes

Name	Alicia Parkway		Alicia Parkway		Highlands Avenue	
Base Volume Input [veh/h]	18	1085	1111	267	164	21
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]	18	1085	1111	267	164	21
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]	5	271	278	67	41	5
Total Analysis Volume [veh/h]	18	1085	1111	267	164	21
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.21	0.27	0.27	0.05	0.01
Intersection LOS	A					
Intersection V/C	0.379					

Intersection Level Of Service Report
Intersection 36: Moulton Parkway/Golden Lantern at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name	Golden Lantern			Moulton Parkway			Crown Valley Parkway			Crown Valley Parkway		
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	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			Yes			Yes		

Volumes

Name	Golden Lantern			Moulton Parkway			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	131	491	237	124	654	134	130	861	129	408	759	110
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]	131	491	237	124	654	134	130	861	129	408	759	110
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]	33	123	59	31	164	34	33	215	32	102	190	28
Total Analysis Volume [veh/h]	131	491	237	124	654	134	130	861	129	408	759	110
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	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.10	0.02	0.04	0.13	0.08	0.04	0.17	0.08	0.12	0.15	0.06
Intersection LOS	A											
Intersection V/C	0.506											

Intersection Level Of Service Report
Intersection 37: Highlands Avenue at Niguel Road

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.174

Intersection Setup

Name	Highlands Avenue			Highlands Avenue			Niguel Road			Niguel Road		
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	0	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]	40.00			40.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Highlands Avenue			Highlands Avenue			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	22	53	25	12	59	72	44	31	7	14	45	23
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]	22	53	25	12	59	72	44	31	7	14	45	23
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]	6	13	6	3	15	18	11	8	2	4	11	6
Total Analysis Volume [veh/h]	22	53	25	12	59	72	44	31	7	14	45	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	627	716	635	751	612	669	702	611	668	731
Degree of Utilization, x	0.04	0.11	0.02	0.17	0.07	0.03	0.03	0.02	0.05	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.11	0.37	0.06	0.63	0.23	0.09	0.08	0.07	0.16	0.15
95th-Percentile Queue Length [ft]	2.73	9.13	1.44	15.71	5.80	2.19	2.08	1.76	4.02	3.65
Approach Delay [s/veh]	8.41		8.50		8.61			8.23		
Approach LOS	A		A		A			A		
Intersection Delay [s/veh]	8.45									
Intersection LOS	A									

Intersection Level Of Service Report
Intersection 38: La Paz Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.460

Intersection Setup

Name	La Paz Road		Crown Valley Parkway		Crown Valley Parkway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	La Paz Road		Crown Valley Parkway		Crown Valley Parkway	
Base Volume Input [veh/h]	95	271	195	1037	1001	96
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]	95	271	195	1037	1001	96
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]	24	68	49	259	250	24
Total Analysis Volume [veh/h]	95	271	195	1037	1001	96
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.07	0.11	0.20	0.22	0.22
Intersection LOS	A					
Intersection V/C	0.460					

Intersection Level Of Service Report
Intersection 39: Golden Lantern at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.725

Intersection Setup

Name	Golden Lantern			Golden Lantern			Paseo de Colinas			Paseo de Colinas		
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	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	No			Yes			Yes			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Paseo de Colinas			Paseo de Colinas		
Base Volume Input [veh/h]	9	707	604	163	1016	6	1	4	4	737	8	163
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	707	604	163	1016	6	1	4	4	737	8	163
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	177	151	41	254	2	0	1	1	184	2	41
Total Analysis Volume [veh/h]	9	707	604	163	1016	6	1	4	4	737	8	163
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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.14	0.36	0.10	0.20	0.20	0.00	0.00	0.00	0.22	0.22	0.10
Intersection LOS	C											
Intersection V/C	0.725											

Intersection Level Of Service Report
Intersection 40: Alicia Parkway at Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	56	782	45	346	840	67	60	85	51	80	129	387
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]	56	782	45	346	840	67	60	85	51	80	129	387
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]	14	196	11	87	210	17	15	21	13	20	32	97
Total Analysis Volume [veh/h]	56	782	45	346	840	67	60	85	51	80	129	387
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.16	0.16	0.10	0.18	0.18	0.04	0.04	0.04	0.05	0.04	0.13
Intersection LOS	A											
Intersection V/C	0.475											

Intersection Level Of Service Report
Intersection 41: Highlands Avenue at Pacific Island Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.267

Intersection Setup

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	48	58	55	282	399	113
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]	48	58	55	282	399	113
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]	12	15	14	71	100	28
Total Analysis Volume [veh/h]	48	58	55	282	399	113
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.03	0.08	0.15	0.15
Intersection LOS	A					
Intersection V/C	0.267					

Intersection Level Of Service Report
Intersection 42: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.421

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
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	0	1	0	0	1	0	1	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			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	173	625	17	20	593	263	185	18	127	22	27	19
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]	173	625	17	20	593	263	185	18	127	22	27	19
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]	43	156	4	5	148	66	46	5	32	6	7	5
Total Analysis Volume [veh/h]	173	625	17	20	593	263	185	18	127	22	27	19
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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.13	0.13	0.01	0.17	0.17	0.05	0.06	0.07	0.01	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.421											

Intersection Level Of Service Report
Intersection 43: Crown Valley Parkway at Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			NIguel Road			Niguel Road		
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	0	1	0	1	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			NIguel Road			Niguel Road		
Base Volume Input [veh/h]	90	458	221	220	338	38	85	751	112	259	670	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]	90	458	221	220	338	38	85	751	112	259	670	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]	23	115	55	55	85	10	21	188	28	65	168	61
Total Analysis Volume [veh/h]	90	458	221	220	338	38	85	751	112	259	670	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	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

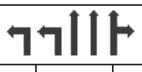
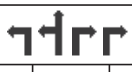
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.13	0.13	0.06	0.07	0.00	0.03	0.25	0.25	0.15	0.20	0.07
Intersection LOS	B											
Intersection V/C	0.654											

Intersection Level Of Service Report
Intersection 44: Crown Valley Parkway at Alicia Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.474

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
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	0	1	0	0	1	0	1	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	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	497	653	49	94	567	123	149	78	517	27	87	71
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]	497	653	49	94	567	123	149	78	517	27	87	71
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	163	12	24	142	31	37	20	129	7	22	18
Total Analysis Volume [veh/h]	497	653	49	94	567	123	149	78	517	27	87	71
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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.14	0.14	0.06	0.14	0.14	0.09	0.05	0.01	0.02	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.474											

Intersection Level Of Service Report
Intersection 45: Pacific Island Drive at Club House Drive

Control Type:	Two-way stop	Delay (sec / veh):	17.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.096

Intersection Setup

Name	Pacific Island Drive			Pacific Island Drive			Club House Drive			Club House Drive		
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	0	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]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pacific Island Drive			Pacific Island Drive			Club House Drive			Club House Drive		
Base Volume Input [veh/h]	10	231	8	90	287	24	31	2	6	6	3	52
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	231	8	90	287	24	31	2	6	6	3	52
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	58	2	23	72	6	8	1	2	2	1	13
Total Analysis Volume [veh/h]	10	231	8	90	287	24	31	2	6	6	3	52
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	0.00	0.00	0.07	0.00	0.00	0.10	0.01	0.01	0.02	0.01	0.06
d_M, Delay for Movement [s/veh]	7.91	0.00	0.00	7.92	0.00	0.00	17.29	16.40	9.25	15.08	16.75	9.27
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.22	0.00	0.00	0.31	0.04	0.04	0.05	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.61	0.00	0.00	5.46	0.00	0.00	7.87	1.01	1.01	1.26	5.35	5.35
d_A, Approach Delay [s/veh]	0.32			1.78			16.01			10.21		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	2.72											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 46: Niguel Road at Marina Hills Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

Name	Niguel Road		Niguel Road		Marina Hills Drive	
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	1	1
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	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	430	183	255	398	173	220
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]	430	183	255	398	173	220
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]	108	46	64	100	43	55
Total Analysis Volume [veh/h]	430	183	255	398	173	220
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.18	0.08	0.12	0.05	0.08
Intersection LOS	A					
Intersection V/C	0.382					

Intersection Level Of Service Report
Intersection 47: Golden Lantern at Marina Hills Drive/Camino Los Padres

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	Golden Lantern			Golden Lantern			Marina Hills Drive			Camino Los Padres		
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	0	1	0	1	1	0	1	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			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Marina Hills Drive			Camino Los Padres		
Base Volume Input [veh/h]	123	759	5	23	1148	266	332	5	141	5	3	7
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]	123	759	5	23	1148	266	332	5	141	5	3	7
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]	31	190	1	6	287	67	83	1	35	1	1	2
Total Analysis Volume [veh/h]	123	759	5	23	1148	266	332	5	141	5	3	7
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	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.15	0.15	0.01	0.23	0.16	0.10	0.10	0.08	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.450											

Intersection Level Of Service Report
Intersection 48: Crown Valley Parkway at Club House Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.422

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Club House Drive			Club House Drive		
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	0	1	0	0	1	0	0	0	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			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			Club House Drive			Club House Drive		
Base Volume Input [veh/h]	31	999	66	127	912	31	21	23	37	38	17	130
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]	31	999	66	127	912	31	21	23	37	38	17	130
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	250	17	32	228	8	5	6	9	10	4	33
Total Analysis Volume [veh/h]	31	999	66	127	912	31	21	23	37	38	17	130
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	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.21	0.21	0.07	0.18	0.18	0.01	0.04	0.04	0.02	0.03	0.08
Intersection LOS	A											
Intersection V/C	0.422											

Intersection Level Of Service Report
Intersection 49: Niguel Road at Club House Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

Intersection Setup

Name	Niguel Road		Niguel Road		Club House Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	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		No		Yes	

Volumes

Name	Niguel Road		Niguel Road		Club House Drive	
Base Volume Input [veh/h]	82	537	450	36	85	80
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]	82	537	450	36	85	80
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]	21	134	113	9	21	20
Total Analysis Volume [veh/h]	82	537	450	36	85	80
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	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.16	0.14	0.14	0.05	0.10
Intersection LOS	A					
Intersection V/C	0.338					

Intersection Level Of Service Report
Intersection 50: Niguel Road at Beacon Hill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.292

Intersection Setup

Name	Niguel Road		Niguel Road		Beacon Hill Way	
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	1
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	No		Yes		Yes	

Volumes

Name	Niguel Road		Niguel Road		Beacon Hill Way	
Base Volume Input [veh/h]	631	23	52	488	17	33
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]	631	23	52	488	17	33
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]	158	6	13	122	4	8
Total Analysis Volume [veh/h]	631	23	52	488	17	33
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.19	0.03	0.14	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.292					

Intersection Level Of Service Report
Intersection 51: Golden Lantern at Beacon Hill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.290

Intersection Setup

Name	Golden Lantern		Golden Lantern		Beacon Hill Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
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		No		Yes	

Volumes

Name	Golden Lantern		Golden Lantern		Beacon Hill Way	
Base Volume Input [veh/h]	40	839	884	72	49	43
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]	40	839	884	72	49	43
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]	10	210	221	18	12	11
Total Analysis Volume [veh/h]	40	839	884	72	49	43
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.16	0.19	0.19	0.03	0.03
Intersection LOS	A					
Intersection V/C	0.290					

Intersection Level Of Service Report
Intersection 52: Niguel Road at Ridgeway Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.294

Intersection Setup

Name	Niguel Road			Niguel Road			Ridgeway Avenue			Ridgeway Avenue		
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	0	1	0	0	0	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			Yes		

Volumes

Name	Niguel Road			Niguel Road			Ridgeway Avenue			Ridgeway Avenue		
Base Volume Input [veh/h]	6	516	75	53	406	20	14	1	7	44	1	47
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]	6	516	75	53	406	20	14	1	7	44	1	47
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	129	19	13	102	5	4	0	2	11	0	12
Total Analysis Volume [veh/h]	6	516	75	53	406	20	14	1	7	44	1	47
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	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.17	0.17	0.03	0.13	0.13	0.01	0.01	0.01	0.03	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.294											

Intersection Level Of Service Report
Intersection 53: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
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	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			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	100	1010	224	215	748	12	10	59	77	161	88	186
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]	100	1010	224	215	748	12	10	59	77	161	88	186
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]	25	253	56	54	187	3	3	15	19	40	22	47
Total Analysis Volume [veh/h]	100	1010	224	215	748	12	10	59	77	161	88	186
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.20	0.13	0.13	0.22	0.01	0.01	0.03	0.05	0.05	0.05	0.11
Intersection LOS	A											
Intersection V/C	0.490											

Intersection Level Of Service Report
Intersection 54: Niguel Road at Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	133	445	161	190	273	27	63	356	117	170	300	178
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]	133	445	161	190	273	27	63	356	117	170	300	178
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]	33	111	40	48	68	7	16	89	29	43	75	45
Total Analysis Volume [veh/h]	133	445	161	190	273	27	63	356	117	170	300	178
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.12	0.12	0.11	0.06	0.06	0.04	0.14	0.14	0.05	0.09	0.10
Intersection LOS	A											
Intersection V/C	0.470											

Intersection Level Of Service Report
Intersection 55: Golden Lantern at Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

Intersection Setup

Name	Golden Lantern			Golden Lantern			Camino Del Avion			Camino Del Avion		
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	0	1	0	1	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			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	149	501	109	249	575	174	141	366	157	129	313	214
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]	149	501	109	249	575	174	141	366	157	129	313	214
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]	37	125	27	62	144	44	35	92	39	32	78	54
Total Analysis Volume [veh/h]	149	501	109	249	575	174	141	366	157	129	313	214
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	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.18	0.18	0.15	0.17	0.10	0.08	0.15	0.15	0.08	0.16	0.16
Intersection LOS	B											
Intersection V/C	0.614											

APPENDIX C

GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS
INTERSECTION LEVEL OF SERVICE
CALCULATION WORKSHEETS

APPENDIX C-I

CURRENT GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Alicia Parkway at Moulton Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.570

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Moulton Parkway			Moulton Parkway		
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	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			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	274	1070	71	210	1215	122	183	562	215	101	753	337
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]	274	1070	71	210	1215	122	183	562	215	101	753	337
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]	69	268	18	53	304	31	46	141	54	25	188	84
Total Analysis Volume [veh/h]	274	1070	71	210	1215	122	183	562	215	101	753	337
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	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Unsigna
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.21	0.04	0.06	0.24	0.07	0.05	0.11	0.05	0.03	0.15	0.00
Intersection LOS	A											
Intersection V/C	0.570											

Intersection Level Of Service Report
Intersection 2: Moulton Parkway at La Paz Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.373

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			La Paz Road			La Paz Road		
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	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			La Paz Road			La Paz Road		
Base Volume Input [veh/h]	10	899	108	83	597	186	193	207	29	97	336	66
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	899	108	83	597	186	193	207	29	97	336	66
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	225	27	21	149	47	48	52	7	24	84	17
Total Analysis Volume [veh/h]	10	899	108	83	597	186	193	207	29	97	336	66
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	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.06	0.02	0.12	0.00	0.06	0.04	0.02	0.03	0.07	0.04
Intersection LOS	A											
Intersection V/C	0.373											

Intersection Level Of Service Report
Intersection 3: La Paz Road at Merienda/SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.297

Intersection Setup

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
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	0	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	No			No			Yes			Yes		

Volumes

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	11	441	250	106	527	9	12	0	13	92	0	55
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	441	250	106	527	9	12	0	13	92	0	55
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	110	63	27	132	2	3	0	3	23	0	14
Total Analysis Volume [veh/h]	11	441	250	106	527	9	12	0	13	92	0	55
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	Permiss	Split	Permiss	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.09	0.15	0.03	0.11	0.11	0.01	0.00	0.01	0.05	0.00	0.03
Intersection LOS	A											
Intersection V/C	0.297											

Intersection Level Of Service Report
Intersection 4: La Paz Road at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.306

Intersection Setup

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Shopping Center		
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	0	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			No			Yes			Yes		

Volumes

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Shopping Center		
Base Volume Input [veh/h]	9	608	25	68	486	23	32	8	115	16	2	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]	9	608	25	68	486	23	32	8	115	16	2	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]	2	152	6	17	122	6	8	2	29	4	1	8
Total Analysis Volume [veh/h]	9	608	25	68	486	23	32	8	115	16	2	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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.12	0.04	0.10	0.10	0.02	0.07	0.07	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.306											

Intersection Level Of Service Report
Intersection 5: Alicia Parkway at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.537

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
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	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			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	126	747	81	351	920	415	358	792	124	90	672	191
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]	126	747	81	351	920	415	358	792	124	90	672	191
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]	32	187	20	88	230	104	90	198	31	23	168	48
Total Analysis Volume [veh/h]	126	747	81	351	920	415	358	792	124	90	672	191
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	Unsigna	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.05	0.10	0.18	0.14	0.11	0.16	0.00	0.03	0.13	0.01
Intersection LOS	A											
Intersection V/C	0.537											

Intersection Level Of Service Report
Intersection 6: Heather Ridge at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.368

Intersection Setup

Name	Heather Ridge			Heather Ridge			Pacific Park Drive			Pacific Park Drive		
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	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	Heather Ridge			Heather Ridge			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	76	15	92	56	15	36	18	1042	146	90	843	42
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]	76	15	92	56	15	36	18	1042	146	90	843	42
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]	19	4	23	14	4	9	5	261	37	23	211	11
Total Analysis Volume [veh/h]	76	15	92	56	15	36	18	1042	146	90	843	42
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	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.05	0.03	0.03	0.03	0.01	0.20	0.09	0.03	0.17	0.02
Intersection LOS	A											
Intersection V/C	0.368											

Intersection Level Of Service Report
Intersection 7: La Paz Road at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.410

Intersection Setup

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
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	1	0	1	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	146	499	173	32	448	147	170	521	145	249	651	45
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]	146	499	173	32	448	147	170	521	145	249	651	45
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]	37	125	43	8	112	37	43	130	36	62	163	11
Total Analysis Volume [veh/h]	146	499	173	32	448	147	170	521	145	249	651	45
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.10	0.10	0.02	0.09	0.09	0.05	0.10	0.09	0.07	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.410											

Intersection Level Of Service Report
Intersection 8: Moulton Parkway at Pacific Park Drive/Oso Parkway

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	Moulton Parkway			Moulton Parkway			Pacific Park Drive			Oso Parkway		
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	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Pacific Park Drive			Oso Parkway		
Base Volume Input [veh/h]	85	558	69	275	643	213	216	401	87	85	735	259
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]	85	558	69	275	643	213	216	401	87	85	735	259
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	140	17	69	161	53	54	100	22	21	184	65
Total Analysis Volume [veh/h]	85	558	69	275	643	213	216	401	87	85	735	259
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.04	0.08	0.13	0.13	0.06	0.08	0.05	0.03	0.14	0.15
Intersection LOS	A											
Intersection V/C	0.456											

Intersection Level Of Service Report
Intersection 9: Moulton Parkway at SR-73 SB Ramp

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.293

Intersection Setup

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	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	1
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	No		No		Yes	

Volumes

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramp	
Base Volume Input [veh/h]	0	1085	481	0	39	65
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]	0	1085	481	0	39	65
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]	0	271	120	0	10	16
Total Analysis Volume [veh/h]	0	1085	481	0	39	65
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	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.09	0.00	0.02	0.03
Intersection LOS	A					
Intersection V/C	0.293					

Intersection Level Of Service Report
Intersection 10: Alicia Parkway at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

Name	Alicia Parkway		Alicia Parkway		Avila Road	
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	1	1
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	No		Yes		Yes	

Volumes

Name	Alicia Parkway		Alicia Parkway		Avila Road	
Base Volume Input [veh/h]	907	94	200	838	61	85
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]	907	94	200	838	61	85
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]	227	24	50	210	15	21
Total Analysis Volume [veh/h]	907	94	200	838	61	85
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	Permissive	Protected	Permissive	Split	Overlap
Signal Group	6	0	5	2	7	7
Auxiliary Signal Groups						5,7
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.20	0.12	0.16	0.02	0.00
Intersection LOS	A					
Intersection V/C	0.382					

Intersection Level Of Service Report
Intersection 11: La Paz Road at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.356

Intersection Setup

Name	La Paz Road			La Paz Road			Avila Road			Avila Road		
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	0	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Avila Road			Avila Road		
Base Volume Input [veh/h]	104	628	62	96	473	211	72	65	40	20	168	65
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]	104	628	62	96	473	211	72	65	40	20	168	65
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	157	16	24	118	53	18	16	10	5	42	16
Total Analysis Volume [veh/h]	104	628	62	96	473	211	72	65	40	20	168	65
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.14	0.14	0.06	0.13	0.13	0.04	0.03	0.03	0.01	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.356											

Intersection Level Of Service Report
Intersection 12: Moulton Parkway at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.350

Intersection Setup

Name	Moulton Parkway		Moulton Parkway		Avila Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
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		No		Yes	

Volumes

Name	Moulton Parkway		Moulton Parkway		Avila Road	
Base Volume Input [veh/h]	161	914	562	137	116	93
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]	161	914	562	137	116	93
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]	40	229	141	34	29	23
Total Analysis Volume [veh/h]	161	914	562	137	116	93
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.18	0.14	0.14	0.07	0.05
Intersection LOS	A					
Intersection V/C	0.350					

Intersection Level Of Service Report
Intersection 13: Alicia Parkway at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
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	1	0	1	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			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	510	692	310	87	555	226	277	754	389	128	670	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]	510	692	310	87	555	226	277	754	389	128	670	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]	128	173	78	22	139	57	69	189	97	32	168	14
Total Analysis Volume [veh/h]	510	692	310	87	555	226	277	754	389	128	670	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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.14	0.18	0.03	0.11	0.13	0.08	0.15	0.08	0.04	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.557											

Intersection Level Of Service Report
Intersection 14: La Paz Road at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
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	1	0	1	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	342	306	33	43	223	125	117	404	209	35	699	421
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]	342	306	33	43	223	125	117	404	209	35	699	421
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]	86	77	8	11	56	31	29	101	52	9	175	105
Total Analysis Volume [veh/h]	342	306	33	43	223	125	117	404	209	35	699	421
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.06	0.02	0.01	0.07	0.07	0.03	0.08	0.12	0.01	0.22	0.22
Intersection LOS	A											
Intersection V/C	0.506											

Intersection Level Of Service Report
Intersection 15: Moulton Parkway at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.497

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
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	0	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	662	1007	42	45	549	73	95	79	431	77	126	67
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]	662	1007	42	45	549	73	95	79	431	77	126	67
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]	166	252	11	11	137	18	24	20	108	19	32	17
Total Analysis Volume [veh/h]	662	1007	42	45	549	73	95	79	431	77	126	67
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	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.21	0.21	0.03	0.12	0.12	0.06	0.05	0.06	0.05	0.07	0.04
Intersection LOS	A											
Intersection V/C	0.497											

Intersection Level Of Service Report
Intersection 16: La Paz Road at Rancho Niguel Road

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.108

Intersection Setup

Name	La Paz Road		La Paz Road		Rancho Niguel Road	
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	1
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]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	La Paz Road		La Paz Road		Rancho Niguel Road	
Base Volume Input [veh/h]	447	19	153	302	46	254
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]	447	19	153	302	46	254
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]	112	5	38	76	12	64
Total Analysis Volume [veh/h]	447	19	153	302	46	254
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			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.14	0.00	0.11	0.33
d_M, Delay for Movement [s/veh]	0.00	0.00	8.83	0.00	14.49	11.97
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.49	0.00	0.36	1.45
95th-Percentile Queue Length [ft/ln]	0.00	0.00	12.17	0.00	9.03	36.18
d_A, Approach Delay [s/veh]	0.00		2.97		12.36	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.14					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 17: Moulton Parkway at Rancho Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	81	1321	84	318	706	75	34	166	53	63	156	364
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]	81	1321	84	318	706	75	34	166	53	63	156	364
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]	20	330	21	80	177	19	9	42	13	16	39	91
Total Analysis Volume [veh/h]	81	1321	84	318	706	75	34	166	53	63	156	364
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.28	0.28	0.19	0.15	0.15	0.02	0.13	0.13	0.04	0.09	0.03
Intersection LOS	B											
Intersection V/C	0.678											

Intersection Level Of Service Report
Intersection 18: Greenfield Drive at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.416

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
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	0	0	0	1	0	0	0	0	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	No			No			Yes			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	389	34	0	0	119	11	0	0	0	308	0	125
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]	389	34	0	0	119	11	0	0	0	308	0	125
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]	97	9	0	0	30	3	0	0	0	77	0	31
Total Analysis Volume [veh/h]	389	34	0	0	119	11	0	0	0	308	0	125
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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.02	0.00	0.00	0.07	0.01	0.00	0.00	0.00	0.18	0.00	0.07
Intersection LOS	A											
Intersection V/C	0.416											

Intersection Level Of Service Report
Intersection 19: Greenfield Drive at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.344

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
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	1	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	No			No			Yes			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	380	325	75	331	0	6	0	140	0	0	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	380	325	75	331	0	6	0	140	0	0	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	95	81	19	83	0	2	0	35	0	0	0
Total Analysis Volume [veh/h]	0	380	325	75	331	0	6	0	140	0	0	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	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.21	0.04	0.10	0.00	0.00	0.00	0.04	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.344											

Intersection Level Of Service Report
Intersection 20: Greenfield Drive at Rancho Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.550

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
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	0	1	0	1	1	0	1	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			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	260	433	158	76	176	199	263	77	377	102	44	12
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]	260	433	158	76	176	199	263	77	377	102	44	12
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]	65	108	40	19	44	50	66	19	94	26	11	3
Total Analysis Volume [veh/h]	260	433	158	76	176	199	263	77	377	102	44	12
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.17	0.17	0.04	0.05	0.12	0.08	0.10	0.22	0.06	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.550											

Intersection Level Of Service Report
Intersection 21: Greenfield Drive at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			Crown Valley Parkway			Crown Valley Parkway		
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	1	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			Yes			No		

Volumes

Name	Greenfield Drive			Greenfield Drive			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	19	59	35	480	21	186	271	639	5	1	942	630
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	59	35	480	21	186	271	639	5	1	942	630
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	15	9	120	5	47	68	160	1	0	236	158
Total Analysis Volume [veh/h]	19	59	35	480	21	186	271	639	5	1	942	630
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	Split	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	0	8	0	0	4	4	5	2	0	1	6	6
Auxiliary Signal Groups						4,5						4,6
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.04	0.14	0.01	0.03	0.08	0.13	0.13	0.00	0.18	0.23
Intersection LOS	A											
Intersection V/C	0.534											

Intersection Level Of Service Report
Intersection 22: Cabot Road at Crown Valley Parkway

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	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
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	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			Yes			Yes		

Volumes

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	96	342	452	223	180	203	145	976	74	383	1309	236
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]	96	342	452	223	180	203	145	976	74	383	1309	236
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]	24	86	113	56	45	51	36	244	19	96	327	59
Total Analysis Volume [veh/h]	96	342	452	223	180	203	145	976	74	383	1309	236
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.16	0.16	0.07	0.08	0.08	0.04	0.15	0.15	0.11	0.19	0.14
Intersection LOS	A											
Intersection V/C	0.538											

Intersection Level Of Service Report
Intersection 23: Forbes Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name	Forbes Road			Forbes Road			Crown Valley Parkway			Crown Valley Parkway		
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	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Forbes Road			Forbes Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	69	9	89	186	7	111	83	1412	82	96	1697	141
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]	69	9	89	186	7	111	83	1412	82	96	1697	141
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]	17	2	22	47	2	28	21	353	21	24	424	35
Total Analysis Volume [veh/h]	69	9	89	186	7	111	83	1412	82	96	1697	141
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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.06	0.06	0.05	0.00	0.07	0.02	0.22	0.22	0.03	0.25	0.08
Intersection LOS	A											
Intersection V/C	0.436											

Intersection Level Of Service Report
Intersection 24: I-5 SB Ramps at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
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	1	0	0	1	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			No			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1076	0	651	0	1432	222	283	1356	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	1076	0	651	0	1432	222	283	1356	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	269	0	163	0	358	56	71	339	0
Total Analysis Volume [veh/h]	0	0	0	1076	0	651	0	1432	222	283	1356	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	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.21	0.00	0.19	0.00	0.17	0.13	0.08	0.27	0.00
Intersection LOS	A											
Intersection V/C	0.527											

Intersection Level Of Service Report
Intersection 25: I-5 NB Ramps at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
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	0	0	0	0	0	1	0	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			No			No			No		

Volumes

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	229	0	406	0	0	0	0	1807	702	0	1456	1086
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]	229	0	406	0	0	0	0	1807	702	0	1456	1086
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]	57	0	102	0	0	0	0	452	176	0	364	272
Total Analysis Volume [veh/h]	229	0	406	0	0	0	0	1807	702	0	1456	1086
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	Unsigna	Permiss	Permiss	Unsigna
Signal Group	3	0	0	0	0	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.12	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.29	0.00
Intersection LOS	A											
Intersection V/C	0.455											

Intersection Level Of Service Report
Intersection 26: Kaleidoscope at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name	Kaleidoscope			Kaleidoscope			Crown Valley Parkway			Crown Valley Parkway		
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	0	1	0	1	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	Kaleidoscope			Kaleidoscope			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	40	2	19	15	2	19	40	2018	29	28	2481	15
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]	40	2	19	15	2	19	40	2018	29	28	2481	15
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	1	5	4	1	5	10	505	7	7	620	4
Total Analysis Volume [veh/h]	40	2	19	15	2	19	40	2018	29	28	2481	15
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	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.02	0.00	0.01	0.01	0.01	0.30	0.30	0.02	0.37	0.37
Intersection LOS	A											
Intersection V/C	0.458											

Intersection Level Of Service Report

Intersection 27: Puerta Real/Shops at Mission Viejo at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name	Shops at Mission Viejo			Puerta Real			Crown Valley Parkway			Crown Valley Parkway		
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	1	0	1	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			Yes		

Volumes

Name	Shops at Mission Viejo			Puerta Real			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	73	21	11	24	34	215	266	1542	191	18	2158	50
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]	73	21	11	24	34	215	266	1542	191	18	2158	50
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]	18	5	3	6	9	54	67	386	48	5	540	13
Total Analysis Volume [veh/h]	73	21	11	24	34	215	266	1542	191	18	2158	50
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	3	8	0	7	4	4	5	2	2	1	6	0
Auxiliary Signal Groups						4,5			2,3			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

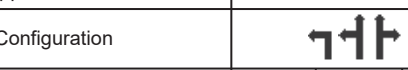
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.01	0.02	0.00	0.08	0.23	0.09	0.01	0.32	0.32
Intersection LOS	A											
Intersection V/C	0.494											

Intersection Level Of Service Report
Intersection 28: Dr Guevara Way/Medical Center Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.544

Intersection Setup

Name	Medical Center Road			Dr Guevara Way			Crown Valley Parkway			Crown Valley Parkway		
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	0	0	0	1	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			No			Yes		

Volumes

Name	Medical Center Road			Dr Guevara Way			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	241	20	47	146	15	60	68	1266	275	127	1935	28
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]	241	20	47	146	15	60	68	1266	275	127	1935	28
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]	60	5	12	37	4	15	17	317	69	32	484	7
Total Analysis Volume [veh/h]	241	20	47	146	15	60	68	1266	275	127	1935	28
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	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.04	0.04	0.09	0.09	0.04	0.04	0.23	0.23	0.04	0.29	0.29
Intersection LOS	A											
Intersection V/C	0.544											

Intersection Level Of Service Report
Intersection 29: Cabot Road at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

Intersection Setup

Name	Cabot Road		Paseo de Colinas		Paseo de Colinas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Cabot Road		Paseo de Colinas		Paseo de Colinas	
Base Volume Input [veh/h]	123	298	706	206	366	99
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]	123	298	706	206	366	99
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]	31	75	177	52	92	25
Total Analysis Volume [veh/h]	123	298	706	206	366	99
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	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.09	0.42	0.06	0.14	0.14
Intersection LOS	B					
Intersection V/C	0.690					

Intersection Level Of Service Report
Intersection 30: Camino Capistrano at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Paseo de Colinas	
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	1	1	0	1	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	No		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Paseo de Colinas	
Base Volume Input [veh/h]	447	154	67	102	160	118
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]	447	154	67	102	160	118
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]	112	39	17	26	40	30
Total Analysis Volume [veh/h]	447	154	67	102	160	118
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	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.05	0.04	0.06	0.05	0.08
Intersection LOS	A					
Intersection V/C	0.434					

Intersection Level Of Service Report
Intersection 31: Camino Capistrano at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
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	1	1	0	0	1
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	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	147	903	108	156	410	429
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]	147	903	108	156	410	429
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]	37	226	27	39	103	107
Total Analysis Volume [veh/h]	147	903	108	156	410	429
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	Split	Split	Split	Split	Permissive	Overlap
Signal Group	6	0	0	2	7	7
Auxiliary Signal Groups						2,7
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.27	0.03	0.09	0.24	0.09
Intersection LOS	B					
Intersection V/C	0.649					

Intersection Level Of Service Report
Intersection 32: I-5 SB Ramps at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.344

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Avery Parkway			Avery Parkway		
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	1	0	0	1	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			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	0	0	0	291	2	475	0	862	144	180	374	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	291	2	475	0	862	144	180	374	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	73	1	119	0	216	36	45	94	0
Total Analysis Volume [veh/h]	0	0	0	291	2	475	0	862	144	180	374	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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.00	0.14	0.00	0.10	0.08	0.05	0.07	0.00
Intersection LOS	A											
Intersection V/C	0.344											

Intersection Level Of Service Report
Intersection 33: I-5 NB Ramps at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name	I-5 NB Ramps			I-5 NB Ramps			Avery Parkway			Avery Parkway		
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	0	0	0	1	0	0	0	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			No			No			No		

Volumes

Name	I-5 NB Ramps			I-5 NB Ramps			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	156	25	243	0	0	0	890	321	0	0	399	413
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]	156	25	243	0	0	0	890	321	0	0	399	413
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]	39	6	61	0	0	0	223	80	0	0	100	103
Total Analysis Volume [veh/h]	156	25	243	0	0	0	890	321	0	0	399	413
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	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.08	0.00	0.00	0.00	0.26	0.06	0.00	0.00	0.06	0.24
Intersection LOS	B											
Intersection V/C	0.633											

Intersection Level Of Service Report
Intersection 34: Marguerite Parkway at Avery Parkway

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	Marguerite Parkway			Marguerite Parkway			Avery Parkway			Avery Parkway		
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	0	1	0	1	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			Yes			Yes		

Volumes

Name	Marguerite Parkway			Marguerite Parkway			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	448	643	14	182	684	202	136	138	235	18	152	159
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]	448	643	14	182	684	202	136	138	235	18	152	159
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]	112	161	4	46	171	51	34	35	59	5	38	40
Total Analysis Volume [veh/h]	448	643	14	182	684	202	136	138	235	18	152	159
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.19	0.19	0.11	0.20	0.12	0.04	0.04	0.14	0.01	0.04	0.09
Intersection LOS	A											
Intersection V/C	0.532											

Intersection Level Of Service Report
Intersection 35: Alicia Parkway at Highlands Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.383

Intersection Setup

Name	Alicia Parkway		Alicia Parkway		Highlands Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	1
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		No		Yes	

Volumes

Name	Alicia Parkway		Alicia Parkway		Highlands Avenue	
Base Volume Input [veh/h]	14	900	858	151	432	37
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]	14	900	858	151	432	37
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]	4	225	215	38	108	9
Total Analysis Volume [veh/h]	14	900	858	151	432	37
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.20	0.20	0.13	0.02
Intersection LOS	A					
Intersection V/C	0.383					

Intersection Level Of Service Report
Intersection 36: Moulton Parkway/Golden Lantern at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name	Golden Lantern			Moulton Parkway			Crown Valley Parkway			Crown Valley Parkway		
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	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			Yes			Yes		

Volumes

Name	Golden Lantern			Moulton Parkway			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	132	1189	137	240	836	124	225	360	99	126	628	362
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]	132	1189	137	240	836	124	225	360	99	126	628	362
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]	33	297	34	60	209	31	56	90	25	32	157	91
Total Analysis Volume [veh/h]	132	1189	137	240	836	124	225	360	99	126	628	362
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	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.23	0.04	0.07	0.16	0.07	0.07	0.07	0.06	0.04	0.12	0.21
Intersection LOS	B											
Intersection V/C	0.633											

Intersection Level Of Service Report
Intersection 37: Highlands Avenue at Niguel Road

Control Type:	All-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.295

Intersection Setup

Name	Highlands Avenue			Highlands Avenue			Niguel Road			Niguel Road		
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	0	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]	40.00			40.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Highlands Avenue			Highlands Avenue			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	17	104	99	9	79	32	77	43	11	72	42	22
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	104	99	9	79	32	77	43	11	72	42	22
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	26	25	2	20	8	19	11	3	18	11	6
Total Analysis Volume [veh/h]	17	104	99	9	79	32	77	43	11	72	42	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	595	689	577	649	566	614	698	566	614	698
Degree of Utilization, x	0.03	0.29	0.02	0.17	0.14	0.07	0.02	0.13	0.07	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.09	1.23	0.05	0.61	0.47	0.23	0.05	0.43	0.22	0.10
95th-Percentile Queue Length [ft]	2.21	30.69	1.19	15.35	11.73	5.63	1.20	10.86	5.49	2.44
Approach Delay [s/veh]	10.00		9.37		9.54			9.37		
Approach LOS	A		A		A			A		
Intersection Delay [s/veh]	9.63									
Intersection LOS	A									

Intersection Level Of Service Report
Intersection 38: La Paz Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.425

Intersection Setup

Name	La Paz Road		Crown Valley Parkway		Crown Valley Parkway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	La Paz Road		Crown Valley Parkway		Crown Valley Parkway	
Base Volume Input [veh/h]	168	169	179	835	817	221
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]	168	169	179	835	817	221
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]	42	42	45	209	204	55
Total Analysis Volume [veh/h]	168	169	179	835	817	221
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.07	0.11	0.16	0.20	0.20
Intersection LOS	A					
Intersection V/C	0.425					

Intersection Level Of Service Report
Intersection 39: Golden Lantern at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.662

Intersection Setup

Name	Golden Lantern			Golden Lantern			Paseo de Colinas			Paseo de Colinas		
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	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	No			Yes			Yes			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Paseo de Colinas			Paseo de Colinas		
Base Volume Input [veh/h]	4	1287	720	195	745	6	3	5	0	225	5	120
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	1287	720	195	745	6	3	5	0	225	5	120
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	322	180	49	186	2	1	1	0	56	1	30
Total Analysis Volume [veh/h]	4	1287	720	195	745	6	3	5	0	225	5	120
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.25	0.42	0.11	0.15	0.15	0.00	0.00	0.00	0.07	0.07	0.07
Intersection LOS	B											
Intersection V/C	0.662											

Intersection Level Of Service Report
Intersection 40: Alicia Parkway at Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.428

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	35	616	26	362	662	54	85	175	80	27	106	344
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]	35	616	26	362	662	54	85	175	80	27	106	344
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	154	7	91	166	14	21	44	20	7	27	86
Total Analysis Volume [veh/h]	35	616	26	362	662	54	85	175	80	27	106	344
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.13	0.13	0.11	0.14	0.14	0.05	0.08	0.08	0.02	0.03	0.10
Intersection LOS	A											
Intersection V/C	0.428											

Intersection Level Of Service Report
Intersection 41: Highlands Avenue at Pacific Island Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.251

Intersection Setup

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	134	77	70	338	202	72
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]	134	77	70	338	202	72
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]	34	19	18	85	51	18
Total Analysis Volume [veh/h]	134	77	70	338	202	72
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.05	0.04	0.10	0.08	0.08
Intersection LOS	A					
Intersection V/C	0.251					

Intersection Level Of Service Report
Intersection 42: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
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	0	1	0	0	1	0	1	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			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	110	373	14	15	599	152	258	31	140	10	11	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]	110	373	14	15	599	152	258	31	140	10	11	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]	28	93	4	4	150	38	65	8	35	3	3	3
Total Analysis Volume [veh/h]	110	373	14	15	599	152	258	31	140	10	11	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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.08	0.08	0.01	0.15	0.15	0.08	0.09	0.08	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.359											

Intersection Level Of Service Report
Intersection 43: Crown Valley Parkway at Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.555

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			NIguel Road			Niguel Road		
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	0	1	0	1	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			NIguel Road			Niguel Road		
Base Volume Input [veh/h]	73	393	293	209	264	4	31	538	38	238	541	189
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]	73	393	293	209	264	4	31	538	38	238	541	189
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]	18	98	73	52	66	1	8	135	10	60	135	47
Total Analysis Volume [veh/h]	73	393	293	209	264	4	31	538	38	238	541	189
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	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.13	0.13	0.06	0.05	0.00	0.01	0.17	0.17	0.14	0.16	0.06
Intersection LOS	A											
Intersection V/C	0.555											

Intersection Level Of Service Report
Intersection 44: Crown Valley Parkway at Alicia Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.375

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
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	0	1	0	0	1	0	1	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	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	451	418	15	33	542	80	92	36	435	8	31	17
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]	451	418	15	33	542	80	92	36	435	8	31	17
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]	113	105	4	8	136	20	23	9	109	2	8	4
Total Analysis Volume [veh/h]	451	418	15	33	542	80	92	36	435	8	31	17
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	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.08	0.08	0.02	0.12	0.12	0.05	0.02	0.00	0.00	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.375											

Intersection Level Of Service Report
Intersection 45: Pacific Island Drive at Club House Drive

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Pacific Island Drive			Pacific Island Drive			Club House Drive			Club House Drive		
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	0	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]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pacific Island Drive			Pacific Island Drive			Club House Drive			Club House Drive		
Base Volume Input [veh/h]	1	245	8	39	216	11	39	0	12	7	3	80
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]	1	245	8	39	216	11	39	0	12	7	3	80
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	61	2	10	54	3	10	0	3	2	1	20
Total Analysis Volume [veh/h]	1	245	8	39	216	11	39	0	12	7	3	80
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	0.00	0.00	0.00	0.03	0.00	0.00	0.09	0.00	0.01	0.01	0.01	0.09
d_M, Delay for Movement [s/veh]	7.69	0.00	0.00	7.83	0.00	0.00	13.76	13.52	8.98	12.59	13.92	9.44
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.09	0.00	0.00	0.28	0.04	0.04	0.04	0.32	0.32
95th-Percentile Queue Length [ft/ln]	0.06	0.00	0.00	2.30	0.00	0.00	7.08	0.99	0.99	1.11	7.93	7.93
d_A, Approach Delay [s/veh]	0.03			1.15			12.63			9.83		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	2.79											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 46: Niguel Road at Marina Hills Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.409

Intersection Setup

Name	Niguel Road		Niguel Road		Marina Hills Drive	
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	1	1
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	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	407	213	255	287	190	328
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]	407	213	255	287	190	328
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]	102	53	64	72	48	82
Total Analysis Volume [veh/h]	407	213	255	287	190	328
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.18	0.08	0.08	0.06	0.10
Intersection LOS	A					
Intersection V/C	0.409					

Intersection Level Of Service Report
Intersection 47: Golden Lantern at Marina Hills Drive/Camino Los Padres

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.104

Intersection Setup

Name	Golden Lantern			Golden Lantern			Marina Hills Drive			Camino Los Padres		
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	0	1	0	1	1	0	1	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			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Marina Hills Drive			Camino Los Padres		
Base Volume Input [veh/h]	104	1009	867	394	554	173	418	191	159	468	98	289
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]	104	1009	867	394	554	173	418	191	159	468	98	289
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	252	217	99	139	43	105	48	40	117	25	72
Total Analysis Volume [veh/h]	104	1009	867	394	554	173	418	191	159	468	98	289
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.37	0.37	0.23	0.11	0.10	0.12	0.18	0.09	0.28	0.11	0.11
Intersection LOS	F											
Intersection V/C	1.104											

Intersection Level Of Service Report
Intersection 48: Crown Valley Parkway at Club House Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.298

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Club House Drive			Club House Drive		
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	0	1	0	0	1	0	0	0	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			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			Club House Drive			Club House Drive		
Base Volume Input [veh/h]	21	584	46	82	784	12	17	18	31	37	14	112
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]	21	584	46	82	784	12	17	18	31	37	14	112
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	146	12	21	196	3	4	5	8	9	4	28
Total Analysis Volume [veh/h]	21	584	46	82	784	12	17	18	31	37	14	112
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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.12	0.05	0.16	0.16	0.01	0.03	0.03	0.02	0.03	0.07
Intersection LOS	A											
Intersection V/C	0.298											

Intersection Level Of Service Report
Intersection 49: Niguel Road at Club House Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.278

Intersection Setup

Name	Niguel Road		Niguel Road		Club House Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	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		No		Yes	

Volumes

Name	Niguel Road		Niguel Road		Club House Drive	
Base Volume Input [veh/h]	63	542	408	33	45	59
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]	63	542	408	33	45	59
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]	16	136	102	8	11	15
Total Analysis Volume [veh/h]	63	542	408	33	45	59
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	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.16	0.13	0.13	0.03	0.06
Intersection LOS	A					
Intersection V/C	0.278					

Intersection Level Of Service Report
Intersection 50: Niguel Road at Beacon Hill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.262

Intersection Setup

Name	Niguel Road		Niguel Road		Beacon Hill Way	
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	1
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	No		Yes		Yes	

Volumes

Name	Niguel Road		Niguel Road		Beacon Hill Way	
Base Volume Input [veh/h]	567	16	25	474	15	44
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]	567	16	25	474	15	44
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]	142	4	6	119	4	11
Total Analysis Volume [veh/h]	567	16	25	474	15	44
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.17	0.01	0.14	0.01	0.03
Intersection LOS	A					
Intersection V/C	0.262					

Intersection Level Of Service Report
Intersection 51: Golden Lantern at Beacon Hill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.407

Intersection Setup

Name	Golden Lantern		Golden Lantern		Beacon Hill Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
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		No		Yes	

Volumes

Name	Golden Lantern		Golden Lantern		Beacon Hill Way	
Base Volume Input [veh/h]	40	1463	933	55	120	56
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]	40	1463	933	55	120	56
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]	10	366	233	14	30	14
Total Analysis Volume [veh/h]	40	1463	933	55	120	56
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.29	0.19	0.19	0.07	0.03
Intersection LOS	A					
Intersection V/C	0.407					

Intersection Level Of Service Report
Intersection 52: Niguel Road at Ridgeway Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.366

Intersection Setup

Name	Niguel Road			Niguel Road			Ridgeway Avenue			Ridgeway Avenue		
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	0	1	0	0	0	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			Yes		

Volumes

Name	Niguel Road			Niguel Road			Ridgeway Avenue			Ridgeway Avenue		
Base Volume Input [veh/h]	7	501	129	92	421	7	24	11	5	90	2	39
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	501	129	92	421	7	24	11	5	90	2	39
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	125	32	23	105	2	6	3	1	23	1	10
Total Analysis Volume [veh/h]	7	501	129	92	421	7	24	11	5	90	2	39
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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.19	0.05	0.13	0.13	0.01	0.02	0.02	0.05	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.366											

Intersection Level Of Service Report
Intersection 53: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
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	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			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	55	570	136	167	665	7	0	61	92	243	61	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]	55	570	136	167	665	7	0	61	92	243	61	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]	14	143	34	42	166	2	0	15	23	61	15	49
Total Analysis Volume [veh/h]	55	570	136	167	665	7	0	61	92	243	61	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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.08	0.10	0.20	0.00	0.00	0.04	0.05	0.07	0.04	0.11
Intersection LOS	A											
Intersection V/C	0.404											

Intersection Level Of Service Report
Intersection 54: Niguel Road at Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	98	355	111	275	277	33	40	344	138	188	300	301
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]	98	355	111	275	277	33	40	344	138	188	300	301
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]	25	89	28	69	69	8	10	86	35	47	75	75
Total Analysis Volume [veh/h]	98	355	111	275	277	33	40	344	138	188	300	301
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.09	0.09	0.16	0.06	0.06	0.02	0.14	0.14	0.06	0.09	0.18
Intersection LOS	A											
Intersection V/C	0.504											

Intersection Level Of Service Report
Intersection 55: Golden Lantern at Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Golden Lantern			Golden Lantern			Camino Del Avion			Camino Del Avion		
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	0	1	0	1	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			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	222	932	142	172	630	184	183	307	273	110	491	253
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]	222	932	142	172	630	184	183	307	273	110	491	253
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]	56	233	36	43	158	46	46	77	68	28	123	63
Total Analysis Volume [veh/h]	222	932	142	172	630	184	183	307	273	110	491	253
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.32	0.32	0.10	0.19	0.11	0.11	0.17	0.17	0.06	0.22	0.22
Intersection LOS	C											
Intersection V/C	0.794											

Intersection Level Of Service Report
Intersection 1: Alicia Parkway at Moulton Parkway

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	Alicia Parkway			Alicia Parkway			Moulton Parkway			Moulton Parkway		
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	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			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	318	1261	102	341	1162	121	161	859	386	99	619	404
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]	318	1261	102	341	1162	121	161	859	386	99	619	404
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]	80	315	26	85	291	30	40	215	97	25	155	101
Total Analysis Volume [veh/h]	318	1261	102	341	1162	121	161	859	386	99	619	404
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	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Unsigna
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.25	0.06	0.10	0.23	0.07	0.05	0.17	0.13	0.03	0.12	0.00
Intersection LOS	A											
Intersection V/C	0.595											

Intersection Level Of Service Report
Intersection 2: Moulton Parkway at La Paz Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.389

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			La Paz Road			La Paz Road		
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	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			La Paz Road			La Paz Road		
Base Volume Input [veh/h]	27	752	112	111	893	246	283	462	36	166	373	65
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	752	112	111	893	246	283	462	36	166	373	65
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	188	28	28	223	62	71	116	9	42	93	16
Total Analysis Volume [veh/h]	27	752	112	111	893	246	283	462	36	166	373	65
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	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.15	0.07	0.03	0.18	0.00	0.08	0.09	0.02	0.05	0.07	0.04
Intersection LOS	A											
Intersection V/C	0.389											

Intersection Level Of Service Report
Intersection 3: La Paz Road at Merienda/SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
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	0	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	No			No			Yes			Yes		

Volumes

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	26	732	120	61	594	23	6	0	8	21	3	28
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]	26	732	120	61	594	23	6	0	8	21	3	28
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	183	30	15	149	6	2	0	2	5	1	7
Total Analysis Volume [veh/h]	26	732	120	61	594	23	6	0	8	21	3	28
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	Permiss	Split	Permiss	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.14	0.07	0.02	0.12	0.12	0.00	0.00	0.01	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.238											

Intersection Level Of Service Report
Intersection 4: La Paz Road at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

Intersection Setup

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Shopping Center		
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	0	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			No			Yes			Yes		

Volumes

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Shopping Center		
Base Volume Input [veh/h]	64	738	36	125	489	40	112	22	195	50	3	75
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]	64	738	36	125	489	40	112	22	195	50	3	75
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]	16	185	9	31	122	10	28	6	49	13	1	19
Total Analysis Volume [veh/h]	64	738	36	125	489	40	112	22	195	50	3	75
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.15	0.15	0.07	0.10	0.10	0.07	0.13	0.13	0.03	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.449											

Intersection Level Of Service Report
Intersection 5: Alicia Parkway at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
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	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			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	290	1067	163	492	851	341	347	914	137	184	893	374
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]	290	1067	163	492	851	341	347	914	137	184	893	374
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]	73	267	41	123	213	85	87	229	34	46	223	94
Total Analysis Volume [veh/h]	290	1067	163	492	851	341	347	914	137	184	893	374
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	Unsigna	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.21	0.10	0.14	0.17	0.10	0.10	0.18	0.00	0.05	0.18	0.08
Intersection LOS	B											
Intersection V/C	0.681											

Intersection Level Of Service Report
Intersection 6: Heather Ridge at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	Heather Ridge			Heather Ridge			Pacific Park Drive			Pacific Park Drive		
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	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	Heather Ridge			Heather Ridge			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	336	27	273	41	22	22	37	1208	296	230	1123	76
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]	336	27	273	41	22	22	37	1208	296	230	1123	76
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]	84	7	68	10	6	6	9	302	74	58	281	19
Total Analysis Volume [veh/h]	336	27	273	41	22	22	37	1208	296	230	1123	76
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	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.11	0.16	0.02	0.03	0.03	0.02	0.24	0.17	0.07	0.22	0.04
Intersection LOS	A											
Intersection V/C	0.541											

Intersection Level Of Service Report
Intersection 7: La Paz Road at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
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	1	0	1	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	206	464	191	64	422	246	395	804	201	371	875	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]	206	464	191	64	422	246	395	804	201	371	875	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]	52	116	48	16	106	62	99	201	50	93	219	12
Total Analysis Volume [veh/h]	206	464	191	64	422	246	395	804	201	371	875	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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.09	0.11	0.04	0.08	0.14	0.12	0.16	0.12	0.11	0.18	0.18
Intersection LOS	B											
Intersection V/C	0.613											

Intersection Level Of Service Report
Intersection 8: Moulton Parkway at Pacific Park Drive/Oso Parkway

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	Moulton Parkway			Moulton Parkway			Pacific Park Drive			Oso Parkway		
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	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Pacific Park Drive			Oso Parkway		
Base Volume Input [veh/h]	116	783	81	282	796	247	259	823	92	132	596	298
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	783	81	282	796	247	259	823	92	132	596	298
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	196	20	71	199	62	65	206	23	33	149	75
Total Analysis Volume [veh/h]	116	783	81	282	796	247	259	823	92	132	596	298
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.15	0.05	0.08	0.16	0.15	0.08	0.16	0.05	0.04	0.12	0.18
Intersection LOS	A											
Intersection V/C	0.538											

Intersection Level Of Service Report
Intersection 9: Moulton Parkway at SR-73 SB Ramp

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

Intersection Setup

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	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	1
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	No		No		Yes	

Volumes

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramp	
Base Volume Input [veh/h]	0	762	966	0	117	234
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]	0	762	966	0	117	234
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]	0	191	242	0	29	59
Total Analysis Volume [veh/h]	0	762	966	0	117	234
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	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.19	0.00	0.07	0.10
Intersection LOS	A					
Intersection V/C	0.343					

Intersection Level Of Service Report
Intersection 10: Alicia Parkway at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

Intersection Setup

Name	Alicia Parkway		Alicia Parkway		Avila Road	
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	1	1
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	No		Yes		Yes	

Volumes

Name	Alicia Parkway		Alicia Parkway		Avila Road	
Base Volume Input [veh/h]	958	125	110	937	188	318
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]	958	125	110	937	188	318
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]	240	31	28	234	47	80
Total Analysis Volume [veh/h]	958	125	110	937	188	318
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	Permissive	Protected	Permissive	Split	Overlap
Signal Group	6	0	5	2	7	7
Auxiliary Signal Groups						5,7
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.21	0.06	0.18	0.06	0.12
Intersection LOS	A					
Intersection V/C	0.449					

Intersection Level Of Service Report
Intersection 11: La Paz Road at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.468

Intersection Setup

Name	La Paz Road			La Paz Road			Avila Road			Avila Road		
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	0	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Avila Road			Avila Road		
Base Volume Input [veh/h]	90	385	30	217	526	170	172	228	101	33	263	103
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]	90	385	30	217	526	170	172	228	101	33	263	103
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	96	8	54	132	43	43	57	25	8	66	26
Total Analysis Volume [veh/h]	90	385	30	217	526	170	172	228	101	33	263	103
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.08	0.08	0.13	0.14	0.14	0.10	0.10	0.10	0.02	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.468											

Intersection Level Of Service Report
Intersection 12: Moulton Parkway at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.369

Intersection Setup

Name	Moulton Parkway		Moulton Parkway		Avila Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
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		No		Yes	

Volumes

Name	Moulton Parkway		Moulton Parkway		Avila Road	
Base Volume Input [veh/h]	199	906	571	163	98	88
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]	199	906	571	163	98	88
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]	50	227	143	41	25	22
Total Analysis Volume [veh/h]	199	906	571	163	98	88
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.18	0.14	0.14	0.06	0.05
Intersection LOS	A					
Intersection V/C	0.369					

Intersection Level Of Service Report
Intersection 13: Alicia Parkway at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
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	1	0	1	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			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	421	766	232	118	740	229	216	650	486	450	712	109
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]	421	766	232	118	740	229	216	650	486	450	712	109
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]	105	192	58	30	185	57	54	163	122	113	178	27
Total Analysis Volume [veh/h]	421	766	232	118	740	229	216	650	486	450	712	109
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	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.15	0.14	0.03	0.15	0.13	0.06	0.13	0.16	0.13	0.16	0.16
Intersection LOS	B											
Intersection V/C	0.613											

Intersection Level Of Service Report
Intersection 14: La Paz Road at Aliso Creek Road

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	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
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	1	0	1	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	179	234	24	117	387	223	173	670	463	51	514	78
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]	179	234	24	117	387	223	173	670	463	51	514	78
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]	45	59	6	29	97	56	43	168	116	13	129	20
Total Analysis Volume [veh/h]	179	234	24	117	387	223	173	670	463	51	514	78
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.01	0.03	0.11	0.13	0.05	0.13	0.27	0.02	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.521											

Intersection Level Of Service Report
Intersection 15: Moulton Parkway at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
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	0	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	520	906	91	75	1098	91	89	68	654	45	42	45
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]	520	906	91	75	1098	91	89	68	654	45	42	45
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]	130	227	23	19	275	23	22	17	164	11	11	11
Total Analysis Volume [veh/h]	520	906	91	75	1098	91	89	68	654	45	42	45
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	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.20	0.20	0.04	0.23	0.23	0.05	0.04	0.23	0.03	0.02	0.03
Intersection LOS	B											
Intersection V/C	0.694											

Intersection Level Of Service Report
Intersection 16: La Paz Road at Rancho Niguel Road

Control Type:	Two-way stop	Delay (sec / veh):	27.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.190

Intersection Setup

Name	La Paz Road		La Paz Road		Rancho Niguel Road	
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	1
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]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	La Paz Road		La Paz Road		Rancho Niguel Road	
Base Volume Input [veh/h]	305	32	390	451	38	166
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]	305	32	390	451	38	166
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]	76	8	98	113	10	42
Total Analysis Volume [veh/h]	305	32	390	451	38	166
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			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.32	0.00	0.19	0.20
d_M, Delay for Movement [s/veh]	0.00	0.00	9.34	0.00	27.20	10.29
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.39	0.00	0.68	0.73
95th-Percentile Queue Length [ft/ln]	0.00	0.00	34.82	0.00	17.04	18.15
d_A, Approach Delay [s/veh]	0.00		4.33		13.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.62					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 17: Moulton Parkway at Rancho Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	45	1052	97	365	1377	17	141	240	94	139	166	419
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]	45	1052	97	365	1377	17	141	240	94	139	166	419
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]	11	263	24	91	344	4	35	60	24	35	42	105
Total Analysis Volume [veh/h]	45	1052	97	365	1377	17	141	240	94	139	166	419
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.23	0.23	0.21	0.27	0.27	0.08	0.20	0.20	0.08	0.10	0.03
Intersection LOS	C											
Intersection V/C	0.768											

Intersection Level Of Service Report
Intersection 18: Greenfield Drive at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.466

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
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	0	0	0	1	0	0	0	0	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	No			No			Yes			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	251	98	0	0	259	13	0	0	0	323	0	109
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]	251	98	0	0	259	13	0	0	0	323	0	109
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]	63	25	0	0	65	3	0	0	0	81	0	27
Total Analysis Volume [veh/h]	251	98	0	0	259	13	0	0	0	323	0	109
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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.06	0.00	0.00	0.15	0.01	0.00	0.00	0.00	0.19	0.00	0.06
Intersection LOS	A											
Intersection V/C	0.466											

Intersection Level Of Service Report
Intersection 19: Greenfield Drive at SR-73 SB Ramps

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	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
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	1	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	No			No			Yes			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	333	276	124	473	0	11	0	317	0	0	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	333	276	124	473	0	11	0	317	0	0	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	83	69	31	118	0	3	0	79	0	0	0
Total Analysis Volume [veh/h]	0	333	276	124	473	0	11	0	317	0	0	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	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.18	0.07	0.14	0.00	0.01	0.00	0.10	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.399											

Intersection Level Of Service Report
Intersection 20: Greenfield Drive at Rancho Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
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	0	1	0	1	1	0	1	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			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	395	293	119	66	474	287	232	66	244	151	74	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]	395	293	119	66	474	287	232	66	244	151	74	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]	99	73	30	17	119	72	58	17	61	38	19	8
Total Analysis Volume [veh/h]	395	293	119	66	474	287	232	66	244	151	74	33
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.12	0.12	0.04	0.14	0.17	0.07	0.09	0.14	0.09	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.567											

Intersection Level Of Service Report
Intersection 21: Greenfield Drive at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.522

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			Crown Valley Parkway			Crown Valley Parkway		
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	1	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		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Greenfield Drive			Greenfield Drive			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	23	28	27	597	66	188	340	901	9	38	777	594
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]	23	28	27	597	66	188	340	901	9	38	777	594
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]	6	7	7	149	17	47	85	225	2	10	194	149
Total Analysis Volume [veh/h]	23	28	27	597	66	188	340	901	9	38	777	594
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	Split	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	0	8	0	0	4	4	5	2	0	1	6	6
Auxiliary Signal Groups						4,5						4,6
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.03	0.18	0.04	0.01	0.10	0.18	0.18	0.02	0.15	0.17
Intersection LOS	A											
Intersection V/C	0.522											

Intersection Level Of Service Report
Intersection 22: Cabot Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

Intersection Setup

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
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	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			Yes			Yes		

Volumes

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	140	231	293	288	322	192	215	1253	143	672	1129	227
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]	140	231	293	288	322	192	215	1253	143	672	1129	227
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]	35	58	73	72	81	48	54	313	36	168	282	57
Total Analysis Volume [veh/h]	140	231	293	288	322	192	215	1253	143	672	1129	227
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.10	0.10	0.08	0.10	0.10	0.06	0.21	0.21	0.20	0.17	0.13
Intersection LOS	B											
Intersection V/C	0.640											

Intersection Level Of Service Report
Intersection 23: Forbes Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name	Forbes Road			Forbes Road			Crown Valley Parkway			Crown Valley Parkway		
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	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Forbes Road			Forbes Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	136	5	98	92	7	209	143	1627	65	135	1787	299
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]	136	5	98	92	7	209	143	1627	65	135	1787	299
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]	34	1	25	23	2	52	36	407	16	34	447	75
Total Analysis Volume [veh/h]	136	5	98	92	7	209	143	1627	65	135	1787	299
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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.06	0.06	0.03	0.00	0.12	0.04	0.25	0.25	0.04	0.26	0.18
Intersection LOS	A											
Intersection V/C	0.518											

Intersection Level Of Service Report
Intersection 24: I-5 SB Ramps at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
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	1	0	0	1	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			No			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1121	0	648	0	1565	233	375	1301	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	1121	0	648	0	1565	233	375	1301	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	280	0	162	0	391	58	94	325	0
Total Analysis Volume [veh/h]	0	0	0	1121	0	648	0	1565	233	375	1301	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	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.22	0.00	0.19	0.00	0.18	0.14	0.11	0.26	0.00
Intersection LOS	A											
Intersection V/C	0.564											

Intersection Level Of Service Report
Intersection 25: I-5 NB Ramps at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.487

Intersection Setup

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
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	0	0	0	0	0	1	0	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			No			No			No		

Volumes

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	204	0	466	0	0	0	0	2039	666	0	1449	1247
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]	204	0	466	0	0	0	0	2039	666	0	1449	1247
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]	51	0	117	0	0	0	0	510	167	0	362	312
Total Analysis Volume [veh/h]	204	0	466	0	0	0	0	2039	666	0	1449	1247
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	Unsigna	Permiss	Permiss	Unsigna
Signal Group	3	0	0	0	0	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.14	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Intersection LOS	A											
Intersection V/C	0.487											

Intersection Level Of Service Report
Intersection 26: Kaleidoscope at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name	Kaleidoscope			Kaleidoscope			Crown Valley Parkway			Crown Valley Parkway		
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	0	1	0	1	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	Kaleidoscope			Kaleidoscope			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	73	7	37	30	7	53	128	2163	43	69	2550	16
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]	73	7	37	30	7	53	128	2163	43	69	2550	16
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]	18	2	9	8	2	13	32	541	11	17	638	4
Total Analysis Volume [veh/h]	73	7	37	30	7	53	128	2163	43	69	2550	16
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	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.03	0.01	0.01	0.03	0.04	0.32	0.32	0.04	0.38	0.38
Intersection LOS	A											
Intersection V/C	0.531											

Intersection Level Of Service Report

Intersection 27: Puerta Real/Shops at Mission Viejo at Crown Valley Parkway

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	Shops at Mission Viejo			Puerta Real			Crown Valley Parkway			Crown Valley Parkway		
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	1	0	1	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			Yes		

Volumes

Name	Shops at Mission Viejo			Puerta Real			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	388	21	110	78	38	259	239	1783	413	84	1831	59
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]	388	21	110	78	38	259	239	1783	413	84	1831	59
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]	97	5	28	20	10	65	60	446	103	21	458	15
Total Analysis Volume [veh/h]	388	21	110	78	38	259	239	1783	413	84	1831	59
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	3	8	0	7	4	4	5	2	2	1	6	0
Auxiliary Signal Groups						4,5			2,3			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.06	0.05	0.02	0.01	0.07	0.26	0.13	0.02	0.28	0.28
Intersection LOS	A											
Intersection V/C	0.535											

Intersection Level Of Service Report
Intersection 28: Dr Guevara Way/Medical Center Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.501

Intersection Setup

Name	Medical Center Road			Dr Guevara Way			Crown Valley Parkway			Crown Valley Parkway		
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	0	0	0	1	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			No			Yes		

Volumes

Name	Medical Center Road			Dr Guevara Way			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	387	14	53	44	14	81	58	1711	148	55	1548	28
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]	387	14	53	44	14	81	58	1711	148	55	1548	28
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]	97	4	13	11	4	20	15	428	37	14	387	7
Total Analysis Volume [veh/h]	387	14	53	44	14	81	58	1711	148	55	1548	28
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	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.04	0.04	0.03	0.03	0.05	0.03	0.27	0.27	0.02	0.23	0.23
Intersection LOS	A											
Intersection V/C	0.501											

Intersection Level Of Service Report
Intersection 29: Cabot Road at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

Intersection Setup

Name	Cabot Road		Paseo de Colinas		Paseo de Colinas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Cabot Road		Paseo de Colinas		Paseo de Colinas	
Base Volume Input [veh/h]	129	716	229	268	300	147
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]	129	716	229	268	300	147
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]	32	179	57	67	75	37
Total Analysis Volume [veh/h]	129	716	229	268	300	147
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	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.21	0.13	0.08	0.13	0.13
Intersection LOS	A					
Intersection V/C	0.527					

Intersection Level Of Service Report
Intersection 30: Camino Capistrano at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.433

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Paseo de Colinas	
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	1	1	0	1	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	No		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Paseo de Colinas	
Base Volume Input [veh/h]	246	233	183	428	369	74
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]	246	233	183	428	369	74
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]	62	58	46	107	92	19
Total Analysis Volume [veh/h]	246	233	183	428	369	74
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	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.07	0.11	0.25	0.11	0.13
Intersection LOS	A					
Intersection V/C	0.433					

Intersection Level Of Service Report
Intersection 31: Camino Capistrano at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.939

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
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	1	1	0	0	1
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	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	161	537	708	107	971	404
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]	161	537	708	107	971	404
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]	40	134	177	27	243	101
Total Analysis Volume [veh/h]	161	537	708	107	971	404
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	Split	Split	Split	Split	Permissive	Overlap
Signal Group	6	0	0	2	7	7
Auxiliary Signal Groups						2,7
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.16	0.14	0.16	0.57	0.00
Intersection LOS	E					
Intersection V/C	0.939					

Intersection Level Of Service Report
Intersection 32: I-5 SB Ramps at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.540

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Avery Parkway			Avery Parkway		
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	1	0	0	1	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			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	0	0	0	302	2	887	0	997	218	344	427	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	302	2	887	0	997	218	344	427	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	76	1	222	0	249	55	86	107	0
Total Analysis Volume [veh/h]	0	0	0	302	2	887	0	997	218	344	427	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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.00	0.26	0.00	0.12	0.13	0.10	0.08	0.00
Intersection LOS	A											
Intersection V/C	0.540											

Intersection Level Of Service Report
Intersection 33: I-5 NB Ramps at Avery Parkway

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	I-5 NB Ramps			I-5 NB Ramps			Avery Parkway			Avery Parkway		
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	0	0	0	1	0	0	0	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			No			No			No		

Volumes

Name	I-5 NB Ramps			I-5 NB Ramps			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	159	25	256	0	0	0	617	696	0	0	467	458
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]	159	25	256	0	0	0	617	696	0	0	467	458
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]	40	6	64	0	0	0	154	174	0	0	117	115
Total Analysis Volume [veh/h]	159	25	256	0	0	0	617	696	0	0	467	458
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	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.08	0.00	0.00	0.00	0.18	0.14	0.00	0.00	0.07	0.27
Intersection LOS	A											
Intersection V/C	0.582											

Intersection Level Of Service Report
Intersection 34: Marguerite Parkway at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name	Marguerite Parkway			Marguerite Parkway			Avery Parkway			Avery Parkway		
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	0	1	0	1	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			Yes			Yes		

Volumes

Name	Marguerite Parkway			Marguerite Parkway			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	251	354	16	88	559	431	446	97	379	30	151	69
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]	251	354	16	88	559	431	446	97	379	30	151	69
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]	63	89	4	22	140	108	112	24	95	8	38	17
Total Analysis Volume [veh/h]	251	354	16	88	559	431	446	97	379	30	151	69
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.11	0.11	0.05	0.16	0.25	0.13	0.03	0.22	0.02	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.618											

Intersection Level Of Service Report
Intersection 35: Alicia Parkway at Highlands Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.398

Intersection Setup

Name	Alicia Parkway		Alicia Parkway		Highlands Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	1
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		No		Yes	

Volumes

Name	Alicia Parkway		Alicia Parkway		Highlands Avenue	
Base Volume Input [veh/h]	19	1150	1173	296	165	21
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]	19	1150	1173	296	165	21
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]	5	288	293	74	41	5
Total Analysis Volume [veh/h]	19	1150	1173	296	165	21
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.23	0.29	0.29	0.05	0.01
Intersection LOS	A					
Intersection V/C	0.398					

Intersection Level Of Service Report
Intersection 36: Moulton Parkway/Golden Lantern at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	Golden Lantern			Moulton Parkway			Crown Valley Parkway			Crown Valley Parkway		
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	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			Yes			Yes		

Volumes

Name	Golden Lantern			Moulton Parkway			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	158	765	240	184	1075	192	187	822	126	248	598	105
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]	158	765	240	184	1075	192	187	822	126	248	598	105
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]	40	191	60	46	269	48	47	206	32	62	150	26
Total Analysis Volume [veh/h]	158	765	240	184	1075	192	187	822	126	248	598	105
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	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.15	0.07	0.05	0.21	0.11	0.06	0.16	0.07	0.07	0.12	0.06
Intersection LOS	A											
Intersection V/C	0.541											

Intersection Level Of Service Report
Intersection 37: Highlands Avenue at Niguel Road

Control Type:	All-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.179

Intersection Setup

Name	Highlands Avenue			Highlands Avenue			Niguel Road			Niguel Road		
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	0	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]	40.00			40.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Highlands Avenue			Highlands Avenue			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	22	55	25	12	62	72	44	31	7	14	45	23
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]	22	55	25	12	62	72	44	31	7	14	45	23
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]	6	14	6	3	16	18	11	8	2	4	11	6
Total Analysis Volume [veh/h]	22	55	25	12	62	72	44	31	7	14	45	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	626	714	634	749	610	667	700	609	665	729
Degree of Utilization, x	0.04	0.11	0.02	0.18	0.07	0.03	0.03	0.02	0.05	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.11	0.38	0.06	0.65	0.23	0.09	0.08	0.07	0.16	0.15
95th-Percentile Queue Length [ft]	2.73	9.42	1.45	16.21	5.81	2.20	2.09	1.76	4.03	3.66
Approach Delay [s/veh]	8.44		8.55		8.63			8.25		
Approach LOS	A		A		A			A		
Intersection Delay [s/veh]	8.48									
Intersection LOS	A									

Intersection Level Of Service Report
Intersection 38: La Paz Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name	La Paz Road		Crown Valley Parkway		Crown Valley Parkway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	La Paz Road		Crown Valley Parkway		Crown Valley Parkway	
Base Volume Input [veh/h]	146	288	201	1034	966	97
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]	146	288	201	1034	966	97
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]	37	72	50	259	242	24
Total Analysis Volume [veh/h]	146	288	201	1034	966	97
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.09	0.12	0.20	0.21	0.21
Intersection LOS	A					
Intersection V/C	0.462					

Intersection Level Of Service Report
Intersection 39: Golden Lantern at Paseo de Colinas

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	Golden Lantern			Golden Lantern			Paseo de Colinas			Paseo de Colinas		
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	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	No			Yes			Yes			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Paseo de Colinas			Paseo de Colinas		
Base Volume Input [veh/h]	7	971	271	162	1274	8	4	5	3	550	34	201
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	971	271	162	1274	8	4	5	3	550	34	201
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	243	68	41	319	2	1	1	1	138	9	50
Total Analysis Volume [veh/h]	7	971	271	162	1274	8	4	5	3	550	34	201
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.16	0.10	0.25	0.25	0.00	0.00	0.00	0.16	0.17	0.12
Intersection LOS	A											
Intersection V/C	0.512											

Intersection Level Of Service Report
Intersection 40: Alicia Parkway at Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	57	823	46	369	887	70	62	87	51	83	134	403
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]	57	823	46	369	887	70	62	87	51	83	134	403
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]	14	206	12	92	222	18	16	22	13	21	34	101
Total Analysis Volume [veh/h]	57	823	46	369	887	70	62	87	51	83	134	403
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.17	0.17	0.11	0.19	0.19	0.04	0.04	0.04	0.05	0.04	0.13
Intersection LOS	A											
Intersection V/C	0.494											

Intersection Level Of Service Report
Intersection 41: Highlands Avenue at Pacific Island Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.273

Intersection Setup

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	50	58	55	287	413	118
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]	50	58	55	287	413	118
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]	13	15	14	72	103	30
Total Analysis Volume [veh/h]	50	58	55	287	413	118
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.03	0.08	0.16	0.16
Intersection LOS	A					
Intersection V/C	0.273					

Intersection Level Of Service Report
Intersection 42: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
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	0	1	0	0	1	0	1	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			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	175	676	17	21	652	276	191	18	127	23	30	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]	175	676	17	21	652	276	191	18	127	23	30	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]	44	169	4	5	163	69	48	5	32	6	8	5
Total Analysis Volume [veh/h]	175	676	17	21	652	276	191	18	127	23	30	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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.14	0.14	0.01	0.18	0.18	0.06	0.06	0.07	0.01	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.440											

Intersection Level Of Service Report
Intersection 43: Crown Valley Parkway at Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.677

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			NIguel Road			Niguel Road		
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	0	1	0	1	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			NIguel Road			Niguel Road		
Base Volume Input [veh/h]	103	506	232	185	369	22	68	797	117	271	706	242
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]	103	506	232	185	369	22	68	797	117	271	706	242
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	127	58	46	92	6	17	199	29	68	177	61
Total Analysis Volume [veh/h]	103	506	232	185	369	22	68	797	117	271	706	242
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	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

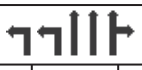
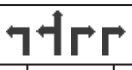
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.14	0.14	0.05	0.07	0.00	0.02	0.27	0.27	0.16	0.21	0.07
Intersection LOS	B											
Intersection V/C	0.677											

Intersection Level Of Service Report
Intersection 44: Crown Valley Parkway at Alicia Parkway

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	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
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	0	1	0	0	1	0	1	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	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	551	725	49	94	615	123	149	78	575	27	87	71
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]	551	725	49	94	615	123	149	78	575	27	87	71
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]	138	181	12	24	154	31	37	20	144	7	22	18
Total Analysis Volume [veh/h]	551	725	49	94	615	123	149	78	575	27	87	71
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	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.15	0.15	0.06	0.14	0.14	0.09	0.05	0.01	0.02	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.499											

Intersection Level Of Service Report
Intersection 45: Pacific Island Drive at Club House Drive

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.098

Intersection Setup

Name	Pacific Island Drive			Pacific Island Drive			Club House Drive			Club House Drive		
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	0	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]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pacific Island Drive			Pacific Island Drive			Club House Drive			Club House Drive		
Base Volume Input [veh/h]	9	236	8	91	300	24	31	1	5	7	2	52
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	236	8	91	300	24	31	1	5	7	2	52
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	59	2	23	75	6	8	0	1	2	1	13
Total Analysis Volume [veh/h]	9	236	8	91	300	24	31	1	5	7	2	52
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	0.00	0.00	0.07	0.00	0.00	0.10	0.00	0.01	0.02	0.01	0.06
d_M, Delay for Movement [s/veh]	7.94	0.00	0.00	7.93	0.00	0.00	17.60	16.65	9.26	15.26	17.01	9.26
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.22	0.00	0.00	0.32	0.03	0.03	0.06	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.55	0.00	0.00	5.55	0.00	0.00	8.07	0.69	0.69	1.49	5.11	5.11
d_A, Approach Delay [s/veh]	0.28			1.74			16.45			10.20		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	2.64											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 46: Niguel Road at Marina Hills Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name	Niguel Road		Niguel Road		Marina Hills Drive	
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	1	1
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	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	401	173	377	366	197	344
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]	401	173	377	366	197	344
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	43	94	92	49	86
Total Analysis Volume [veh/h]	401	173	377	366	197	344
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.17	0.11	0.11	0.06	0.11
Intersection LOS	A					
Intersection V/C	0.436					

Intersection Level Of Service Report
Intersection 47: Golden Lantern at Marina Hills Drive/Camino Los Padres

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.311

Intersection Setup

Name	Golden Lantern			Golden Lantern			Marina Hills Drive			Camino Los Padres		
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	0	1	0	1	1	0	1	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			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Marina Hills Drive			Camino Los Padres		
Base Volume Input [veh/h]	134	612	364	556	802	273	337	117	128	1035	145	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]	134	612	364	556	802	273	337	117	128	1035	145	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]	34	153	91	139	201	68	84	29	32	259	36	50
Total Analysis Volume [veh/h]	134	612	364	556	802	273	337	117	128	1035	145	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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.19	0.19	0.33	0.16	0.16	0.10	0.13	0.08	0.61	0.10	0.10
Intersection LOS	F											
Intersection V/C	1.311											

Intersection Level Of Service Report
Intersection 48: Crown Valley Parkway at Club House Drive

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	Crown Valley Parkway			Crown Valley Parkway			Club House Drive			Club House Drive		
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	0	1	0	0	1	0	0	0	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			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			Club House Drive			Club House Drive		
Base Volume Input [veh/h]	29	1061	67	131	904	32	22	24	36	42	18	132
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]	29	1061	67	131	904	32	22	24	36	42	18	132
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	265	17	33	226	8	6	6	9	11	5	33
Total Analysis Volume [veh/h]	29	1061	67	131	904	32	22	24	36	42	18	132
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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.22	0.22	0.08	0.18	0.18	0.01	0.04	0.04	0.02	0.04	0.08
Intersection LOS	A											
Intersection V/C	0.439											

Intersection Level Of Service Report
Intersection 49: Niguel Road at Club House Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.340

Intersection Setup

Name	Niguel Road		Niguel Road		Club House Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	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		No		Yes	

Volumes

Name	Niguel Road		Niguel Road		Club House Drive	
Base Volume Input [veh/h]	88	478	427	39	87	85
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]	88	478	427	39	87	85
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]	22	120	107	10	22	21
Total Analysis Volume [veh/h]	88	478	427	39	87	85
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	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.14	0.14	0.14	0.05	0.10
Intersection LOS	A					
Intersection V/C	0.340					

Intersection Level Of Service Report
Intersection 50: Niguel Road at Beacon Hill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.280

Intersection Setup

Name	Niguel Road		Niguel Road		Beacon Hill Way	
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	1
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	No		Yes		Yes	

Volumes

Name	Niguel Road		Niguel Road		Beacon Hill Way	
Base Volume Input [veh/h]	584	23	54	463	17	33
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]	584	23	54	463	17	33
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]	146	6	14	116	4	8
Total Analysis Volume [veh/h]	584	23	54	463	17	33
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.18	0.03	0.14	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.280					

Intersection Level Of Service Report
Intersection 51: Golden Lantern at Beacon Hill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

Intersection Setup

Name	Golden Lantern		Golden Lantern		Beacon Hill Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
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		No		Yes	

Volumes

Name	Golden Lantern		Golden Lantern		Beacon Hill Way	
Base Volume Input [veh/h]	42	908	1361	146	58	44
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]	42	908	1361	146	58	44
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]	11	227	340	37	15	11
Total Analysis Volume [veh/h]	42	908	1361	146	58	44
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.18	0.30	0.30	0.03	0.03
Intersection LOS	A					
Intersection V/C	0.404					

Intersection Level Of Service Report
Intersection 52: Niguel Road at Ridgeway Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.280

Intersection Setup

Name	Niguel Road			Niguel Road			Ridgeway Avenue			Ridgeway Avenue		
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	0	1	0	0	0	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			Yes		

Volumes

Name	Niguel Road			Niguel Road			Ridgeway Avenue			Ridgeway Avenue		
Base Volume Input [veh/h]	5	468	73	51	430	24	15	2	8	45	3	45
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]	5	468	73	51	430	24	15	2	8	45	3	45
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	117	18	13	108	6	4	1	2	11	1	11
Total Analysis Volume [veh/h]	5	468	73	51	430	24	15	2	8	45	3	45
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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.16	0.03	0.13	0.13	0.01	0.01	0.01	0.03	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.280											

Intersection Level Of Service Report
Intersection 53: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
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	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			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	99	1046	209	221	797	11	15	57	80	197	93	208
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]	99	1046	209	221	797	11	15	57	80	197	93	208
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]	25	262	52	55	199	3	4	14	20	49	23	52
Total Analysis Volume [veh/h]	99	1046	209	221	797	11	15	57	80	197	93	208
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.21	0.12	0.13	0.23	0.01	0.01	0.03	0.05	0.06	0.05	0.12
Intersection LOS	A											
Intersection V/C	0.516											

Intersection Level Of Service Report
Intersection 54: Niguel Road at Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.491

Intersection Setup

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	174	404	202	233	251	30	51	342	133	155	343	183
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]	174	404	202	233	251	30	51	342	133	155	343	183
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	101	51	58	63	8	13	86	33	39	86	46
Total Analysis Volume [veh/h]	174	404	202	233	251	30	51	342	133	155	343	183
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.12	0.12	0.14	0.06	0.06	0.03	0.14	0.14	0.05	0.10	0.11
Intersection LOS	A											
Intersection V/C	0.491											

Intersection Level Of Service Report
Intersection 55: Golden Lantern at Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Golden Lantern			Golden Lantern			Camino Del Avion			Camino Del Avion		
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	0	1	0	1	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			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	190	549	113	269	947	200	149	386	191	141	286	193
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]	190	549	113	269	947	200	149	386	191	141	286	193
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	137	28	67	237	50	37	97	48	35	72	48
Total Analysis Volume [veh/h]	190	549	113	269	947	200	149	386	191	141	286	193
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.19	0.19	0.16	0.28	0.12	0.09	0.17	0.17	0.08	0.14	0.14
Intersection LOS	B											
Intersection V/C	0.693											

APPENDIX C-II

PROPOSED GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Alicia Parkway at Moulton Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Moulton Parkway			Moulton Parkway		
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	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			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	282	1082	73	209	1128	118	169	546	209	84	789	350
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]	282	1082	73	209	1128	118	169	546	209	84	789	350
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]	71	271	18	52	282	30	42	137	52	21	197	88
Total Analysis Volume [veh/h]	282	1082	73	209	1128	118	169	546	209	84	789	350
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	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Unsigna
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.21	0.04	0.06	0.22	0.07	0.05	0.11	0.04	0.02	0.15	0.00
Intersection LOS	A											
Intersection V/C	0.559											

Intersection Level Of Service Report
Intersection 2: Moulton Parkway at La Paz Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.372

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			La Paz Road			La Paz Road		
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	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			La Paz Road			La Paz Road		
Base Volume Input [veh/h]	31	957	109	86	583	175	160	192	26	96	317	64
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]	31	957	109	86	583	175	160	192	26	96	317	64
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	239	27	22	146	44	40	48	7	24	79	16
Total Analysis Volume [veh/h]	31	957	109	86	583	175	160	192	26	96	317	64
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	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.19	0.06	0.03	0.11	0.00	0.05	0.04	0.02	0.03	0.06	0.04
Intersection LOS	A											
Intersection V/C	0.372											

Intersection Level Of Service Report
Intersection 3: La Paz Road at Merienda/SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.239

Intersection Setup

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
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	0	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	No			No			Yes			Yes		

Volumes

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	11	405	134	134	470	9	12	0	13	95	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]	11	405	134	134	470	9	12	0	13	95	0	32
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	101	34	34	118	2	3	0	3	24	0	8
Total Analysis Volume [veh/h]	11	405	134	134	470	9	12	0	13	95	0	32
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	Permiss	Split	Permiss	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.08	0.08	0.04	0.09	0.09	0.01	0.00	0.01	0.06	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.239											

Intersection Level Of Service Report
Intersection 4: La Paz Road at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.267

Intersection Setup

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Shopping Center		
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	0	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			No			Yes			Yes		

Volumes

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Shopping Center		
Base Volume Input [veh/h]	20	484	25	68	504	26	30	8	90	16	2	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]	20	484	25	68	504	26	30	8	90	16	2	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]	5	121	6	17	126	7	8	2	23	4	1	8
Total Analysis Volume [veh/h]	20	484	25	68	504	26	30	8	90	16	2	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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.10	0.10	0.04	0.10	0.10	0.02	0.06	0.06	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.267											

Intersection Level Of Service Report
Intersection 5: Alicia Parkway at Pacific Park Drive

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	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
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	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			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	125	747	80	331	818	416	364	762	122	74	683	188
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]	125	747	80	331	818	416	364	762	122	74	683	188
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]	31	187	20	83	205	104	91	191	31	19	171	47
Total Analysis Volume [veh/h]	125	747	80	331	818	416	364	762	122	74	683	188
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	Unsigna	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.15	0.05	0.10	0.16	0.14	0.11	0.15	0.00	0.02	0.13	0.01
Intersection LOS	A											
Intersection V/C	0.535											

Intersection Level Of Service Report
Intersection 6: Heather Ridge at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.355

Intersection Setup

Name	Heather Ridge			Heather Ridge			Pacific Park Drive			Pacific Park Drive		
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	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	Heather Ridge			Heather Ridge			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	76	14	90	54	15	35	17	990	145	89	840	42
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]	76	14	90	54	15	35	17	990	145	89	840	42
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]	19	4	23	14	4	9	4	248	36	22	210	11
Total Analysis Volume [veh/h]	76	14	90	54	15	35	17	990	145	89	840	42
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	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.05	0.03	0.03	0.03	0.01	0.19	0.09	0.03	0.16	0.02
Intersection LOS	A											
Intersection V/C	0.355											

Intersection Level Of Service Report
Intersection 7: La Paz Road at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
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	1	0	1	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	143	486	179	33	458	129	63	482	127	260	592	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]	143	486	179	33	458	129	63	482	127	260	592	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]	36	122	45	8	115	32	16	121	32	65	148	10
Total Analysis Volume [veh/h]	143	486	179	33	458	129	63	482	127	260	592	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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.10	0.11	0.02	0.09	0.08	0.02	0.09	0.07	0.08	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.395											

Intersection Level Of Service Report
Intersection 8: Moulton Parkway at Pacific Park Drive/Oso Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Pacific Park Drive			Oso Parkway		
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	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Pacific Park Drive			Oso Parkway		
Base Volume Input [veh/h]	84	642	67	258	642	211	211	372	86	80	682	247
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	642	67	258	642	211	211	372	86	80	682	247
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	161	17	65	161	53	53	93	22	20	171	62
Total Analysis Volume [veh/h]	84	642	67	258	642	211	211	372	86	80	682	247
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.13	0.04	0.08	0.13	0.12	0.06	0.07	0.05	0.02	0.13	0.15
Intersection LOS	A											
Intersection V/C	0.459											

Intersection Level Of Service Report
Intersection 9: Moulton Parkway at SR-73 SB Ramp

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.319

Intersection Setup

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	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	1
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	No		No		Yes	

Volumes

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramp	
Base Volume Input [veh/h]	0	1216	475	0	39	65
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]	0	1216	475	0	39	65
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]	0	304	119	0	10	16
Total Analysis Volume [veh/h]	0	1216	475	0	39	65
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	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.24	0.09	0.00	0.02	0.03
Intersection LOS	A					
Intersection V/C	0.319					

Intersection Level Of Service Report
Intersection 10: Alicia Parkway at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.305

Intersection Setup

Name	Alicia Parkway		Alicia Parkway		Avila Road	
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	1	1
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	No		Yes		Yes	

Volumes

Name	Alicia Parkway		Alicia Parkway		Avila Road	
Base Volume Input [veh/h]	905	81	72	839	66	66
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]	905	81	72	839	66	66
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]	226	20	18	210	17	17
Total Analysis Volume [veh/h]	905	81	72	839	66	66
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	Permissive	Protected	Permissive	Split	Overlap
Signal Group	6	0	5	2	7	7
Auxiliary Signal Groups						5,7
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.19	0.04	0.16	0.02	0.00
Intersection LOS	A					
Intersection V/C	0.305					

Intersection Level Of Service Report
Intersection 11: La Paz Road at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.417

Intersection Setup

Name	La Paz Road			La Paz Road			Avila Road			Avila Road		
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	0	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Avila Road			Avila Road		
Base Volume Input [veh/h]	89	484	60	73	458	255	197	70	40	19	140	59
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]	89	484	60	73	458	255	197	70	40	19	140	59
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]	22	121	15	18	115	64	49	18	10	5	35	15
Total Analysis Volume [veh/h]	89	484	60	73	458	255	197	70	40	19	140	59
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.11	0.04	0.14	0.14	0.12	0.03	0.03	0.01	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.417											

Intersection Level Of Service Report
Intersection 12: Moulton Parkway at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.323

Intersection Setup

Name	Moulton Parkway		Moulton Parkway		Avila Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
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		No		Yes	

Volumes

Name	Moulton Parkway		Moulton Parkway		Avila Road	
Base Volume Input [veh/h]	130	1039	540	137	108	82
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]	130	1039	540	137	108	82
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]	33	260	135	34	27	21
Total Analysis Volume [veh/h]	130	1039	540	137	108	82
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.20	0.13	0.13	0.06	0.05
Intersection LOS	A					
Intersection V/C	0.323					

Intersection Level Of Service Report
Intersection 13: Alicia Parkway at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
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	1	0	1	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			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	627	713	299	85	557	223	256	708	377	100	628	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]	627	713	299	85	557	223	256	708	377	100	628	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]	157	178	75	21	139	56	64	177	94	25	157	13
Total Analysis Volume [veh/h]	627	713	299	85	557	223	256	708	377	100	628	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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.14	0.18	0.03	0.11	0.13	0.08	0.14	0.04	0.03	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.574											

Intersection Level Of Service Report
Intersection 14: La Paz Road at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.432

Intersection Setup

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
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	1	0	1	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	212	113	28	49	217	117	103	365	199	36	668	457
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]	212	113	28	49	217	117	103	365	199	36	668	457
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]	53	28	7	12	54	29	26	91	50	9	167	114
Total Analysis Volume [veh/h]	212	113	28	49	217	117	103	365	199	36	668	457
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.02	0.02	0.01	0.06	0.07	0.03	0.07	0.12	0.01	0.22	0.22
Intersection LOS	A											
Intersection V/C	0.432											

Intersection Level Of Service Report
Intersection 15: Moulton Parkway at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
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	0	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	686	1097	42	45	514	73	93	78	381	75	126	67
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]	686	1097	42	45	514	73	93	78	381	75	126	67
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]	172	274	11	11	129	18	23	20	95	19	32	17
Total Analysis Volume [veh/h]	686	1097	42	45	514	73	93	78	381	75	126	67
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	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.22	0.22	0.03	0.12	0.12	0.05	0.05	0.02	0.04	0.07	0.04
Intersection LOS	A											
Intersection V/C	0.496											

Intersection Level Of Service Report
Intersection 16: La Paz Road at Rancho Niguel Road

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.106

Intersection Setup

Name	La Paz Road		La Paz Road		Rancho Niguel Road	
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	1
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]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	La Paz Road		La Paz Road		Rancho Niguel Road	
Base Volume Input [veh/h]	404	19	150	292	44	178
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	19	150	292	44	178
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	5	38	73	11	45
Total Analysis Volume [veh/h]	404	19	150	292	44	178
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			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.13	0.00	0.11	0.28
d_M, Delay for Movement [s/veh]	0.00	0.00	8.65	0.00	14.70	12.80
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.45	0.00	0.35	1.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	11.37	0.00	8.82	28.42
d_A, Approach Delay [s/veh]	0.00		2.94		13.18	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.88					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 17: Moulton Parkway at Rancho Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.705

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	71	1365	73	368	600	47	40	160	53	54	126	417
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]	71	1365	73	368	600	47	40	160	53	54	126	417
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]	18	341	18	92	150	12	10	40	13	14	32	104
Total Analysis Volume [veh/h]	71	1365	73	368	600	47	40	160	53	54	126	417
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.28	0.28	0.22	0.13	0.13	0.02	0.13	0.13	0.03	0.07	0.03
Intersection LOS	C											
Intersection V/C	0.705											

Intersection Level Of Service Report
Intersection 18: Greenfield Drive at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
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	0	0	0	1	0	0	0	0	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	No			No			Yes			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	386	50	0	0	86	11	0	0	0	397	0	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]	386	50	0	0	86	11	0	0	0	397	0	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]	97	13	0	0	22	3	0	0	0	99	0	14
Total Analysis Volume [veh/h]	386	50	0	0	86	11	0	0	0	397	0	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	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.03	0.00	0.00	0.05	0.01	0.00	0.00	0.00	0.23	0.00	0.03
Intersection LOS	A											
Intersection V/C	0.448											

Intersection Level Of Service Report
Intersection 19: Greenfield Drive at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.367

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
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	1	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	No			No			Yes			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	387	418	55	420	0	6	0	157	0	0	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	387	418	55	420	0	6	0	157	0	0	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	97	105	14	105	0	2	0	39	0	0	0
Total Analysis Volume [veh/h]	0	387	418	55	420	0	6	0	157	0	0	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	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.24	0.24	0.03	0.12	0.00	0.00	0.00	0.05	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.367											

Intersection Level Of Service Report
Intersection 20: Greenfield Drive at Rancho Niguel Road

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	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
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	0	1	0	1	1	0	1	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			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	254	453	158	76	237	239	341	77	302	102	44	12
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]	254	453	158	76	237	239	341	77	302	102	44	12
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]	64	113	40	19	59	60	85	19	76	26	11	3
Total Analysis Volume [veh/h]	254	453	158	76	237	239	341	77	302	102	44	12
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.18	0.18	0.04	0.07	0.14	0.10	0.12	0.18	0.06	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.512											

Intersection Level Of Service Report
Intersection 21: Greenfield Drive at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			Crown Valley Parkway			Crown Valley Parkway		
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	1	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		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Greenfield Drive			Greenfield Drive			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	19	45	39	477	29	185	334	976	8	9	986	578
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	45	39	477	29	185	334	976	8	9	986	578
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	11	10	119	7	46	84	244	2	2	247	145
Total Analysis Volume [veh/h]	19	45	39	477	29	185	334	976	8	9	986	578
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	Split	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	0	8	0	0	4	4	5	2	0	1	6	6
Auxiliary Signal Groups						4,5						4,6
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.04	0.14	0.02	0.01	0.10	0.19	0.19	0.01	0.19	0.20
Intersection LOS	A											
Intersection V/C	0.519											

Intersection Level Of Service Report
Intersection 22: Cabot Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
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	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			Yes			Yes		

Volumes

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	69	242	303	206	188	209	245	1228	84	388	1308	218
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]	69	242	303	206	188	209	245	1228	84	388	1308	218
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]	17	61	76	52	47	52	61	307	21	97	327	55
Total Analysis Volume [veh/h]	69	242	303	206	188	209	245	1228	84	388	1308	218
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.11	0.11	0.06	0.08	0.08	0.07	0.19	0.19	0.11	0.19	0.13
Intersection LOS	A											
Intersection V/C	0.525											

Intersection Level Of Service Report
Intersection 23: Forbes Road at Crown Valley Parkway

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	Forbes Road			Forbes Road			Crown Valley Parkway			Crown Valley Parkway		
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	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Forbes Road			Forbes Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	64	10	91	189	8	105	82	1476	81	98	1696	144
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]	64	10	91	189	8	105	82	1476	81	98	1696	144
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]	16	3	23	47	2	26	21	369	20	25	424	36
Total Analysis Volume [veh/h]	64	10	91	189	8	105	82	1476	81	98	1696	144
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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.06	0.06	0.06	0.00	0.06	0.02	0.23	0.23	0.03	0.25	0.08
Intersection LOS	A											
Intersection V/C	0.439											

Intersection Level Of Service Report
Intersection 24: I-5 SB Ramps at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.509

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
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	1	0	0	1	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			No			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	961	0	658	0	1561	225	279	1274	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	961	0	658	0	1561	225	279	1274	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	240	0	165	0	390	56	70	319	0
Total Analysis Volume [veh/h]	0	0	0	961	0	658	0	1561	225	279	1274	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	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.18	0.13	0.08	0.25	0.00
Intersection LOS	A											
Intersection V/C	0.509											

Intersection Level Of Service Report
Intersection 25: I-5 NB Ramps at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

Intersection Setup

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
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	0	0	0	0	0	1	0	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			No			No			No		

Volumes

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	229	0	388	0	0	0	0	1823	737	0	1454	1111
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]	229	0	388	0	0	0	0	1823	737	0	1454	1111
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]	57	0	97	0	0	0	0	456	184	0	364	278
Total Analysis Volume [veh/h]	229	0	388	0	0	0	0	1823	737	0	1454	1111
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	Unsigna	Permiss	Permiss	Unsigna
Signal Group	3	0	0	0	0	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.11	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.29	0.00
Intersection LOS	A											
Intersection V/C	0.449											

Intersection Level Of Service Report
Intersection 26: Kaleidoscope at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

Intersection Setup

Name	Kaleidoscope			Kaleidoscope			Crown Valley Parkway			Crown Valley Parkway		
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	0	1	0	1	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	Kaleidoscope			Kaleidoscope			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	40	2	19	15	2	19	40	2028	29	28	2410	15
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]	40	2	19	15	2	19	40	2028	29	28	2410	15
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	1	5	4	1	5	10	507	7	7	603	4
Total Analysis Volume [veh/h]	40	2	19	15	2	19	40	2028	29	28	2410	15
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	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.02	0.00	0.01	0.01	0.01	0.30	0.30	0.02	0.36	0.36
Intersection LOS	A											
Intersection V/C	0.448											

Intersection Level Of Service Report

Intersection 27: Puerta Real/Shops at Mission Viejo at Crown Valley Parkway

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	Shops at Mission Viejo			Puerta Real			Crown Valley Parkway			Crown Valley Parkway		
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	1	0	1	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			Yes		

Volumes

Name	Shops at Mission Viejo			Puerta Real			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	77	21	12	23	31	212	266	1535	203	16	2086	50
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]	77	21	12	23	31	212	266	1535	203	16	2086	50
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]	19	5	3	6	8	53	67	384	51	4	522	13
Total Analysis Volume [veh/h]	77	21	12	23	31	212	266	1535	203	16	2086	50
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	3	8	0	7	4	4	5	2	2	1	6	0
Auxiliary Signal Groups						4,5			2,3			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.01	0.02	0.00	0.08	0.23	0.10	0.00	0.31	0.31
Intersection LOS	A											
Intersection V/C	0.483											

Intersection Level Of Service Report
Intersection 28: Dr Guevara Way/Medical Center Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

Intersection Setup

Name	Medical Center Road			Dr Guevara Way			Crown Valley Parkway			Crown Valley Parkway		
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	0	0	0	1	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			No			Yes		

Volumes

Name	Medical Center Road			Dr Guevara Way			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	250	20	47	21	15	59	69	1273	286	111	1872	28
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]	250	20	47	21	15	59	69	1273	286	111	1872	28
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]	63	5	12	5	4	15	17	318	72	28	468	7
Total Analysis Volume [veh/h]	250	20	47	21	15	59	69	1273	286	111	1872	28
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	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.04	0.04	0.01	0.02	0.03	0.04	0.23	0.23	0.03	0.28	0.28
Intersection LOS	A											
Intersection V/C	0.478											

Intersection Level Of Service Report
Intersection 29: Cabot Road at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.560

Intersection Setup

Name	Cabot Road		Paseo de Colinas		Paseo de Colinas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Cabot Road		Paseo de Colinas		Paseo de Colinas	
Base Volume Input [veh/h]	141	308	454	673	425	93
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]	141	308	454	673	425	93
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]	35	77	114	168	106	23
Total Analysis Volume [veh/h]	141	308	454	673	425	93
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	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.09	0.27	0.20	0.15	0.15
Intersection LOS	A					
Intersection V/C	0.560					

Intersection Level Of Service Report
Intersection 30: Camino Capistrano at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.580

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Paseo de Colinas	
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	1	1	0	1	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	No		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Paseo de Colinas	
Base Volume Input [veh/h]	455	466	59	114	664	111
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]	455	466	59	114	664	111
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]	114	117	15	29	166	28
Total Analysis Volume [veh/h]	455	466	59	114	664	111
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	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.14	0.03	0.07	0.20	0.23
Intersection LOS	A					
Intersection V/C	0.580					

Intersection Level Of Service Report
Intersection 31: Camino Capistrano at Avery Parkway

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	Camino Capistrano		Camino Capistrano		Avery Parkway	
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	1	1	0	0	1
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	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	276	570	624	159	134	621
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]	276	570	624	159	134	621
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]	69	143	156	40	34	155
Total Analysis Volume [veh/h]	276	570	624	159	134	621
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	Split	Split	Split	Split	Permissive	Overlap
Signal Group	6	0	0	2	7	7
Auxiliary Signal Groups						2,7
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.17	0.12	0.15	0.08	0.06
Intersection LOS	A					
Intersection V/C	0.450					

Intersection Level Of Service Report
Intersection 32: I-5 SB Ramps at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.333

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Avery Parkway			Avery Parkway		
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	1	0	0	1	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			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	0	0	0	322	2	410	0	994	194	154	354	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	322	2	410	0	994	194	154	354	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	81	1	103	0	249	49	39	89	0
Total Analysis Volume [veh/h]	0	0	0	322	2	410	0	994	194	154	354	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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.00	0.12	0.00	0.12	0.11	0.05	0.07	0.00
Intersection LOS	A											
Intersection V/C	0.333											

Intersection Level Of Service Report
Intersection 33: I-5 NB Ramps at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

Intersection Setup

Name	I-5 NB Ramps			I-5 NB Ramps			Avery Parkway			Avery Parkway		
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	0	0	0	1	0	0	0	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			No			No			No		

Volumes

Name	I-5 NB Ramps			I-5 NB Ramps			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	150	25	229	0	0	0	850	543	0	0	382	452
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]	150	25	229	0	0	0	850	543	0	0	382	452
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]	38	6	57	0	0	0	213	136	0	0	96	113
Total Analysis Volume [veh/h]	150	25	229	0	0	0	850	543	0	0	382	452
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	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.07	0.00	0.00	0.00	0.25	0.11	0.00	0.00	0.06	0.27
Intersection LOS	B											
Intersection V/C	0.640											

Intersection Level Of Service Report
Intersection 34: Marguerite Parkway at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.554

Intersection Setup

Name	Marguerite Parkway			Marguerite Parkway			Avery Parkway			Avery Parkway		
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	0	1	0	1	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			Yes			Yes		

Volumes

Name	Marguerite Parkway			Marguerite Parkway			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	457	524	14	181	656	219	287	139	279	17	154	157
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]	457	524	14	181	656	219	287	139	279	17	154	157
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]	114	131	4	45	164	55	72	35	70	4	39	39
Total Analysis Volume [veh/h]	457	524	14	181	656	219	287	139	279	17	154	157
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.16	0.16	0.11	0.19	0.13	0.08	0.04	0.16	0.01	0.05	0.09
Intersection LOS	A											
Intersection V/C	0.554											

Intersection Level Of Service Report
Intersection 35: Alicia Parkway at Highlands Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.425

Intersection Setup

Name	Alicia Parkway		Alicia Parkway		Highlands Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	1
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		No		Yes	

Volumes

Name	Alicia Parkway		Alicia Parkway		Highlands Avenue	
Base Volume Input [veh/h]	14	987	841	151	584	37
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]	14	987	841	151	584	37
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]	4	247	210	38	146	9
Total Analysis Volume [veh/h]	14	987	841	151	584	37
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.19	0.19	0.19	0.17	0.02
Intersection LOS	A					
Intersection V/C	0.425					

Intersection Level Of Service Report
Intersection 36: Moulton Parkway/Golden Lantern at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name	Golden Lantern			Moulton Parkway			Crown Valley Parkway			Crown Valley Parkway		
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	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			Yes			Yes		

Volumes

Name	Golden Lantern			Moulton Parkway			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	140	1195	54	244	718	118	228	643	92	114	666	371
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]	140	1195	54	244	718	118	228	643	92	114	666	371
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]	35	299	14	61	180	30	57	161	23	29	167	93
Total Analysis Volume [veh/h]	140	1195	54	244	718	118	228	643	92	114	666	371
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	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.23	0.00	0.07	0.14	0.07	0.07	0.13	0.05	0.03	0.13	0.22
Intersection LOS	B											
Intersection V/C	0.641											

Intersection Level Of Service Report
Intersection 37: Highlands Avenue at Niguel Road

Control Type:	All-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.288

Intersection Setup

Name	Highlands Avenue			Highlands Avenue			Niguel Road			Niguel Road		
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	0	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]	40.00			40.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Highlands Avenue			Highlands Avenue			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	17	101	98	9	78	32	77	43	11	72	42	22
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	101	98	9	78	32	77	43	11	72	42	22
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	25	25	2	20	8	19	11	3	18	11	6
Total Analysis Volume [veh/h]	17	101	98	9	78	32	77	43	11	72	42	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	595	690	578	650	567	616	700	567	616	701
Degree of Utilization, x	0.03	0.29	0.02	0.17	0.14	0.07	0.02	0.13	0.07	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.09	1.19	0.05	0.61	0.47	0.22	0.05	0.43	0.22	0.10
95th-Percentile Queue Length [ft]	2.20	29.80	1.19	15.15	11.70	5.61	1.20	10.83	5.47	2.43
Approach Delay [s/veh]	9.93		9.34		9.52			9.34		
Approach LOS	A		A		A			A		
Intersection Delay [s/veh]	9.59									
Intersection LOS	A									

Intersection Level Of Service Report
Intersection 38: La Paz Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.401

Intersection Setup

Name	La Paz Road		Crown Valley Parkway		Crown Valley Parkway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	La Paz Road		Crown Valley Parkway		Crown Valley Parkway	
Base Volume Input [veh/h]	143	180	205	1118	846	5
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]	143	180	205	1118	846	5
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]	36	45	51	280	212	1
Total Analysis Volume [veh/h]	143	180	205	1118	846	5
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.06	0.12	0.22	0.17	0.17
Intersection LOS	A					
Intersection V/C	0.401					

Intersection Level Of Service Report
Intersection 39: Golden Lantern at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Golden Lantern			Golden Lantern			Paseo de Colinas			Paseo de Colinas		
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	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	No			Yes			Yes			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Paseo de Colinas			Paseo de Colinas		
Base Volume Input [veh/h]	7	1382	913	173	629	6	6	10	5	486	9	166
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	1382	913	173	629	6	6	10	5	486	9	166
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	346	228	43	157	2	2	3	1	122	2	42
Total Analysis Volume [veh/h]	7	1382	913	173	629	6	6	10	5	486	9	166
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.27	0.54	0.10	0.12	0.12	0.00	0.01	0.01	0.14	0.15	0.10
Intersection LOS	D											
Intersection V/C	0.843											

Intersection Level Of Service Report
Intersection 40: Alicia Parkway at Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	37	790	32	331	663	54	92	167	80	34	105	350
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]	37	790	32	331	663	54	92	167	80	34	105	350
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	198	8	83	166	14	23	42	20	9	26	88
Total Analysis Volume [veh/h]	37	790	32	331	663	54	92	167	80	34	105	350
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.16	0.16	0.10	0.14	0.14	0.05	0.07	0.07	0.02	0.03	0.11
Intersection LOS	A											
Intersection V/C	0.471											

Intersection Level Of Service Report
Intersection 41: Highlands Avenue at Pacific Island Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.247

Intersection Setup

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	129	77	71	377	200	70
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]	129	77	71	377	200	70
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]	32	19	18	94	50	18
Total Analysis Volume [veh/h]	129	77	71	377	200	70
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.05	0.04	0.11	0.08	0.08
Intersection LOS	A					
Intersection V/C	0.247					

Intersection Level Of Service Report
Intersection 42: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.370

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
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	0	1	0	0	1	0	1	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			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	110	515	15	15	605	151	293	27	140	10	11	11
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]	110	515	15	15	605	151	293	27	140	10	11	11
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]	28	129	4	4	151	38	73	7	35	3	3	3
Total Analysis Volume [veh/h]	110	515	15	15	605	151	293	27	140	10	11	11
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.10	0.10	0.01	0.15	0.15	0.09	0.09	0.08	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.370											

Intersection Level Of Service Report
Intersection 43: Crown Valley Parkway at Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			NIguel Road			Niguel Road		
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	0	1	0	1	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			NIguel Road			Niguel Road		
Base Volume Input [veh/h]	64	253	283	206	292	25	51	482	36	224	537	282
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]	64	253	283	206	292	25	51	482	36	224	537	282
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]	16	63	71	52	73	6	13	121	9	56	134	71
Total Analysis Volume [veh/h]	64	253	283	206	292	25	51	482	36	224	537	282
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	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.11	0.11	0.06	0.06	0.00	0.02	0.15	0.15	0.13	0.16	0.08
Intersection LOS	A											
Intersection V/C	0.500											

Intersection Level Of Service Report
Intersection 44: Crown Valley Parkway at Alicia Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.419

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
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	0	1	0	0	1	0	1	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	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	590	251	15	33	555	80	92	36	441	8	31	17
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]	590	251	15	33	555	80	92	36	441	8	31	17
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]	148	63	4	8	139	20	23	9	110	2	8	4
Total Analysis Volume [veh/h]	590	251	15	33	555	80	92	36	441	8	31	17
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	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.05	0.05	0.02	0.12	0.12	0.05	0.02	0.00	0.00	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.419											

Intersection Level Of Service Report
Intersection 45: Pacific Island Drive at Club House Drive

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Pacific Island Drive			Pacific Island Drive			Club House Drive			Club House Drive		
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	0	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]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pacific Island Drive			Pacific Island Drive			Club House Drive			Club House Drive		
Base Volume Input [veh/h]	2	281	10	40	213	12	41	4	13	7	4	81
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]	2	281	10	40	213	12	41	4	13	7	4	81
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	70	3	10	53	3	10	1	3	2	1	20
Total Analysis Volume [veh/h]	2	281	10	40	213	12	41	4	13	7	4	81
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	0.00	0.00	0.00	0.03	0.00	0.00	0.10	0.01	0.01	0.02	0.01	0.09
d_M, Delay for Movement [s/veh]	7.69	0.00	0.00	7.93	0.00	0.00	14.22	14.07	9.04	13.24	14.45	9.61
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.10	0.00	0.00	0.31	0.07	0.07	0.05	0.34	0.34
95th-Percentile Queue Length [ft/ln]	0.11	0.00	0.00	2.44	0.00	0.00	7.83	1.85	1.85	1.20	8.53	8.53
d_A, Approach Delay [s/veh]	0.05			1.20			13.05			10.09		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.85											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 46: Niguel Road at Marina Hills Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name	Niguel Road		Niguel Road		Marina Hills Drive	
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	1	1
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	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	448	190	140	306	200	207
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	190	140	306	200	207
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]	112	48	35	77	50	52
Total Analysis Volume [veh/h]	448	190	140	306	200	207
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.19	0.04	0.09	0.06	0.08
Intersection LOS	A					
Intersection V/C	0.359					

Intersection Level Of Service Report
Intersection 47: Golden Lantern at Marina Hills Drive/Camino Los Padres

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.454

Intersection Setup

Name	Golden Lantern			Golden Lantern			Marina Hills Drive			Camino Los Padres		
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	0	1	0	1	1	0	1	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			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Marina Hills Drive			Camino Los Padres		
Base Volume Input [veh/h]	129	1332	1	6	969	171	405	5	160	9	3	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]	129	1332	1	6	969	171	405	5	160	9	3	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]	32	333	0	2	242	43	101	1	40	2	1	8
Total Analysis Volume [veh/h]	129	1332	1	6	969	171	405	5	160	9	3	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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.26	0.26	0.00	0.19	0.10	0.12	0.12	0.09	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.454											

Intersection Level Of Service Report
Intersection 48: Crown Valley Parkway at Club House Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.307

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Club House Drive			Club House Drive		
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	0	1	0	0	1	0	0	0	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			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			Club House Drive			Club House Drive		
Base Volume Input [veh/h]	22	569	45	81	838	12	20	18	36	40	15	112
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]	22	569	45	81	838	12	20	18	36	40	15	112
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]	6	142	11	20	210	3	5	5	9	10	4	28
Total Analysis Volume [veh/h]	22	569	45	81	838	12	20	18	36	40	15	112
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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.12	0.05	0.17	0.17	0.01	0.03	0.03	0.02	0.03	0.07
Intersection LOS	A											
Intersection V/C	0.307											

Intersection Level Of Service Report
Intersection 49: Niguel Road at Club House Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.291

Intersection Setup

Name	Niguel Road		Niguel Road		Club House Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	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		No		Yes	

Volumes

Name	Niguel Road		Niguel Road		Club House Drive	
Base Volume Input [veh/h]	67	583	448	33	43	59
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]	67	583	448	33	43	59
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]	17	146	112	8	11	15
Total Analysis Volume [veh/h]	67	583	448	33	43	59
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	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.17	0.14	0.14	0.03	0.06
Intersection LOS	A					
Intersection V/C	0.291					

Intersection Level Of Service Report
Intersection 50: Niguel Road at Beacon Hill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.276

Intersection Setup

Name	Niguel Road		Niguel Road		Beacon Hill Way	
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	1
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	No		Yes		Yes	

Volumes

Name	Niguel Road		Niguel Road		Beacon Hill Way	
Base Volume Input [veh/h]	612	16	26	513	15	44
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]	612	16	26	513	15	44
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]	153	4	7	128	4	11
Total Analysis Volume [veh/h]	612	16	26	513	15	44
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.18	0.02	0.15	0.01	0.03
Intersection LOS	A					
Intersection V/C	0.276					

Intersection Level Of Service Report
Intersection 51: Golden Lantern at Beacon Hill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.318

Intersection Setup

Name	Golden Lantern		Golden Lantern		Beacon Hill Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
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		No		Yes	

Volumes

Name	Golden Lantern		Golden Lantern		Beacon Hill Way	
Base Volume Input [veh/h]	41	1022	1020	51	58	56
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]	41	1022	1020	51	58	56
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]	10	256	255	13	15	14
Total Analysis Volume [veh/h]	41	1022	1020	51	58	56
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.20	0.21	0.21	0.03	0.03
Intersection LOS	A					
Intersection V/C	0.318					

Intersection Level Of Service Report
Intersection 52: Niguel Road at Ridgeway Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.366

Intersection Setup

Name	Niguel Road			Niguel Road			Ridgeway Avenue			Ridgeway Avenue		
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	0	1	0	0	0	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			Yes		

Volumes

Name	Niguel Road			Niguel Road			Ridgeway Avenue			Ridgeway Avenue		
Base Volume Input [veh/h]	7	509	129	94	454	11	18	10	5	92	6	58
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	509	129	94	454	11	18	10	5	92	6	58
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	127	32	24	114	3	5	3	1	23	2	15
Total Analysis Volume [veh/h]	7	509	129	94	454	11	18	10	5	92	6	58
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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.19	0.06	0.14	0.14	0.01	0.02	0.02	0.05	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.366											

Intersection Level Of Service Report

Intersection 53: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.415

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
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	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			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	53	566	136	211	671	8	2	66	91	261	77	202
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]	53	566	136	211	671	8	2	66	91	261	77	202
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	142	34	53	168	2	1	17	23	65	19	51
Total Analysis Volume [veh/h]	53	566	136	211	671	8	2	66	91	261	77	202
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.11	0.08	0.12	0.20	0.00	0.00	0.04	0.05	0.08	0.05	0.12
Intersection LOS	A											
Intersection V/C	0.415											

Intersection Level Of Service Report
Intersection 54: Niguel Road at Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	74	360	116	291	308	36	44	375	133	160	366	299
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]	74	360	116	291	308	36	44	375	133	160	366	299
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]	19	90	29	73	77	9	11	94	33	40	92	75
Total Analysis Volume [veh/h]	74	360	116	291	308	36	44	375	133	160	366	299
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.09	0.09	0.17	0.07	0.07	0.03	0.15	0.15	0.05	0.11	0.18
Intersection LOS	A											
Intersection V/C	0.516											

Intersection Level Of Service Report
Intersection 55: Golden Lantern at Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	Golden Lantern			Golden Lantern			Camino Del Avion			Camino Del Avion		
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	0	1	0	1	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			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	200	583	145	217	681	192	157	391	274	122	532	243
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]	200	583	145	217	681	192	157	391	274	122	532	243
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]	50	146	36	54	170	48	39	98	69	31	133	61
Total Analysis Volume [veh/h]	200	583	145	217	681	192	157	391	274	122	532	243
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.21	0.21	0.13	0.20	0.11	0.09	0.20	0.20	0.07	0.23	0.23
Intersection LOS	C											
Intersection V/C	0.712											

Intersection Level Of Service Report
Intersection 1: Alicia Parkway at Moulton Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Moulton Parkway			Moulton Parkway		
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	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			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	301	1214	92	341	1162	117	169	878	389	114	633	411
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]	301	1214	92	341	1162	117	169	878	389	114	633	411
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]	75	304	23	85	291	29	42	220	97	29	158	103
Total Analysis Volume [veh/h]	301	1214	92	341	1162	117	169	878	389	114	633	411
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	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Unsigna
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.24	0.05	0.10	0.23	0.07	0.05	0.17	0.14	0.03	0.12	0.00
Intersection LOS	A											
Intersection V/C	0.594											

Intersection Level Of Service Report
Intersection 2: Moulton Parkway at La Paz Road

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	Moulton Parkway			Moulton Parkway			La Paz Road			La Paz Road		
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	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			La Paz Road			La Paz Road		
Base Volume Input [veh/h]	34	771	112	96	940	210	290	460	51	169	359	63
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]	34	771	112	96	940	210	290	460	51	169	359	63
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	193	28	24	235	53	73	115	13	42	90	16
Total Analysis Volume [veh/h]	34	771	112	96	940	210	290	460	51	169	359	63
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	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.15	0.07	0.03	0.18	0.00	0.09	0.09	0.03	0.05	0.07	0.04
Intersection LOS	A											
Intersection V/C	0.400											

Intersection Level Of Service Report
Intersection 3: La Paz Road at Merienda/SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
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	0	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	No			No			Yes			Yes		

Volumes

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	26	761	101	56	554	23	6	0	8	44	3	28
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]	26	761	101	56	554	23	6	0	8	44	3	28
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	190	25	14	139	6	2	0	2	11	1	7
Total Analysis Volume [veh/h]	26	761	101	56	554	23	6	0	8	44	3	28
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	Permiss	Split	Permiss	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.15	0.06	0.02	0.11	0.11	0.00	0.00	0.01	0.03	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.250											

Intersection Level Of Service Report
Intersection 4: La Paz Road at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Shopping Center		
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	0	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			No			Yes			Yes		

Volumes

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Shopping Center		
Base Volume Input [veh/h]	99	685	36	125	486	33	140	22	122	50	3	75
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]	99	685	36	125	486	33	140	22	122	50	3	75
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]	25	171	9	31	122	8	35	6	31	13	1	19
Total Analysis Volume [veh/h]	99	685	36	125	486	33	140	22	122	50	3	75
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.14	0.14	0.07	0.10	0.10	0.08	0.08	0.08	0.03	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.395											

Intersection Level Of Service Report
Intersection 5: Alicia Parkway at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
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	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			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	285	956	153	457	840	347	351	907	137	192	884	380
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]	285	956	153	457	840	347	351	907	137	192	884	380
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]	71	239	38	114	210	87	88	227	34	48	221	95
Total Analysis Volume [veh/h]	285	956	153	457	840	347	351	907	137	192	884	380
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	Unsigna	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.19	0.09	0.13	0.16	0.10	0.10	0.18	0.00	0.06	0.17	0.09
Intersection LOS	B											
Intersection V/C	0.648											

Intersection Level Of Service Report
Intersection 6: Heather Ridge at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name	Heather Ridge			Heather Ridge			Pacific Park Drive			Pacific Park Drive		
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	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	Heather Ridge			Heather Ridge			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	330	24	271	41	21	22	36	1165	296	228	1134	76
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]	330	24	271	41	21	22	36	1165	296	228	1134	76
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]	83	6	68	10	5	6	9	291	74	57	284	19
Total Analysis Volume [veh/h]	330	24	271	41	21	22	36	1165	296	228	1134	76
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	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.10	0.16	0.02	0.03	0.03	0.02	0.23	0.17	0.07	0.22	0.04
Intersection LOS	A											
Intersection V/C	0.530											

Intersection Level Of Service Report
Intersection 7: La Paz Road at Pacific Park Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.560

Intersection Setup

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
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	1	0	1	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	169	496	190	48	391	217	393	737	208	382	805	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]	169	496	190	48	391	217	393	737	208	382	805	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]	42	124	48	12	98	54	98	184	52	96	201	12
Total Analysis Volume [veh/h]	169	496	190	48	391	217	393	737	208	382	805	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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.10	0.11	0.03	0.08	0.13	0.12	0.14	0.12	0.11	0.17	0.17
Intersection LOS	A											
Intersection V/C	0.560											

Intersection Level Of Service Report
Intersection 8: Moulton Parkway at Pacific Park Drive/Oso Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Pacific Park Drive			Oso Parkway		
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	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Pacific Park Drive			Oso Parkway		
Base Volume Input [veh/h]	113	812	74	243	904	249	263	727	91	101	529	289
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]	113	812	74	243	904	249	263	727	91	101	529	289
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]	28	203	19	61	226	62	66	182	23	25	132	72
Total Analysis Volume [veh/h]	113	812	74	243	904	249	263	727	91	101	529	289
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.16	0.04	0.07	0.18	0.15	0.08	0.14	0.05	0.03	0.10	0.17
Intersection LOS	A											
Intersection V/C	0.528											

Intersection Level Of Service Report
Intersection 9: Moulton Parkway at SR-73 SB Ramp

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.360

Intersection Setup

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	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	1
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	No		No		Yes	

Volumes

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramp	
Base Volume Input [veh/h]	0	817	1040	0	96	266
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]	0	817	1040	0	96	266
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]	0	204	260	0	24	67
Total Analysis Volume [veh/h]	0	817	1040	0	96	266
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	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.20	0.00	0.06	0.11
Intersection LOS	A					
Intersection V/C	0.360					

Intersection Level Of Service Report
Intersection 10: Alicia Parkway at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.369

Intersection Setup

Name	Alicia Parkway		Alicia Parkway		Avila Road	
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	1	1
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	No		Yes		Yes	

Volumes

Name	Alicia Parkway		Alicia Parkway		Avila Road	
Base Volume Input [veh/h]	972	124	88	930	171	177
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]	972	124	88	930	171	177
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]	243	31	22	233	43	44
Total Analysis Volume [veh/h]	972	124	88	930	171	177
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	Permissive	Protected	Permissive	Split	Overlap
Signal Group	6	0	5	2	7	7
Auxiliary Signal Groups						5,7
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.21	0.05	0.18	0.05	0.05
Intersection LOS	A					
Intersection V/C	0.369					

Intersection Level Of Service Report
Intersection 11: La Paz Road at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name	La Paz Road			La Paz Road			Avila Road			Avila Road		
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	0	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Avila Road			Avila Road		
Base Volume Input [veh/h]	88	378	29	214	440	222	192	221	89	23	226	91
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]	88	378	29	214	440	222	192	221	89	23	226	91
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]	22	95	7	54	110	56	48	55	22	6	57	23
Total Analysis Volume [veh/h]	88	378	29	214	440	222	192	221	89	23	226	91
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.08	0.08	0.13	0.13	0.13	0.11	0.09	0.09	0.01	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.462											

Intersection Level Of Service Report
Intersection 12: Moulton Parkway at Avila Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.364

Intersection Setup

Name	Moulton Parkway		Moulton Parkway		Avila Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
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		No		Yes	

Volumes

Name	Moulton Parkway		Moulton Parkway		Avila Road	
Base Volume Input [veh/h]	160	940	675	143	101	94
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]	160	940	675	143	101	94
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]	40	235	169	36	25	24
Total Analysis Volume [veh/h]	160	940	675	143	101	94
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.18	0.16	0.16	0.06	0.06
Intersection LOS	A					
Intersection V/C	0.364					

Intersection Level Of Service Report
Intersection 13: Alicia Parkway at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.627

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
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	1	0	1	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			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	414	790	190	110	752	222	208	558	533	393	665	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]	414	790	190	110	752	222	208	558	533	393	665	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]	104	198	48	28	188	56	52	140	133	98	166	27
Total Analysis Volume [veh/h]	414	790	190	110	752	222	208	558	533	393	665	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	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.15	0.11	0.03	0.15	0.13	0.06	0.11	0.19	0.12	0.15	0.15
Intersection LOS	B											
Intersection V/C	0.627											

Intersection Level Of Service Report
Intersection 14: La Paz Road at Aliso Creek Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.365

Intersection Setup

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
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	1	0	1	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			Yes		

Volumes

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	141	237	31	158	259	208	162	706	247	19	443	80
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]	141	237	31	158	259	208	162	706	247	19	443	80
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]	35	59	8	40	65	52	41	177	62	5	111	20
Total Analysis Volume [veh/h]	141	237	31	158	259	208	162	706	247	19	443	80
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.05	0.02	0.05	0.08	0.12	0.05	0.14	0.15	0.01	0.10	0.10
Intersection LOS	A											
Intersection V/C	0.365											

Intersection Level Of Service Report
Intersection 15: Moulton Parkway at Aliso Creek Road

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	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
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	0	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			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	424	892	90	75	1194	91	90	67	743	45	41	45
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]	424	892	90	75	1194	91	90	67	743	45	41	45
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]	106	223	23	19	299	23	23	17	186	11	10	11
Total Analysis Volume [veh/h]	424	892	90	75	1194	91	90	67	743	45	41	45
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	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.19	0.19	0.04	0.25	0.25	0.05	0.04	0.31	0.03	0.02	0.03
Intersection LOS	C											
Intersection V/C	0.765											

Intersection Level Of Service Report
Intersection 16: La Paz Road at Rancho Niguel Road

Control Type:	Two-way stop	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.113

Intersection Setup

Name	La Paz Road		La Paz Road		Rancho Niguel Road	
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	1
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]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	La Paz Road		La Paz Road		Rancho Niguel Road	
Base Volume Input [veh/h]	287	29	182	410	40	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]	287	29	182	410	40	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]	72	7	46	103	10	40
Total Analysis Volume [veh/h]	287	29	182	410	40	159
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			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.15	0.00	0.11	0.22
d_M, Delay for Movement [s/veh]	0.00	0.00	8.39	0.00	16.41	11.21
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.51	0.00	0.38	0.81
95th-Percentile Queue Length [ft/ln]	0.00	0.00	12.80	0.00	9.42	20.36
d_A, Approach Delay [s/veh]	0.00		2.58		12.26	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.58					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 17: Moulton Parkway at Rancho Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	40	900	85	501	1395	51	17	182	76	56	143	505
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]	40	900	85	501	1395	51	17	182	76	56	143	505
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	225	21	125	349	13	4	46	19	14	36	126
Total Analysis Volume [veh/h]	40	900	85	501	1395	51	17	182	76	56	143	505
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.19	0.19	0.29	0.28	0.28	0.01	0.15	0.15	0.03	0.08	0.00
Intersection LOS	C											
Intersection V/C	0.723											

Intersection Level Of Service Report
Intersection 18: Greenfield Drive at SR-73 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.464

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
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	0	0	0	1	0	0	0	0	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	No			No			Yes			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	251	68	0	0	146	13	0	0	0	433	0	65
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]	251	68	0	0	146	13	0	0	0	433	0	65
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]	63	17	0	0	37	3	0	0	0	108	0	16
Total Analysis Volume [veh/h]	251	68	0	0	146	13	0	0	0	433	0	65
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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.04	0.00	0.00	0.09	0.01	0.00	0.00	0.00	0.25	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.464											

Intersection Level Of Service Report
Intersection 19: Greenfield Drive at SR-73 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
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	1	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	No			No			Yes			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	303	360	56	537	0	11	0	316	0	0	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	303	360	56	537	0	11	0	316	0	0	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	76	90	14	134	0	3	0	79	0	0	0
Total Analysis Volume [veh/h]	0	303	360	56	537	0	11	0	316	0	0	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	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.20	0.03	0.16	0.00	0.01	0.00	0.10	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.374											

Intersection Level Of Service Report
Intersection 20: Greenfield Drive at Rancho Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
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	0	1	0	1	1	0	1	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			Yes		

Volumes

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	364	303	119	66	480	338	307	66	212	151	74	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]	364	303	119	66	480	338	307	66	212	151	74	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]	91	76	30	17	120	85	77	17	53	38	19	8
Total Analysis Volume [veh/h]	364	303	119	66	480	338	307	66	212	151	74	33
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.12	0.12	0.04	0.14	0.20	0.09	0.11	0.12	0.09	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.569											

Intersection Level Of Service Report
Intersection 21: Greenfield Drive at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	Greenfield Drive			Greenfield Drive			Crown Valley Parkway			Crown Valley Parkway		
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	1	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		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Greenfield Drive			Greenfield Drive			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	27	21	24	551	58	213	325	938	10	36	1166	581
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	21	24	551	58	213	325	938	10	36	1166	581
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	5	6	138	15	53	81	235	3	9	292	145
Total Analysis Volume [veh/h]	27	21	24	551	58	213	325	938	10	36	1166	581
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	Split	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	0	8	0	0	4	4	5	2	0	1	6	6
Auxiliary Signal Groups						4,5						4,6
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.03	0.16	0.03	0.03	0.10	0.19	0.19	0.02	0.23	0.18
Intersection LOS	A											
Intersection V/C	0.563											

Intersection Level Of Service Report
Intersection 22: Cabot Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.605

Intersection Setup

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
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	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			Yes			Yes		

Volumes

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	169	249	297	295	258	253	222	1260	128	513	1452	188
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]	169	249	297	295	258	253	222	1260	128	513	1452	188
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	62	74	74	65	63	56	315	32	128	363	47
Total Analysis Volume [veh/h]	169	249	297	295	258	253	222	1260	128	513	1452	188
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.11	0.11	0.09	0.10	0.10	0.07	0.20	0.20	0.15	0.21	0.11
Intersection LOS	B											
Intersection V/C	0.605											

Intersection Level Of Service Report
Intersection 23: Forbes Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

Intersection Setup

Name	Forbes Road			Forbes Road			Crown Valley Parkway			Crown Valley Parkway		
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	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Forbes Road			Forbes Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	136	6	105	105	8	208	135	1653	59	139	1866	306
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]	136	6	105	105	8	208	135	1653	59	139	1866	306
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]	34	2	26	26	2	52	34	413	15	35	467	77
Total Analysis Volume [veh/h]	136	6	105	105	8	208	135	1653	59	139	1866	306
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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.07	0.07	0.03	0.00	0.12	0.04	0.25	0.25	0.04	0.27	0.18
Intersection LOS	A											
Intersection V/C	0.526											

Intersection Level Of Service Report
Intersection 24: I-5 SB Ramps at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.598

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
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	1	0	0	1	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			No			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	987	0	846	0	1650	230	356	1346	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	987	0	846	0	1650	230	356	1346	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	247	0	212	0	413	58	89	337	0
Total Analysis Volume [veh/h]	0	0	0	987	0	846	0	1650	230	356	1346	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	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.19	0.00	0.25	0.00	0.19	0.14	0.10	0.26	0.00
Intersection LOS	A											
Intersection V/C	0.598											

Intersection Level Of Service Report
Intersection 25: I-5 NB Ramps at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.453

Intersection Setup

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
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	0	0	0	0	0	1	0	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			No			No			No		

Volumes

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	204	0	377	0	0	0	0	1985	664	0	1478	1248
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]	204	0	377	0	0	0	0	1985	664	0	1478	1248
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]	51	0	94	0	0	0	0	496	166	0	370	312
Total Analysis Volume [veh/h]	204	0	377	0	0	0	0	1985	664	0	1478	1248
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	Unsigna	Permiss	Permiss	Unsigna
Signal Group	3	0	0	0	0	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.11	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.29	0.00
Intersection LOS	A											
Intersection V/C	0.453											

Intersection Level Of Service Report
Intersection 26: Kaleidoscope at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

Intersection Setup

Name	Kaleidoscope			Kaleidoscope			Crown Valley Parkway			Crown Valley Parkway		
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	0	1	0	1	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	Kaleidoscope			Kaleidoscope			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	73	7	37	30	7	53	128	2104	43	69	2570	16
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]	73	7	37	30	7	53	128	2104	43	69	2570	16
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]	18	2	9	8	2	13	32	526	11	17	643	4
Total Analysis Volume [veh/h]	73	7	37	30	7	53	128	2104	43	69	2570	16
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	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.03	0.01	0.01	0.03	0.04	0.32	0.32	0.04	0.38	0.38
Intersection LOS	A											
Intersection V/C	0.534											

Intersection Level Of Service Report

Intersection 27: Puerta Real/Shops at Mission Viejo at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	Shops at Mission Viejo			Puerta Real			Crown Valley Parkway			Crown Valley Parkway		
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	1	0	1	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			Yes		

Volumes

Name	Shops at Mission Viejo			Puerta Real			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	409	24	115	79	38	259	233	1725	418	94	1842	59
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]	409	24	115	79	38	259	233	1725	418	94	1842	59
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	6	29	20	10	65	58	431	105	24	461	15
Total Analysis Volume [veh/h]	409	24	115	79	38	259	233	1725	418	94	1842	59
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	3	8	0	7	4	4	5	2	2	1	6	0
Auxiliary Signal Groups						4,5			2,3			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.07	0.05	0.02	0.01	0.07	0.25	0.13	0.03	0.28	0.28
Intersection LOS	A											
Intersection V/C	0.541											

Intersection Level Of Service Report
Intersection 28: Dr Guevara Way/Medical Center Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.495

Intersection Setup

Name	Medical Center Road			Dr Guevara Way			Crown Valley Parkway			Crown Valley Parkway		
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	0	0	0	1	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			No			Yes		

Volumes

Name	Medical Center Road			Dr Guevara Way			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	397	14	53	44	12	82	54	1651	145	55	1562	28
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]	397	14	53	44	12	82	54	1651	145	55	1562	28
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]	99	4	13	11	3	21	14	413	36	14	391	7
Total Analysis Volume [veh/h]	397	14	53	44	12	82	54	1651	145	55	1562	28
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	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.04	0.04	0.03	0.03	0.05	0.03	0.26	0.26	0.02	0.23	0.23
Intersection LOS	A											
Intersection V/C	0.495											

Intersection Level Of Service Report
Intersection 29: Cabot Road at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

Intersection Setup

Name	Cabot Road		Paseo de Colinas		Paseo de Colinas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Cabot Road		Paseo de Colinas		Paseo de Colinas	
Base Volume Input [veh/h]	126	484	279	614	717	149
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]	126	484	279	614	717	149
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]	32	121	70	154	179	37
Total Analysis Volume [veh/h]	126	484	279	614	717	149
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	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.16	0.18	0.25	0.25
Intersection LOS	B					
Intersection V/C	0.611					

Intersection Level Of Service Report
Intersection 30: Camino Capistrano at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Paseo de Colinas	
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	1	1	0	1	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	No		Yes		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Paseo de Colinas	
Base Volume Input [veh/h]	259	667	169	423	718	69
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]	259	667	169	423	718	69
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]	65	167	42	106	180	17
Total Analysis Volume [veh/h]	259	667	169	423	718	69
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	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.20	0.10	0.25	0.21	0.23
Intersection LOS	A					
Intersection V/C	0.577					

Intersection Level Of Service Report
Intersection 31: Camino Capistrano at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
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	1	1	0	0	1
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	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Avery Parkway	
Base Volume Input [veh/h]	172	208	946	214	671	839
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]	172	208	946	214	671	839
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]	43	52	237	54	168	210
Total Analysis Volume [veh/h]	172	208	946	214	671	839
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	Split	Split	Split	Split	Permissive	Overlap
Signal Group	6	0	0	2	7	7
Auxiliary Signal Groups						2,7
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.06	0.19	0.23	0.39	0.06
Intersection LOS	C					
Intersection V/C	0.773					

Intersection Level Of Service Report
Intersection 32: I-5 SB Ramps at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.522

Intersection Setup

Name	I-5 SB Ramps			I-5 SB Ramps			Avery Parkway			Avery Parkway		
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	1	0	0	1	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			No			No		

Volumes

Name	I-5 SB Ramps			I-5 SB Ramps			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	0	0	0	319	2	908	0	915	209	280	542	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	319	2	908	0	915	209	280	542	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	80	1	227	0	229	52	70	136	0
Total Analysis Volume [veh/h]	0	0	0	319	2	908	0	915	209	280	542	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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	7	0	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.00	0.27	0.00	0.11	0.12	0.08	0.11	0.00
Intersection LOS	A											
Intersection V/C	0.522											

Intersection Level Of Service Report
Intersection 33: I-5 NB Ramps at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name	I-5 NB Ramps			I-5 NB Ramps			Avery Parkway			Avery Parkway		
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	0	0	0	1	0	0	0	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			No			No			No		

Volumes

Name	I-5 NB Ramps			I-5 NB Ramps			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	166	25	230	0	0	0	583	667	0	0	545	475
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]	166	25	230	0	0	0	583	667	0	0	545	475
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	6	58	0	0	0	146	167	0	0	136	119
Total Analysis Volume [veh/h]	166	25	230	0	0	0	583	667	0	0	545	475
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	Permiss	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	0	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.08	0.00	0.00	0.00	0.17	0.13	0.00	0.00	0.08	0.28
Intersection LOS	A											
Intersection V/C	0.579											

Intersection Level Of Service Report
Intersection 34: Marguerite Parkway at Avery Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Marguerite Parkway			Marguerite Parkway			Avery Parkway			Avery Parkway		
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	0	1	0	1	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			Yes			Yes		

Volumes

Name	Marguerite Parkway			Marguerite Parkway			Avery Parkway			Avery Parkway		
Base Volume Input [veh/h]	276	346	16	87	509	502	455	98	377	30	152	69
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]	276	346	16	87	509	502	455	98	377	30	152	69
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]	69	87	4	22	127	126	114	25	94	8	38	17
Total Analysis Volume [veh/h]	276	346	16	87	509	502	455	98	377	30	152	69
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.11	0.11	0.05	0.15	0.30	0.13	0.03	0.22	0.02	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.666											

Intersection Level Of Service Report
Intersection 35: Alicia Parkway at Highlands Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.422

Intersection Setup

Name	Alicia Parkway		Alicia Parkway		Highlands Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	1
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		No		Yes	

Volumes

Name	Alicia Parkway		Alicia Parkway		Highlands Avenue	
Base Volume Input [veh/h]	19	1119	1196	400	164	21
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]	19	1119	1196	400	164	21
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]	5	280	299	100	41	5
Total Analysis Volume [veh/h]	19	1119	1196	400	164	21
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.22	0.31	0.31	0.05	0.01
Intersection LOS	A					
Intersection V/C	0.422					

Intersection Level Of Service Report
Intersection 36: Moulton Parkway/Golden Lantern at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name	Golden Lantern			Moulton Parkway			Crown Valley Parkway			Crown Valley Parkway		
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	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			Yes			Yes		

Volumes

Name	Golden Lantern			Moulton Parkway			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	148	582	235	165	1017	181	169	863	140	397	840	129
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]	148	582	235	165	1017	181	169	863	140	397	840	129
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]	37	146	59	41	254	45	42	216	35	99	210	32
Total Analysis Volume [veh/h]	148	582	235	165	1017	181	169	863	140	397	840	129
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	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.11	0.02	0.05	0.20	0.11	0.05	0.17	0.08	0.12	0.16	0.08
Intersection LOS	A											
Intersection V/C	0.579											

Intersection Level Of Service Report
Intersection 37: Highlands Avenue at Niguel Road

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.173

Intersection Setup

Name	Highlands Avenue			Highlands Avenue			Niguel Road			Niguel Road		
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	0	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]	40.00			40.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Highlands Avenue			Highlands Avenue			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	22	53	25	12	58	72	44	31	7	14	45	23
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]	22	53	25	12	58	72	44	31	7	14	45	23
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]	6	13	6	3	15	18	11	8	2	4	11	6
Total Analysis Volume [veh/h]	22	53	25	12	58	72	44	31	7	14	45	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	627	717	635	752	612	669	703	611	668	732
Degree of Utilization, x	0.04	0.11	0.02	0.17	0.07	0.03	0.03	0.02	0.05	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.11	0.36	0.06	0.62	0.23	0.09	0.08	0.07	0.16	0.15
95th-Percentile Queue Length [ft]	2.72	9.12	1.44	15.56	5.79	2.19	2.08	1.76	4.02	3.65
Approach Delay [s/veh]	8.41		8.49		8.61			8.22		
Approach LOS	A		A		A			A		
Intersection Delay [s/veh]	8.44									
Intersection LOS	A									

Intersection Level Of Service Report
Intersection 38: La Paz Road at Crown Valley Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.444

Intersection Setup

Name	La Paz Road		Crown Valley Parkway		Crown Valley Parkway	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	La Paz Road		Crown Valley Parkway		Crown Valley Parkway	
Base Volume Input [veh/h]	95	94	193	1078	1149	90
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]	95	94	193	1078	1149	90
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]	24	24	48	270	287	23
Total Analysis Volume [veh/h]	95	94	193	1078	1149	90
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.11	0.21	0.24	0.24
Intersection LOS	A					
Intersection V/C	0.444					

Intersection Level Of Service Report
Intersection 39: Golden Lantern at Paseo de Colinas

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.758

Intersection Setup

Name	Golden Lantern			Golden Lantern			Paseo de Colinas			Paseo de Colinas		
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	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	No			Yes			Yes			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Paseo de Colinas			Paseo de Colinas		
Base Volume Input [veh/h]	12	808	605	196	1339	7	1	9	6	763	12	168
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]	12	808	605	196	1339	7	1	9	6	763	12	168
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	202	151	49	335	2	0	2	2	191	3	42
Total Analysis Volume [veh/h]	12	808	605	196	1339	7	1	9	6	763	12	168
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.16	0.36	0.12	0.26	0.26	0.00	0.01	0.01	0.22	0.23	0.10
Intersection LOS	C											
Intersection V/C	0.758											

Intersection Level Of Service Report
Intersection 40: Alicia Parkway at Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.487

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	56	802	46	380	1017	73	64	89	52	91	129	397
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]	56	802	46	380	1017	73	64	89	52	91	129	397
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]	14	201	12	95	254	18	16	22	13	23	32	99
Total Analysis Volume [veh/h]	56	802	46	380	1017	73	64	89	52	91	129	397
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.17	0.17	0.11	0.21	0.21	0.04	0.04	0.04	0.05	0.04	0.12
Intersection LOS	A											
Intersection V/C	0.487											

Intersection Level Of Service Report
Intersection 41: Highlands Avenue at Pacific Island Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.269

Intersection Setup

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	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]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	48	58	55	281	404	114
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]	48	58	55	281	404	114
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]	12	15	14	70	101	29
Total Analysis Volume [veh/h]	48	58	55	281	404	114
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.03	0.08	0.15	0.15
Intersection LOS	A					
Intersection V/C	0.269					

Intersection Level Of Service Report
Intersection 42: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.464

Intersection Setup

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
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	0	1	0	0	1	0	1	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			Yes		

Volumes

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	173	664	17	20	797	269	183	18	128	23	28	19
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]	173	664	17	20	797	269	183	18	128	23	28	19
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]	43	166	4	5	199	67	46	5	32	6	7	5
Total Analysis Volume [veh/h]	173	664	17	20	797	269	183	18	128	23	28	19
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.13	0.13	0.01	0.21	0.21	0.05	0.06	0.08	0.01	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.464											

Intersection Level Of Service Report
Intersection 43: Crown Valley Parkway at Niguel Road

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			NIguel Road			Niguel Road		
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	0	1	0	1	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			NIguel Road			Niguel Road		
Base Volume Input [veh/h]	95	508	225	257	273	42	98	777	112	255	674	245
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]	95	508	225	257	273	42	98	777	112	255	674	245
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]	24	127	56	64	68	11	25	194	28	64	169	61
Total Analysis Volume [veh/h]	95	508	225	257	273	42	98	777	112	255	674	245
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	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.14	0.14	0.08	0.05	0.00	0.03	0.26	0.26	0.15	0.20	0.07
Intersection LOS	B											
Intersection V/C	0.681											

Intersection Level Of Service Report
Intersection 44: Crown Valley Parkway at Alicia Parkway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
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	0	1	0	0	1	0	1	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	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	536	712	49	94	494	123	149	78	720	27	87	71
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]	536	712	49	94	494	123	149	78	720	27	87	71
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]	134	178	12	24	124	31	37	20	180	7	22	18
Total Analysis Volume [veh/h]	536	712	49	94	494	123	149	78	720	27	87	71
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	Permiss	Split	Split	Overlap	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.15	0.15	0.06	0.12	0.12	0.09	0.05	0.05	0.02	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.471											

Intersection Level Of Service Report
Intersection 45: Pacific Island Drive at Club House Drive

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.098

Intersection Setup

Name	Pacific Island Drive			Pacific Island Drive			Club House Drive			Club House Drive		
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	0	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]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Pacific Island Drive			Pacific Island Drive			Club House Drive			Club House Drive		
Base Volume Input [veh/h]	10	230	8	91	290	25	31	3	6	7	6	52
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	230	8	91	290	25	31	3	6	7	6	52
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	58	2	23	73	6	8	1	2	2	2	13
Total Analysis Volume [veh/h]	10	230	8	91	290	25	31	3	6	7	6	52
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	0.00	0.00	0.07	0.00	0.00	0.10	0.01	0.01	0.02	0.02	0.06
d_M, Delay for Movement [s/veh]	7.92	0.00	0.00	7.91	0.00	0.00	17.58	16.51	9.30	15.19	16.92	9.35
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.22	0.00	0.00	0.32	0.05	0.05	0.06	0.25	0.25
95th-Percentile Queue Length [ft/ln]	0.61	0.00	0.00	5.52	0.00	0.00	8.05	1.26	1.26	1.48	6.18	6.18
d_A, Approach Delay [s/veh]	0.32			1.77			16.25			10.67		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	2.82											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 46: Niguel Road at Marina Hills Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.378

Intersection Setup

Name	Niguel Road		Niguel Road		Marina Hills Drive	
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	1	1
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	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	430	181	233	439	183	224
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]	430	181	233	439	183	224
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]	108	45	58	110	46	56
Total Analysis Volume [veh/h]	430	181	233	439	183	224
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.18	0.07	0.13	0.05	0.08
Intersection LOS	A					
Intersection V/C	0.378					

Intersection Level Of Service Report
Intersection 47: Golden Lantern at Marina Hills Drive/Camino Los Padres

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.491

Intersection Setup

Name	Golden Lantern			Golden Lantern			Marina Hills Drive			Camino Los Padres		
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	0	1	0	1	1	0	1	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			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Marina Hills Drive			Camino Los Padres		
Base Volume Input [veh/h]	124	888	5	23	1356	267	333	5	141	5	3	7
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]	124	888	5	23	1356	267	333	5	141	5	3	7
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]	31	222	1	6	339	67	83	1	35	1	1	2
Total Analysis Volume [veh/h]	124	888	5	23	1356	267	333	5	141	5	3	7
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	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.18	0.18	0.01	0.27	0.16	0.10	0.10	0.08	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.491											

Intersection Level Of Service Report
Intersection 48: Crown Valley Parkway at Club House Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.442

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Club House Drive			Club House Drive		
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	0	1	0	0	1	0	0	0	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			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			Club House Drive			Club House Drive		
Base Volume Input [veh/h]	31	1070	68	133	924	33	22	24	37	41	18	132
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]	31	1070	68	133	924	33	22	24	37	41	18	132
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	268	17	33	231	8	6	6	9	10	5	33
Total Analysis Volume [veh/h]	31	1070	68	133	924	33	22	24	37	41	18	132
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	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.22	0.22	0.08	0.19	0.19	0.01	0.04	0.04	0.02	0.03	0.08
Intersection LOS	A											
Intersection V/C	0.442											

Intersection Level Of Service Report
Intersection 49: Niguel Road at Club House Drive

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.363

Intersection Setup

Name	Niguel Road		Niguel Road		Club House Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	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		No		Yes	

Volumes

Name	Niguel Road		Niguel Road		Club House Drive	
Base Volume Input [veh/h]	87	535	505	36	87	87
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]	87	535	505	36	87	87
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]	22	134	126	9	22	22
Total Analysis Volume [veh/h]	87	535	505	36	87	87
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	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.16	0.16	0.16	0.05	0.10
Intersection LOS	A					
Intersection V/C	0.363					

Intersection Level Of Service Report
Intersection 50: Niguel Road at Beacon Hill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.294

Intersection Setup

Name	Niguel Road		Niguel Road		Beacon Hill Way	
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	1
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	No		Yes		Yes	

Volumes

Name	Niguel Road		Niguel Road		Beacon Hill Way	
Base Volume Input [veh/h]	629	23	55	546	17	33
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]	629	23	55	546	17	33
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]	157	6	14	137	4	8
Total Analysis Volume [veh/h]	629	23	55	546	17	33
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	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.19	0.03	0.16	0.01	0.02
Intersection LOS	A					
Intersection V/C	0.294					

Intersection Level Of Service Report
Intersection 51: Golden Lantern at Beacon Hill Way

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.326

Intersection Setup

Name	Golden Lantern		Golden Lantern		Beacon Hill Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
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		No		Yes	

Volumes

Name	Golden Lantern		Golden Lantern		Beacon Hill Way	
Base Volume Input [veh/h]	40	967	1064	72	51	45
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]	40	967	1064	72	51	45
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]	10	242	266	18	13	11
Total Analysis Volume [veh/h]	40	967	1064	72	51	45
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	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.19	0.22	0.22	0.03	0.03
Intersection LOS	A					
Intersection V/C	0.326					

Intersection Level Of Service Report
Intersection 52: Niguel Road at Ridgeway Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.303

Intersection Setup

Name	Niguel Road			Niguel Road			Ridgeway Avenue			Ridgeway Avenue		
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	0	1	0	0	0	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			Yes		

Volumes

Name	Niguel Road			Niguel Road			Ridgeway Avenue			Ridgeway Avenue		
Base Volume Input [veh/h]	6	516	75	66	449	21	15	3	7	44	1	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]	6	516	75	66	449	21	15	3	7	44	1	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]	2	129	19	17	112	5	4	1	2	11	0	12
Total Analysis Volume [veh/h]	6	516	75	66	449	21	15	3	7	44	1	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	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.17	0.17	0.04	0.14	0.14	0.01	0.01	0.01	0.03	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.303											

Intersection Level Of Service Report

Intersection 53: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.510

Intersection Setup

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
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	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			Yes			Yes		

Volumes

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	101	1036	225	209	769	12	14	72	78	195	100	214
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]	101	1036	225	209	769	12	14	72	78	195	100	214
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]	25	259	56	52	192	3	4	18	20	49	25	54
Total Analysis Volume [veh/h]	101	1036	225	209	769	12	14	72	78	195	100	214
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.20	0.13	0.12	0.23	0.01	0.01	0.04	0.05	0.06	0.06	0.13
Intersection LOS	A											
Intersection V/C	0.510											

Intersection Level Of Service Report
Intersection 54: Niguel Road at Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
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	0	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		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	131	447	181	224	283	31	62	403	110	179	368	189
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]	131	447	181	224	283	31	62	403	110	179	368	189
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]	33	112	45	56	71	8	16	101	28	45	92	47
Total Analysis Volume [veh/h]	131	447	181	224	283	31	62	403	110	179	368	189
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.12	0.12	0.13	0.06	0.06	0.04	0.15	0.15	0.05	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.508											

Intersection Level Of Service Report
Intersection 55: Golden Lantern at Camino Del Avion

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

Intersection Setup

Name	Golden Lantern			Golden Lantern			Camino Del Avion			Camino Del Avion		
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	0	1	0	1	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			Yes		

Volumes

Name	Golden Lantern			Golden Lantern			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	180	598	120	266	721	187	165	433	178	157	368	217
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]	180	598	120	266	721	187	165	433	178	157	368	217
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]	45	150	30	67	180	47	41	108	45	39	92	54
Total Analysis Volume [veh/h]	180	598	120	266	721	187	165	433	178	157	368	217
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	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.21	0.21	0.16	0.21	0.11	0.10	0.18	0.18	0.09	0.17	0.17
Intersection LOS	B											
Intersection V/C	0.690											