APPENDIX J

TRAFFIC IMPACT ANALYSIS

This page intentionally left blank

TRAFFIC IMPACT ANALYSIS

GANAHL LUMBER DEVELOPMENT PROJECT

SAN JUAN CAPISTRANO, ORANGE COUNTY, CALIFORNIA

This Traffic Impact Analysis has been prepared under the supervision of
Ambarish Mukherjee, P.E.

LSA

April 2020

TRAFFIC IMPACT ANALYSIS

GANAHL LUMBER DEVELOPMENT PROJECT

SAN JUAN CAPISTRANO, ORANGE COUNTY, CALIFORNIA

Submitted to:

City of San Juan Capistrano
32400 Paseo Adelanto
San Juan Capistrano, California 92675

Prepared by:

LSA
20 Executive Park, Suite 200
Irvine, California 92614-4731
(949) 553-0666

Project No. JCA1803

LSA

April 2020

EXECUTIVE SUMMARY

The purpose of this Traffic Impact Analysis (TIA) is to determine the potential traffic impacts resulting from the proposed Ganahl Lumber Development Project (project). The project site is immediately north of Stonehill Drive between the San Juan Creek Channel/Trail and the BNSF Railway line in San Juan Capistrano, California. Vehicle access is proposed via a signalized driveway along Stonehill Drive at the southwestern corner of the project site.

The project proposes the development of a 161,385-square-foot (sf) Ganahl Lumber hardware store and lumber yard (inclusive of 16,311 sf of overhang areas), a 399-space vehicle storage facility, and fast-food restaurant use. Four project alternatives are currently being considered. Each project alternative includes the 161,385 sf Ganahl Lumber hardware store and lumber yard and a 399-space vehicle storage facility. The four project alternatives, with different fast-food restaurant square footages, are listed below.

- Preferred Project: 6,000 sf of fast-food restaurant use
- Project Alternative 1: no fast-food restaurant use
- Project Alternative 2: 2,000 sf of fast-food restaurant use
- Project Alternative 3: 4,000 sf of fast-food restaurant use

This study focuses on the a.m. peak-hour and p.m. peak-hour levels of service (LOS) at 12 intersections and daily LOS at eight roadway segments. Project impacts were determined based on an analysis of Existing, Existing Plus Project (each alternative), Existing Plus Project (each alternative) Plus Cumulative, and Buildout (including each project alternative) conditions.

Based on the results of this analysis, the intersection of Del Obispo Street/Stonehill Drive would be significantly impacted by the Preferred Project (6,000 sf of fast-food restaurant use) and Project Alternative 3 (4,000 sf of fast-food restaurant use). This intersection would not be significantly impacted by Project Alternative 1 (no fast-food restaurant use) or Project Alternative 2 (2,000 sf of fast-food restaurant use). Two roadway segments along Stonehill Drive (between Del Obispo Street and the project driveway and between the project driveway and Camino Capistrano) would be significantly impacted by the Preferred Project, Project Alternative 2, and Project Alternative 3. One roadway segment along Stonehill Drive (between the project driveway and Camino Capistrano) would be impacted by Project Alternative 1.

Based on the site plan layout, adequate access and on-site circulation would be provided. A traffic signal is warranted at the project driveway for the Preferred Project, Project Alternative 2, and Project Alternative 3. A traffic signal is not warranted under Project Alternative 1.

A summary of each project alternative is provided in Table A.

LSA

Table A: Project Alternatives Summary

Ganahl Lumber Development Project 161,385 sf Hardware Store and Lumber Yard 399-space Vehicle Storage Facility Fast-Food Restaurant Use (4 Alternatives)	**Significant Project Impact**									
		Existing Plus Project			**Existing Plus Project Plus Cumulative**			**Buildout**		
	Facility Type	**AM**	**PM**	**Daily**	**AM**	**PM**	**Daily**	**AM**	**PM**	**Daily**
Preferred Project	**Intersection**	**No**	**No**	**-**	**Yes[1]**	**No**	**-**	**Yes[1]**	**No**	**-**
6,000 sf of Fast-Food Restaurant Use	**Roadway Segment**	**-**	**-**	**Yes[2]**	**-**	**-**	**Yes[2]**	**-**	**-**	**Yes[2]**
Project Alternative 1	**Intersection**	**No**	**No**	**-**	**No**	**No**	**-**	**No**	**No**	**-**
No Fast-Food Restaurant Use	**Roadway Segment**	**-**	**-**	**Yes[3]**	**-**	**-**	**Yes[3]**	**-**	**-**	**Yes[3]**
Project Alternative 2	**Intersection**	**No**	**No**	**-**	**No**	**No**	**-**	**No**	**No**	**-**
2,000 sf of Fast-Food Restaurant Use	**Roadway Segment**	**-**	**-**	**Yes[2]**	**-**	**-**	**Yes[2]**	**-**	**-**	**Yes[2]**
Project Alternative 3	**Intersection**	**No**	**No**	**-**	**Yes[1]**	**No**	**-**	**Yes[1]**	**No**	**-**
4,000 sf of Fast-Food Restaurant Use	**Roadway Segment**	**-**	**-**	**Yes[2]**	**-**	**-**	**Yes[2]**	**-**	**-**	**Yes[2]**

[1] Intersection impact at Del Obispo Street/Stonehill Drive.

[2] Roadway segment impacts at Stonehill Drive between Camino Capistrano and Project Driveway, and Stonehill Drive between Project Driveway and Del Obispo Street.

[3] Roadway segment impact at Stonehill Drive between Camino Capistrano and Project Driveway.

sf = square-foot/square feet

TABLE OF CONTENTS

EXECUTIVE SUMMARY i
TABLE OF CONTENTS iii
FIGURES AND TABLES iv
LIST OF ABBREVIATIONS AND ACRONYMS viii
INTRODUCTION 1
PROJECT DESCRIPTION 4
ANALYSIS METHODOLOGY 5
Study Area 5
Intersection LOS Methodologies 6
Roadway Segment LOS Methodology 7
Threshold of Significance 7
EXISTING BASELINE CONDITION 9
Existing Circulation System 9
Pedestrian Circulation 10
Bicycle Circulation 10
Transit Facilities 10
Existing Traffic Volumes and LOS Analysis 10
PROJECT CONDITION 13
Trip Generation 13
Trip Distribution and Assignment 21
EXISTING PLUS PROJECT CONDITION 21
Preferred Project (6,000 sf of Fast-Food Restaurant Use) 31
Project Alternative 1 (No Fast-Food Restaurant Use) 31
Project Alternative 2 (2,000 sf of Fast-Food Restaurant Use) 39
Project Alternative 3 (4,000 sf of Fast-Food Restaurant Use) 45
EXISTING PLUS PROJECT PLUS CUMULATIVE CONDITION 45
Preferred Project (6,000 sf of Fast-Food Restaurant Use) 54
Project Alternative 1 (No Fast-Food Restaurant Use) 54
Project Alternative 2 (2,000 sf of Fast-Food Restaurant Use) 60
Project Alternative 3 (4,000 sf of Fast-Food Restaurant Use) 67
BUILD OUT CONDITION 72
Preferred Project (6,000 sf of Fast-Food Restaurant Use) 76
Project Alternative 1 (No Fast-Food Restaurant Use) 81
Project Alternative 2 (2,000 sf of Fast-Food Restaurant Use) 81
Project Alternative 3 (4,000 sf of Fast-Food Restaurant Use) 89
ACCESS AND ON-SITE CIRCULATION ANALYSIS 94
SIGNAL WARRANT ANALYSIS 94

CONSTRUCTION ANALYSIS 96
CONCLUSIONS 101
REFERENCES 101

APPENDICES

A: Existing Traffic Volumes
B: ICU Worksheets
C: HCM Worksheets
D: Ganahl Trip Generation Surveys
E: Cumulative Project Information
F: OCTAM Outputs
G: CAMUTCD Signal Warrant Analysis Worksheets

FIGURES AND TABLES

FIGURES

Figure 1: Project Vicinity 2
Figure 2: Conceptual Site Plan 3
Figure 3: Existing Geometrics 11
Figure 4: Existing Peak-Hour Volumes 12
Figure 5a: Preferred Project Trip Distribution and Assignment 22
Figure 5b: Project Alternative 1 Trip Distribution and Assignment 23
Figure 5c: Project Alternative 2 Trip Distribution and Assignment 24
Figure 5d: Project Alternative 3 Trip Distribution and Assignment 25
Figure 6: Existing Ganahl Trip Distribution and Assignment (Trips to Be Removed) 26
Figure 7a: Net Preferred Project Trip Distribution and Assignment (Proposed – Existing Ganahl) 27
Figure 7b: Net Project Alternative 1 Trip Distribution and Assignment (Proposed – Existing Ganahl) 28
Figure 7c: Net Project Alternative 2 Trip Distribution and Assignment (Proposed – Existing Ganahl) 29
Figure 7d: Net Project Alternative 3 Trip Distribution and Assignment (Proposed – Existing Ganahl) 30
Figure 8a: Existing Plus Preferred Project Peak-Hour Volumes 32
Figure 8b: Existing Plus Project Alternative 1 Peak-Hour Volumes 36
Figure 8c: Existing Plus Project Alternative 2 Peak-Hour Volumes 41
Figure 8d: Existing Plus Project Alternative 3 Peak-Hour Volumes 46
Figure 9: Locations of Cumulative Projects 50
Figure 10: Cumulative Projects Peak-Hour Volumes 53
Figure 11a: Existing Plus Preferred Project Plus Cumulative Peak-Hour Volumes 55
Figure 11b: Existing Plus Project Alternative 1 Plus Cumulative Peak-Hour Volumes 59
Figure 11c: Existing Plus Project Alternative 2 Plus Cumulative Peak-Hour Volumes 64
Figure 11d: Existing Plus Project Alternative 3 Plus Cumulative Peak-Hour Volumes 69
Figure 12: Buildout Geometrics 75
Figure 13a: Buildout (Preferred Project) Peak-Hour Volumes 77
Figure 13b: Buildout (Project Alternative 1) Peak-Hour Volumes 82
Figure 13c: Buildout (Project Alternative 2) Peak-Hour Volumes 86
Figure 13d: Buildout (Project Alternative 3) Peak-Hour Volumes 91

TABLES

Table A: Project Alternatives Summary ii
Table B: Existing Intersection Level of Service Summary (ICU) 14
Table C: Existing Intersection Level of Service Summary (HCM) 15
Table D: Existing Roadway Segment Level of Service Summary 16
Table E: Preferred Project Trip Generation Summary 17
Table F: Project Alternative 1 Trip Generation Summary 18
Table G: Project Alternative 2 Trip Generation Summary 19

Table H: Project Alternative 3 Trip Generation Summary 20
Table I: Existing Plus Preferred Project Intersection Level of Service Summary (ICU) 33
Table J: Existing Plus Preferred Project Intersection Level of Service Summary (HCM) 34
Table K: Existing Plus Preferred Project Roadway Segment Level of Service Summary 35
Table L: Existing Plus Project Alternative 1 Intersection Level of Service Summary (ICU) 37
Table M: Existing Plus Project Alternative 1 Intersection Level of Service Summary (HCM) 38
Table N: Existing Plus Project Alternative 1 Roadway Segment Level of Service Summary 40
Table O: Existing Plus Project Alternative 2 Intersection Level of Service Summary (ICU) 42
Table P: Existing Plus Project Alternative 2 Intersection Level of Service Summary (HCM) 43
Table Q: Existing Plus Project Alternative 2 Roadway Segment Level of Service Summary 44
Table R: Existing Plus Project Alternative 3 Intersection Level of Service Summary (ICU) 47
Table S: Existing Plus Project Alternative 3 Intersection Level of Service Summary (HCM) 48
Table T: Existing Plus Project Alternative 3 Roadway Segment Level of Service Summary 49
Table U: Cumulative Projects Summary 51
Table V: Cumulative Projects Trip Generation Summary 52
Table W: Existing Plus Preferred Project Plus Cumulative Intersection Level of Service Summary (ICU) 56
Table X: Existing Plus Preferred Project Plus Cumulative Intersection Level of Service Summary (HCM) 57
Table Y: Existing Plus Preferred Project Plus Cumulative Roadway Segment Level of Service Summary 58
Table Z: Existing Plus Project Alternative 1 Plus Cumulative Intersection Level of Service Summary (ICU) 61
Table AA: Existing Plus Project Alternative 1 Plus Cumulative Intersection Level of Service Summary (HCM) 62
Table AB: Existing Plus Project Alternative 1 Plus Cumulative Roadway Segment Level of Service Summary 63
Table AC: Existing Plus Project Alternative 2 Plus Cumulative Intersection Level of Service Summary (ICU) 65
Table AD: Existing Plus Project Alternative 2 Plus Cumulative Intersection Level of Service Summary (HCM) 66
Table AE: Existing Plus Project Alternative 2 Plus Cumulative Roadway Segment Level of Service Summary 68
Table AF: Existing Plus Project Alternative 3 Plus Cumulative Intersection Level of Service Summary (ICU) 70
Table AG: Existing Plus Project Alternative 3 Plus Cumulative Intersection Level of Service Summary (HCM) 71
Table AH: Existing Plus Project Alternative 3 Plus Cumulative Roadway Segment Level of Service Summary 73
Table AI: Buildout (Preferred Project) Intersection Level of Service Summary (ICU) 78
Table AJ: Buildout (Preferred Project) Intersection Level of Service Summary (HCM) 79
Table AK: Buildout (Preferred Project) Roadway Segment Level of Service Summary 80
Table AL: Buildout (Project Alternative 1) Intersection Level of Service Summary (ICU) 83
Table AM: Buildout (Project Alternative 1) Intersection Level of Service Summary (HCM) 84
Table AN: Buildout (Project Alternative 1) Roadway Segment Level of Service Summary 85

Table AO: Buildout (Project Alternative 2) Intersection Level of Service Summary (ICU) 87
Table AP: Buildout (Project Alternative 2) Intersection Level of Service Summary (HCM)..... 88
Table AQ: Buildout (Project Alternative 2) Roadway Segment Level of Service Summary..... 90
Table AR: Buildout (Project Alternative 3) Intersection Level of Service Summary (ICU)..... 92
Table AS: Buildout (Project Alternative 3) Intersection Level of Service Summary (HCM)..... 93
Table AT: Buildout (Project Alternative 3) Roadway Segment Level of Service Summary 95
Table AU: Preferred Project Signal Warrant Analysis..... 97
Table AV: Project Alternative 1 Signal Warrant Analysis 98
Table AW: Project Alternative 2 Signal Warrant Analysis 99
Table AX: Project Alternative 3 Signal Warrant Analysis..... 100

LIST OF ABBREVIATIONS AND ACRONYMS

ac	acre(s)
ADT	average daily traffic
APN	Assessor's Parcel Number
CEQA	California Environmental Quality Act
City	City of San Juan Capistrano
CMP	Congestion Management Program
ft	foot/feet
HCM	Highway Capacity Manual
I-5	Interstate 5
ICU	intersection capacity utilization
ITE	Institute of Transportation Engineers
LOS	level of service
mi	mile(s)
MPAH	Master Plan of Arterial Highways
mph	miles per hour
NCHRP	National Cooperative Highway Research Program
NDS	National Data & Surveying Services
OCTA	Orange County Transportation Authority
OCTAM	Orange County Transportation Analysis Model
PCE	passenger car equivalent
project	Ganahl Lumber Development Project
RV	recreational vehicle
SCAG	Southern California Association of Governments
sf	square feet
SR-1	State Route 1
TAZ	Traffic Analysis Zone
TIA	Traffic Impact Analysis
v/c	volume-to-capacity
TRB	Transportation Research Board
vph	vehicles per hour

TRAFFIC IMPACT ANALYSIS
GANAHL LUMBER DEVELOPMENT PROJECT

INTRODUCTION

The purpose of this Traffic Impact Analysis (TIA) is to identify the potential traffic and circulation impacts associated with the proposed Ganahl Lumber Development Project (project) located immediately north of Stonehill Drive between the San Juan Creek Channel/Trail and the BNSF Railway line in San Juan Capistrano, California. The site is currently developed/used as a vehicle storage facility with 752 spaces. The project establishes a plan for the development of a 161,385-square-foot (sf) Ganahl Lumber hardware store and lumber yard (inclusive of 16,311 sf of overhang areas), a 399-space vehicle storage facility, and fast-food restaurant use.

Four project alternatives are currently being considered. Each project alternative includes the 161,385 sf Ganahl Lumber hardware store and lumber yard, as well as a 399-space vehicle storage facility, with different square footages for the fast-food restaurant use. The four project alternatives are listed below.

- Preferred Project: 6,000 sf of fast-food restaurant use
- Project Alternative 1: no fast-food restaurant use
- Project Alternative 2: 2,000 sf of fast-food restaurant use
- Project Alternative 3: 4,000 sf of fast-food restaurant use

It should be noted that the proposed Ganahl Lumber hardware store and lumber yard would replace the existing Ganahl Lumber hardware store located at 34162 Doheny Park Road, Capistrano Beach, California, approximately 0.50 mile (mi) south of the project site.

The approximately 17-acre (ac) project site consists of Assessor's Parcel Numbers (APNs) 121-253-13 and -15, and 121-240-39, -73, and -76. The project site is bordered by a residential community to the north, Stonehill Drive to the south, the BNSF Railway line to the east, and the San Juan Creek Channel/Trail to the west.

Vehicle access to the project site will be provided via a proposed signalized driveway at Stonehill Drive and the southwestern corner of the project site. The proposed traffic signal will be coordinated with the existing signal at Camino Capistrano/Stonehill Drive. A deceleration lane would be constructed on Stonehill Drive to provide safe right-turn access to the project site.

A project vicinity map is presented on Figure 1. Figure 2 illustrates the conceptual site plan for the Preferred Project.

This TIA addresses two general issues associated with the development of the proposed project:

1. Increases in traffic volumes at nearby intersections and roadway segments
2. Adequacy of the proposed access locations and on-site circulation

LSA

FIGURE 1

N

0 375 750

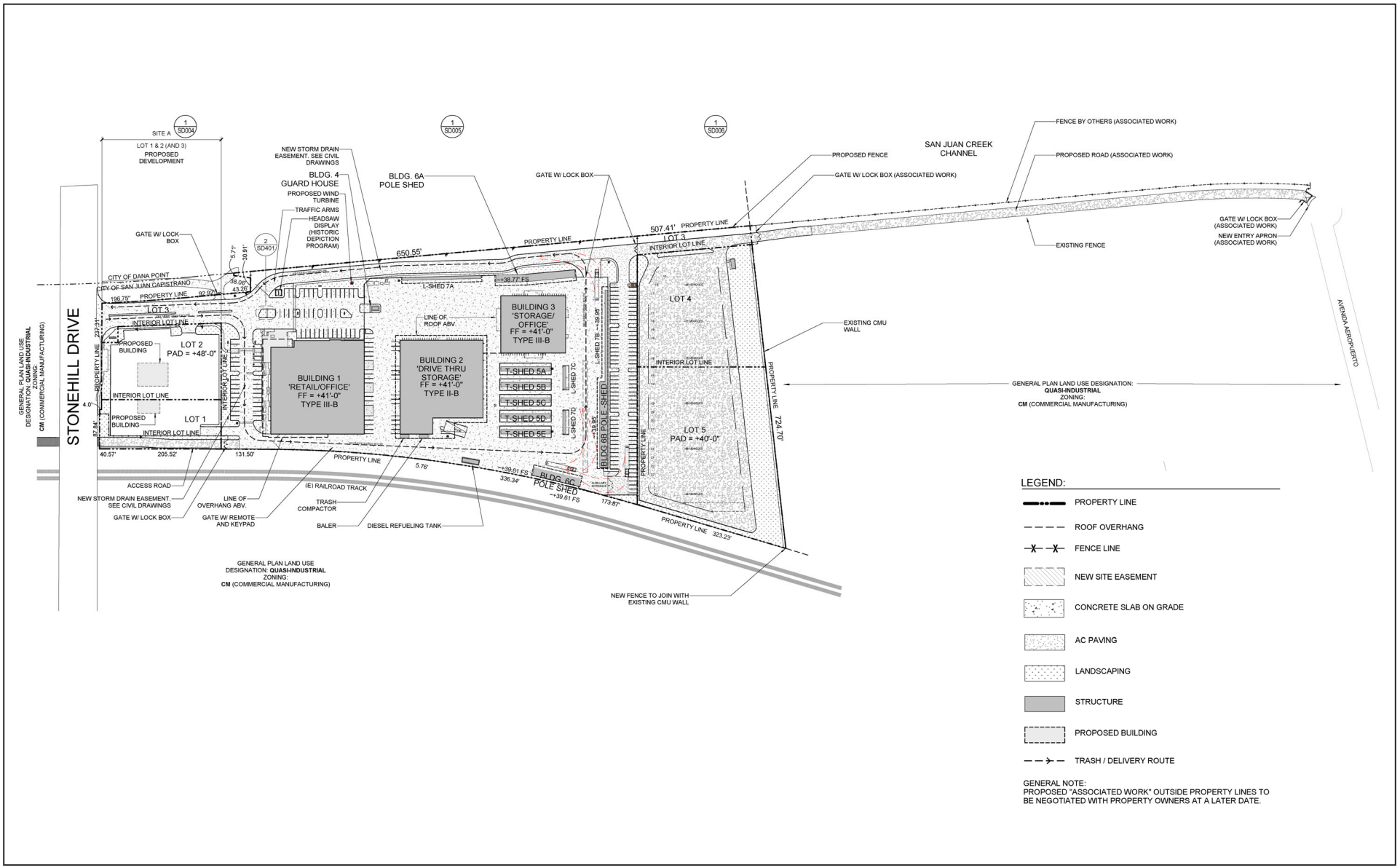
FEET

SOURCE: Google Earth, 2019

Ganahl Lumber Development Project

Project Vicinity

I:\JCA1803\G\Traffic\Proj_Vicinity.cdr (8/21/2019)



LSA

FIGURE 2

N

0 200 400

FEET

SOURCE: Withee Malcom Architects

I:\JCA1803\G\Traffic\Conceptual_Site_Plan.cdr (4/8/2019)

Ganahl Lumber Development Project

Conceptual Site Plan

This TIA examines the following 13 scenarios:

1. Existing Conditions
2. Existing Plus Preferred Project Conditions
3. Existing Plus Project Alternative 1 Conditions
4. Existing Plus Project Alternative 2 Conditions
5. Existing Plus Project Alternative 3 Conditions
6. Existing Plus Preferred Project Plus Cumulative Conditions (2024, corresponding to the Preferred Project opening year)
7. Existing Plus Project Alternative 1 Plus Cumulative Conditions (2024, corresponding to the Project Alternative 1 opening year)
8. Existing Plus Project Alternative 2 Plus Cumulative Conditions (2024, corresponding to the Project Alternative 2 opening year)
9. Existing Plus Project Alternative 3 Plus Cumulative Conditions (2024, corresponding to the Project Alternative 3 opening year)
10. Year 2040 Buildout Conditions (corresponding to build out of the City of San Juan Capistrano [City] General Plan, including the Preferred Project)
11. Year 2040 Buildout Conditions (corresponding to build out of the City of San Juan Capistrano [City] General Plan, including Project Alternative 1)
12. Year 2040 Buildout Conditions (corresponding to build out of the City of San Juan Capistrano [City] General Plan, including Project Alternative 2)
13. Year 2040 Buildout Conditions (corresponding to build out of the City of San Juan Capistrano [City] General Plan, including Project Alternative 3)

The following analysis periods have been evaluated:

1. Weekday a.m. peak hour (between 7:00 a.m. and 9:00 a.m.) for study area intersections
2. Weekday p.m. peak hour (between 4:00 p.m. and 6:00 p.m.) for study area intersections
3. Daily (24 hours) for study area roadway segments.

PROJECT DESCRIPTION

The proposed project (all four project alternatives) establishes a plan for the development of a 161,385 sf Ganahl Lumber hardware store and lumber yard (inclusive of 16,311 sf of overhang areas), a 399-space vehicle storage facility, and fast-food restaurant use. The Preferred Project has 6,000 sf of fast-food restaurant use, Project Alternative 1 does not have any fast-food use, Project Alternative 2 has 2,000 sf of fast-food restaurant use, and Project Alternative 3 has 4,000 sf of fast-food restaurant use.

Each project alternative proposes to subdivide the approximately 16.97 ac site into five lots. Lots 1 and 2 would contain future restaurant uses with drive-through lanes (totaling approximately 6,000 sf for the Preferred Project, 2,000 sf for Project Alternative 2, and 4,000 sf for Project Alternative 3). Lot 3 would be developed with a Ganahl Lumber hardware store with approximately 161,385 sf of commercial, storage, and office space, along with associated improvements (for all project alternatives). Lots 4 and 5 have been designed to accommodate surplus vehicular storage for San Juan Capistrano auto dealers (for all project alternatives).

For each project alternative, vehicle access to the project site will be provided via a proposed signalized driveway at Stonehill Drive and the southwestern corner of the project site.
A deceleration lane would be constructed on Stonehill Drive to enhance safety and traffic flow for right-turn access to the project site.

The proposed Ganahl Lumber hardware store and lumber yard would replace the existing Ganahl Lumber hardware store located at 34162 Doheny Park Road, Capistrano Beach, CA 92624, approximately 0.50 mile south of the project site.

ANALYSIS METHODOLOGY

This TIA is prepared consistent with the objectives and requirements of City of San Juan Capistrano (City) Administrative Policy No. 310 (revised 1998), the City's General Plan Circulation Element and Growth Management Element (1999), the Orange County Congestion Management Program (CMP) (2017), and applicable provisions of the California Environmental Quality Act (CEQA), including disclosure of project impacts in both existing and cumulative horizon years.

Study Area

The scope of work, including the project study area, was reviewed and approved by the City's Traffic Engineer. The study area analyzed in this report includes the following 12 intersections and 8 roadway segments:

Intersections

1. Camino Capistrano/San Juan Creek Road
2. Camino Capistrano/Interstate 5 (I-5) southbound ramps
3. Camino Capistrano/Avenida Aeropuerto
4. Camino Capistrano/Stonehill Drive – I-5 northbound on-ramp
5. Camino Capistrano/Costco-AAMCO driveways
6. Doheny Park Road/Victoria Boulevard
7. Doheny Park Road/Las Vegas Avenue – State Route 1 (SR-1) northbound ramps
8. Doheny Park Road/SR-1 southbound off-ramp
9. Del Obispo Street/Stonehill Drive
10. Valle Road/San Juan Creek Road
11. Valle Road/I-5 northbound ramps – La Novia Avenue (roundabout)
12. Project Driveway – Water District Driveway/Stonehill Drive

All of the study intersections are located within City of San Juan Capistrano jurisdiction, with the exception of Intersection Nos. 6–9 (Doheny Park Road/Victoria Boulevard, Doheny Park Road/Las

Vegas Avenue, Doheny Park Road/SR-1 southbound off-ramp, and Del Obispo Street/Stonehill Drive), which are located in Dana Point.

Roadway Segments

1. Camino Capistrano between I-5 southbound ramps and Avenida Aeropuerto
2. Camino Capistrano between Avenida Aeropuerto and Stonehill Drive – I-5 northbound on-ramp
3. Camino Capistrano between Stonehill Drive – I-5 northbound on-ramp and Costco-AAMCO driveways
4. Camino Capistrano-Doheny Park Road between the Costco-AAMCO driveways and Las Vegas Avenue – SR-1 northbound ramp
5. San Juan Creek Road between Camino Capistrano and Valle Road
6. Stonehill Drive between Camino Capistrano and the project driveway
7. Stonehill Drive between the project driveway and Del Obispo Street
8. Valle Road between San Juan Creek Road and I-5 northbound ramps – La Novia Avenue

All of the roadway segments are located within City of San Juan Capistrano jurisdiction, with the exception of Roadway Segment Nos. 4 and 7 (Camino Capistrano-Doheny Park Road between Costco-AAMCO driveways and Las Vegas Avenue, and Stonehill Drive between the project driveway and Del Obispo Street), which are located in Dana Point.

Intersection LOS Methodologies

Per City of San Juan Capistrano Administrative Policy No. 310, intersections are evaluated using both the intersection capacity utilization (ICU) and *Highway Capacity Manual* (HCM), 6th Edition (TRB 2017) methodologies. According to the City of Dana Point General Plan Circulation Element (1995), intersections in Dana Point are evaluated using the ICU methodology.

The ICU methodology for signalized intersections compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The ICU calculations assume a lane capacity of 1,700 vehicles per hour (vph) and a clearance interval (or loss time) of 0.05. The resulting ICU is expressed in terms of level of service (LOS), where LOS A represents free-flow activity and LOS F represents overcapacity operation.

The relationship between LOS and the ICU value (i.e., v/c ratio) is as follows:

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

ICU = Intersection Capacity Utilization

In addition to the ICU methodology for calculating intersection LOS, the HCM methodology was used for intersections in San Juan Capistrano. The HCM intersection methodology presents LOS in terms of delay (in seconds per vehicle). The resulting delay is expressed in terms of LOS, as in the ICU methodology. The HCM methodology was also used to evaluate the roundabout (Valle Road/ I-5 northbound ramps – La Novia Avenue). The relationship between LOS and the delay (at signalized and unsignalized intersections) is shown below:

Level of Service	Signalized Intersection Delay (seconds) per Vehicle (HCM Methodology)	Unsignalized Intersection Delay (seconds) per Vehicle (HCM Methodology)
A	≤10.0	≤10.0
B	>10.0 and ≤20.0	>10.0 and ≤15.0
C	>20.0 and ≤35.0	>15.0 and ≤25.0
D	>35.0 and ≤55.0	>25.0 and ≤35.0
E	>55.0 and ≤80.0	>35.0 and ≤50.0
F	>80.0	>50.0

HCM = Highway Capacity Manual (Transportation Research Board 2017)

The study area intersection LOS analysis was conducted for the weekday a.m. and p.m. peak hours.

The City requires an HCM operational analysis of study area intersections designated as "hot spots" using the *Synchro* computer software package. Intersections designated as hot spots are closely spaced and experience high volumes during the peak hours. The peak 30-minute volumes in the a.m. and p.m. peak-hour periods are multiplied by 2 to represent the peak-hour volumes at the hot-spot intersections. In addition, these volumes were balanced for conservation of flow. This analysis is conducted to evaluate the impacts of the proposed project on the signal operations of these locations. In addition to the hot-spot locations, LSA utilized *Synchro* (version 10) for the HCM analysis of all other study area intersections.

Roadway Segment LOS Methodology

Roadway segment v/c ratios were determined using the daily capacities contained in the 2018 Orange County Transportation Authority (OCTA) *Guidance for Administration of the Orange County Master Plan of Arterial Highways* (MPAH). Facility types were taken from the City's General Plan and the MPAH. The following table illustrates daily capacities for roadways in the study area:

Facility Type	Number of Lanes	Capacity
Major	8	75,000
Major	6	56,300
Primary	4 (Divided)	37,500
Secondary	4 (Undivided)	25,000
Limited Secondary	2 (Divided)	20,000
Local Arterial	2 (Undivided)	12,500

Threshold of Significance

The City of San Juan Capistrano considers LOS D as the upper limit of satisfactory operations for intersections and roadway segments. However, as indicated in the City of San Juan Capistrano

General Plan Circulation Element, the following intersections and roadway segments are identified as hot-spot locations (i.e., School hot spot, Operations hot spot, and Space Constrained hot spot) where LOS E is considered satisfactory:

- Hot-Spot Intersections:
    - Camino Capistrano/San Juan Creek Road
    - Camino Capistrano/I-5 southbound ramps
- Hot-Spot Roadway Segments:
    - Camino Capistrano between the I-5 southbound ramps and Avenida Aeropuerto

Based on City of San Juan Capistrano Administration Policy No. 310, a project impact occurs at a non-hot-spot intersection (or roadway segment) when the project's increase in ICU (or v/c ratio) is 0.01 or greater and the resulting LOS is E or F (ICU methodology). A project impact also occurs at a non-hot-spot intersection when the project's increase in delay is 1.0 second or greater and the resulting LOS is E or F (HCM methodology).

A project impact occurs at a hot-spot intersection (or roadway segment) when the project's increase in ICU (or v/c ratio) is 0.01 or greater and the resulting LOS is F. A project impact also occurs at a hot-spot intersection when the project's increase in delay is 1.0 second or greater and the resulting LOS is F.

A cumulative impact occurs at a non-hot-spot intersection (or roadway segment) when the project's increase in ICU (or v/c) between Existing Baseline and Existing Plus Project conditions is 0.01 or greater and the Existing Plus Project LOS is A, B, C, or D, and the Existing Plus Project Plus Cumulative LOS is E or F. A cumulative impact also occurs at a non-hot-spot intersection when the project's increase in delay between Existing Baseline and Existing Plus Project conditions is 1.0 second or greater and the Existing Plus Project LOS is A, B, C, or D, and the Existing Plus Project Plus Cumulative LOS is E or F.

A cumulative impact occurs at a hot-spot intersection (or roadway segment) when the project's increase in ICU (or v/c) between Existing Baseline and Existing Plus Project conditions is 0.01 or greater and the Existing Plus Project LOS is A, B, C, D, or E, and the Existing Plus Project Plus Cumulative LOS is F. A cumulative impact also occurs at a hot-spot intersection when the project's increase in delay between Existing Baseline and Existing Plus Project conditions is 1.0 second or greater and the Existing Plus Project LOS is A, B, C, D, or E, and the Existing Plus Project Plus Cumulative LOS is F.

A build out impact is the same as the cumulative criteria above for hot-spot and non-hot-spot locations.

According to the City of Dana Point General Plan Circulation Element (1995), LOS C is the minimum acceptable condition that should be maintained during the peak commute hours for primary arterials, secondary arterials, and local streets (i.e., Stonehill Drive). A significant traffic impact occurs in Dana Point if a project causes a change in LOS from acceptable to unacceptable, or if a

project causes an increase in the v/c or ICU of 0.01 or more, causing or worsening an unacceptable LOS, for both intersections and roadway segments.

Based on the direction from City staff, a peak-hour link analysis has been conducted for roadway segments that are significantly impacted by the project. Although significant roadway segment impacts are based on daily traffic volume and daily capacities, a peak-hour link analysis has been conducted to evaluate the peak-hour operations of these roadways when traffic volumes are typically at their highest. The peak-hour link analysis determines directional a.m. and p.m. peak-hour v/c ratios for each significantly impacted roadway segment. The peak-hour capacity is determined by multiplying the midblock number of lanes for each direction by a lane capacity of 1,600 vehicles per hour (vph).

EXISTING BASELINE CONDITION

Existing Circulation System

Key roadways in the vicinity of the proposed project are as follows:

- **Stonehill Drive:** Stonehill Drive is a roadway that provides direct access to the project. It is a four-lane, east-west divided roadway that extends from Camino Capistrano to Niguel Road in Dana Point. Stonehill Drive is designated as a Primary Arterial east of the San Juan Creek Channel in the City's Circulation Element. West of the San Juan Creek Channel/Trail, Stonehill Drive is within the jurisdiction of the City of Dana Point. The speed limits along Stonehill Drive east and west of the San Juan Creek Channel are 50 miles per hour (mph) and 40 mph, respectively. Curbside parking is permitted between the San Juan Creek Channel/Trail and Del Obispo Street, but not east of the San Juan Creek Channel/Trail.

- **Del Obispo Street:** Del Obispo Street is a north-south, four-lane divided roadway located west of the project site. Del Obispo Street is designated as a Secondary Arterial in the City's Circulation Element. The speed limit along Del Obispo Street is 40 mph. Curbside parking is not permitted on either side of the street.

- **Camino Capistrano:** Camino Capistrano is a divided four-lane, north-south roadway located east of the project site. It extends south from Laguna Niguel, through the City, to its terminus in Dana Point. Camino Capistrano is designated as a Primary Arterial north of San Juan Creek Road and between mid-segment of the I-5 southbound ramps and Avenida Aeropuerto to the south, and a Secondary Arterial from mid-segment of the I-5 southbound ramps and Avenida Aeropuerto to San Juan Creek Road in the City's Circulation Element. It is designated as a hot spot on its Secondary Arterial segment. The speed limit along Camino Capistrano north of Stonehill Drive is 45 mph. The speed limit varies between 30 mph and 40 mph south of Stonehill Drive. Curbside parking is permitted on both sides of this roadway in select locations.

- **Valle Road:** Valle Road is an undivided two-lane, north-south roadway located north of the project site. It extends from San Juan Creek Road to neighborhoods to the south. Valle Road is designated as a Commuter in the City's Circulation Element. The speed limit is 35 mph. Curbside parking is not permitted on either side of Valle Road.

- **Avenida Aeropuerto:** Avenida Aeropuerto is an undivided two-lane, east-west local street located north of the project site. It extends from Camino Capistrano to the San Juan Creek Channel. Avenida Aeropuerto is designated as a Commuter in the City's Circulation Element. The speed limit is 30 mph. Curbside parking is permitted in selected locations.

- **San Juan Creek Road:** San Juan Creek Road is an undivided four-lane, east-west roadway located north of the project site. It extends from east of San Juan Capistrano to its terminus at Camino Capistrano. San Juan Creek Road is designated as a Primary Arterial between La Novia Avenue and Camino Capistrano, and a Secondary Arterial east of La Novia Avenue in the City's Circulation Element. The speed limit along San Juan Creek Road is 45 mph. Curbside parking is permitted in selected locations east of Valle Road.

The existing study area intersection geometrics are shown on Figure 3.

Pedestrian Circulation

In support of the City's General Plan Circulation Goal 3 to "provide an extensive public bicycle, pedestrian, and equestrian trails network," the project will incorporate a continuous system of sidewalks within the project site. The pedestrian amenities within the site and at its adjacencies have been designed to comply with the City's objective. Safe access to the public street system will be provided.

Sidewalks currently exist on both sides of Stonehill Drive in the project vicinity.

Bicycle Circulation

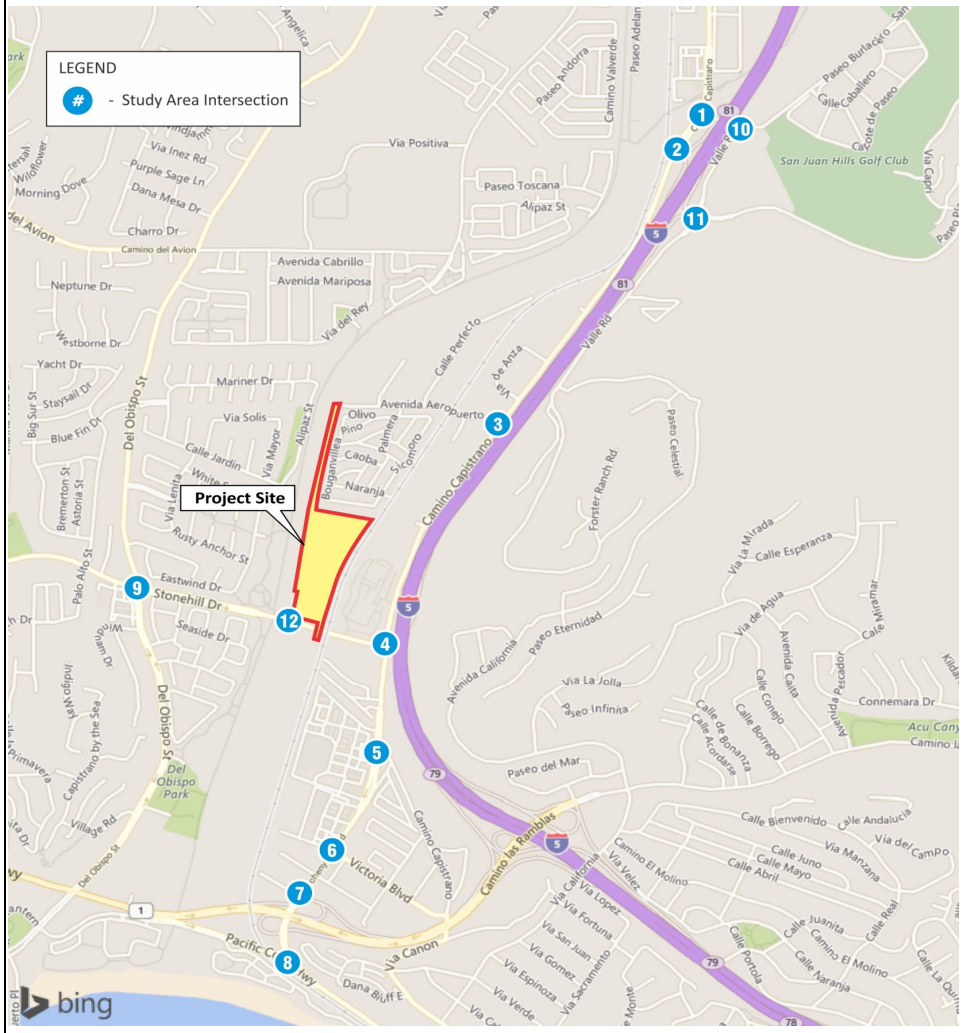
On-street (Class II) bike lanes are provided on both sides of Camino Capistrano (east of the project site), Stonehill Drive (west of the project site), and Del Obispo Street (west of the project site) and can connect bicyclists to the San Juan Creek Trail. Bicycle travel can occur along these routes to employment, shopping, or recreational destinations.

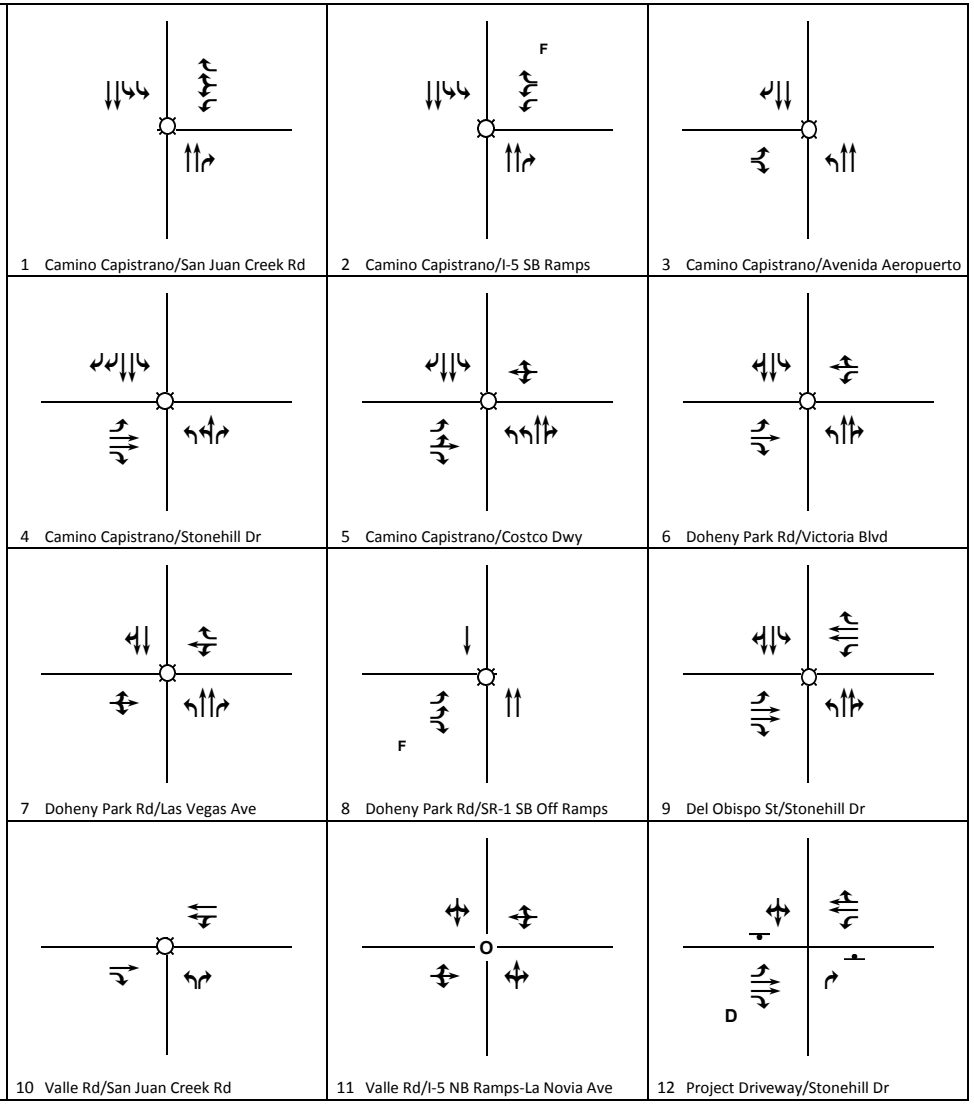
Transit Facilities

Transit facilities will be accessible to and from the project site. An OCTA bus stop is provided approximately 2,100 feet (ft) west of the project driveway on Del Obispo Street. OCTA Route 91 provides transportation to/from the Laguna Hills Transportation Center and the San Clemente Metrolink Station with a stop at the San Juan Capistrano Train Depot.

Existing Traffic Volumes and LOS Analysis

Existing traffic volumes were collected over 3 consecutive days (Tuesday through Thursday, when schools were in session), consistent with Administrative Policy 310, by National Data & Surveying Services (NDS) in November 2018 for the study area intersections and roadway segments. Appendix A provides the existing traffic volume data. The existing a.m. and p.m. peak-hour turn movement volumes (average of 3 days) for the study area intersections are shown on Figure 4.





LSA

N

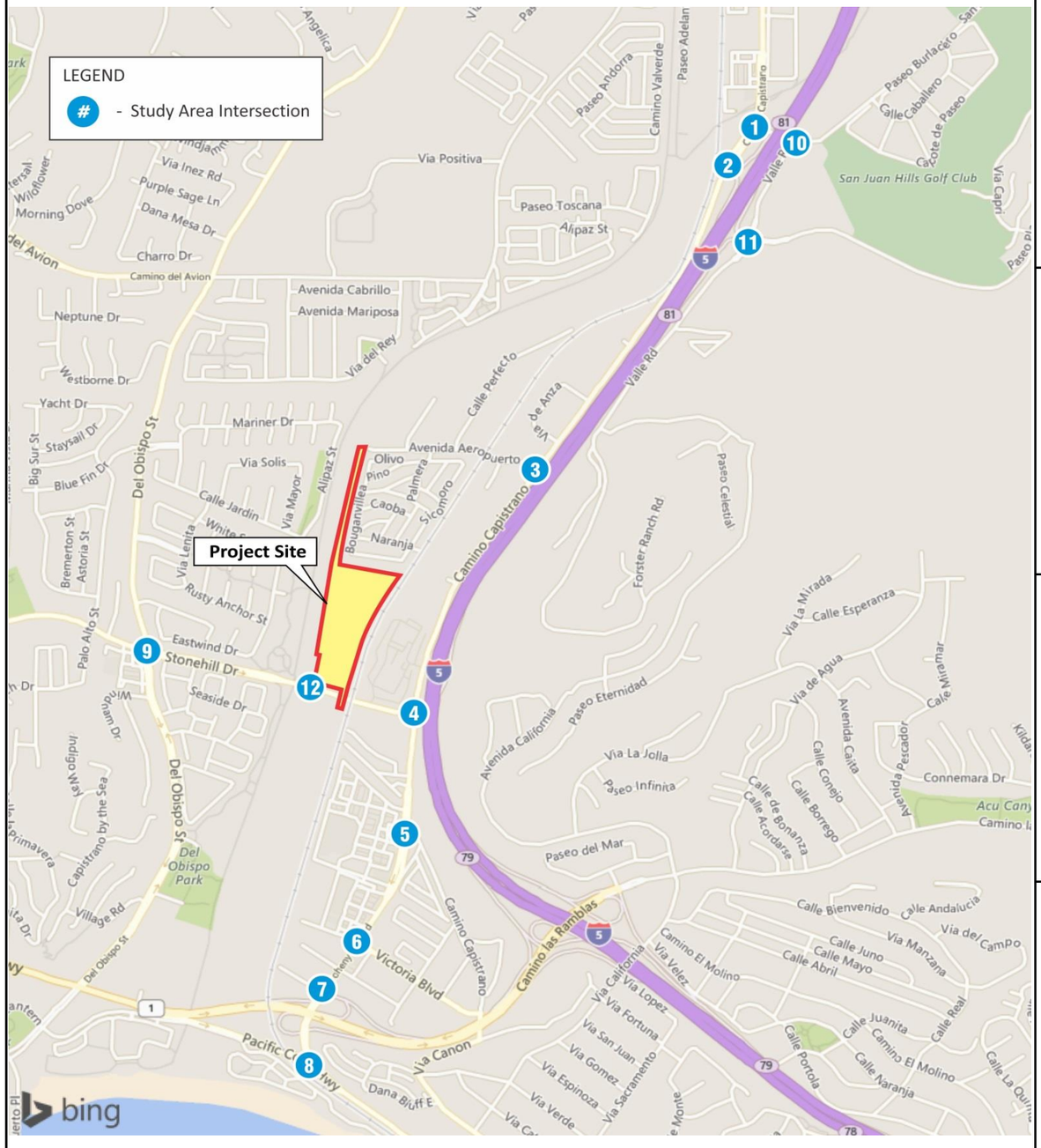
LEGEND

- Signal
- Stop Sign
- **O** Roundabout
- **F** Free Right Turn
- **D** Defacto Right Turn

FIGURE 3

Ganahl Lumber Development Project
Existing Geometrics

P:\JCA1803\Traffic\xls\graphics\Fig 3 - Existing Geometrics.xls 6/13/2019



1 Camino Capistrano/San Juan Creek Rd	2 Camino Capistrano/I-5 SB Ramps	3 Camino Capistrano/Avenida Aeropuerto
↓ 486 / 644 ↳ 208 / 412 ↱ 428 / 520 ↰ 364 / 440 ↑ 334 / 461 ↱ 448 / 469	↓ 497 / 604 ↳ 353 / 480 ↱ 336 / 382 ↰ 652 / 892 ↑ 446 / 548 ↱ 26 / 34	↰ 238 / 175 ↓ 828 / 1325 114 / 225 ↳ 161 / 320 ↲ ↰ 172 / 158 ↑ 345 / 333
4 Camino Capistrano/Stonehill Dr	5 Camino Capistrano/Costco Dwy	6 Doheny Park Rd/Victoria Blvd
↲ 583 / 889 ↓ 270 / 628 ↳ 48 / 176 276 / 211 ↳ 1095 / 754 → 291 / 365 ↲ ↰ 319 / 532 ↑ 251 / 278 ↱ 250 / 346	↲ 33 / 125 ↓ 363 / 511 ↳ 6 / 16 ↱ 0 / 2 ↰ 1 / 0 159 / 417 ↳ 78 / 224 ↲ ↰ 120 / 308 ↑ 464 / 558 ↱ 1 / 1	↲ 12 / 14 ↓ 355 / 738 ↳ 25 / 61 19 / 72 ↳ 9 / 38 → 41 / 68 ↲ ↰ 85 / 93 ← 20 / 31 ↰ 133 / 107 ↰ 49 / 63 ↑ 572 / 788 ↱ 80 / 92
7 Doheny Park Rd/Las Vegas Ave	8 Doheny Park Rd/SR-1 SB Off Ramps	9 Del Obispo St/Stonehill Dr
↲ 11 / 12 ↓ 507 / 909 ↱ 422 / 543 ← 22 / 13 ↰ 79 / 76 8 / 15 ↳ 1 / 1 → 26 / 31 ↲ ↰ 17 / 18 ↑ 307 / 437 ↱ 219 / 229	↓ 200 / 294 157 / 235 ↳ 230 / 347 ↲ ↑ 454 / 516	↲ 203 / 116 ↓ 432 / 322 ↳ 376 / 270 ↱ 230 / 403 ← 582 / 845 ↰ 90 / 160 144 / 154 ↳ 1086 / 839 → 115 / 111 ↲ ↰ 117 / 149 ↑ 259 / 334 ↱ 129 / 161
10 Valle Rd/San Juan Creek Rd	11 Valle Rd/I-5 NB Ramps-La Novia Ave	12 Project Driveway/Stonehill Dr
← 447 / 462 ↰ 123 / 75 272 / 402 → 317 / 417 ↲ ↰ 351 / 481 ↱ 87 / 137	↲ 194 / 269 ↓ 215 / 114 ↳ 33 / 102 ↱ 75 / 67 ← 152 / 56 ↰ 12 / 9 287 / 371 ↳ 46 / 94 → 66 / 50 ↲ ↰ 55 / 136 ↑ 82 / 190 ↱ 5 / 15	↳ 4 / 4 ↱ 3 / 3 ← 871 / 1401 ↰ 32 / 9 1617 / 1234 → 16 / 20 ↲ ↰ 22 / 3 ↱ 58 / 31

LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 4

Ganahl Lumber Development Project

Existing Peak-Hour Volumes

P:\JCA1803\Traffic\xls\graphics\Fig 4 - Existing Volumes.xlsx (4/23/2019)

Tables B and C summarize the results of the existing peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. The existing ICU and HCM worksheets are contained in Appendices B and C, respectively. As shown in Table B, all study area intersections, including the hot-spot intersections, currently operate at satisfactory LOS based on the ICU methodology. As shown in Table C, all study area intersections, including the hot-spot intersections, currently operate at satisfactory LOS based on the HCM methodology.

Existing roadway segment average daily traffic (ADT) volumes (average of 3 days), v/c ratios, and LOS are presented in Table D. As Table D indicates, all study area roadway segments, including the hot-spot roadway, currently operate at satisfactory LOS, with the exception of Stonehill Drive between the project driveway and Del Obispo Street (LOS D), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F).

PROJECT CONDITION

Trip Generation

The site is currently developed/used as a vehicle storage facility with 752 spaces. Counts were collected in 3 consecutive days at the existing site. The average of the 3 days was used to develop the existing trips related to the vehicle storage facility. The proposed project would allow for the future construction of a 161,385 sf of Ganahl Lumber hardware store and lumber yard, a 399-space vehicle storage facility, and fast-food restaurant uses. The Preferred Project has 6,000 sf of fast-food restaurant use, Project Alternative 1 does not have any fast-food restaurant use, Project Alternative 2 has 2,000 sf of fast-food restaurant use, and Project Alternative 3 has 4,000 sf of fast-food restaurant use.

The trip generation potential of the proposed Ganahl Lumber facility was forecast by employing site-specific trips surveyed for existing Ganahl Lumber facilities similar to the proposed San Juan Capistrano facility. Existing Ganahl Lumber facilities are in Costa Mesa, Anaheim, and Los Alamitos, California. The trip generation surveys for these facilities are provided in Appendix D. It should be noted that despite the different building square footages of the three existing Ganahl Lumber facilities, each of these three sites generate similar trips on a daily and peak-hour basis. Therefore, the trip generation for the proposed project was based on a "per site basis" rather than building square footage. Trips for the proposed 399-space vehicle storage facility were calculated using trip rates derived from the collected counts at the existing site. Trips for the fast-food restaurants were generated using trip rates from Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window) of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017).

Tables E, F, G, and H present the trip generation for the Preferred Project, Project Alternative 1, Project Alternative 2, and Project Alternative 3, respectively.

As indicated in Table E, the Preferred Project has the potential to generate approximately 3,486 ADT, including 312 trips (168 inbound and 144 outbound) in the a.m. peak hour and 219 trips (103 inbound and 116 outbound) in the p.m. peak hour.

LSA

Table B: Existing Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	Existing	
				ICU	LOS
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	0.375	A
			PM	0.495	A
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	0.477	A
			PM	0.615	B
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A
			PM	0.721	C
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B
			PM	0.695	B
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A
			PM	0.424	A
6	Doheny Park Rd/Victoria Blvd[2]	Signal	AM	0.359	A
			PM	0.460	A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[2]	Signal	AM	0.465	A
			PM	0.660	B
8	Doheny Park Rd/SR-1 SB Off-Ramp[2]	Signal	AM	0.319	A
			PM	0.427	A
9	Del Obispo St/Stonehill Dr[2]	Signal	AM	0.758	C
			PM	0.694	B
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A
			PM	0.614	B
11	Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	N/A	N/A
			PM	N/A	N/A
12	Project Driveway/Stonehill Dr	TWSC	AM	N/A	N/A
			PM	N/A	N/A

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable

TWSC = two-way stop control

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] Intersection is located in Dana Point (The City of Dana Point considers LOS C acceptable).

LSA

Table C: Existing Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	Existing	
				Delay	LOS
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	13.1	B
			PM	15.2	B
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	18.4	B
			PM	24.5	C
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C
			PM	27.7	C
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C
			PM	31.2	C
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B
			PM	29.4	C
6	Doheny Park Rd/Victoria Blvd[2]	Signal	AM	N/A	N/A
			PM	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[2]	Signal	AM	N/A	N/A
			PM	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp[2]	Signal	AM	N/A	N/A
			PM	N/A	N/A
9	Del Obispo St/Stonehill Dr[2]	Signal	AM	N/A	N/A
			PM	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B
			PM	19.9	B
11	Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	7.7	A
			PM	9.7	A
12	Project Driveway/Stonehill Dr	TWSC	AM	>50.0	F
			PM	>50.0	F

= exceeds City's Level of Service (LOS) criteria

HCM = Highway Capacity Manual. Delay is reported in seconds.

N/A = not applicable

TWSC = two-way stop control

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] Intersection is located in Dana Point (The City of Dana Point uses ICU not HCM for impact threshold).

LSA

Table D: Existing Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes	LOS E Capacity	Existing		
				ADT	V/C	LOS
Camino Capistrano	I-5 SB Ramps to Avenida Aeropuerto[1]	4D	37,500	23,755	0.633	B
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Dwys	4D	37,500	24,407	0.651	B
	Costco-AAMCO Dwys to Las Vegas - SR-1 NB Ramp[2]	4D	37,500	19,681	0.525	A
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C
Stonehill Dr	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D
	Project Driveway to Del Obispo[2]	4D	37,500	32,399	0.864	D
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F

= exceeds City's Level of Service criteria

For No. of Lanes, D = divided, and U = undivided

ADT = average daily trips

LOS = level of service

V/C = volume-to-capacity ratio

[1] Segment is considered a "Hot Spot" location (LOS E is acceptable).

[2] Segment is located in Dana Point (LOS C is acceptable).

LSA

Table E: Preferred Project Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
Fast-Food Restaurant[1]		TSF	470.95	20.50	19.69	40.19	16.99	15.68	32.67
Vehicle Storage[2]		Space	0.43	0.01	0.01	0.02	0.01	0.01	0.02
Existing Trip Generation									
Vehicle Storage[2]	752	Space	322	8	10	18	6	7	13
Project Trip Generation									
Fast-Food Restaurants	6.000	TSF	2,826	123	118	241	102	94	196
Vehicle Storage	399	Space	172	4	4	8	4	4	8
Ganahl Lumber[4]	161.385	TSF	2,223	109	90	199	54	72	126
Subtotal			5,221	236	212	448	160	170	330
Fast-Food Pass-By Trip Reduction[3]			1,413	60	58	118	51	47	98
Total			3,808	176	154	330	109	123	232
Net Trip Generation (Project - Existing)			**3,486**	**168**	**144**	**312**	**103**	**116**	**219**

[1] Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 10th Edition (2017). Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window

[2] Trip rates and trip generation are based on count data collected at the existing site.

[3] Pass-by percentages are based on the ITE *Trip Generation* Handbook (Daily 50%, AM 49%, and PM 50%).

[4] Trips were based on the average trip generation for the existing Ganahl Lumber facilities in Costa Mesa, Anaheim and Los Alamitos. Proposed building includes 16.311 TSF of overhang areas.

ADT = average daily trips

TSF = thousand square feet

LSA

Table F: Project Alternative 1 Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
Vehicle Storage[1]		Space	0.43	0.01	0.01	0.02	0.01	0.01	0.02
Existing Trip Generation									
Vehicle Storage[1]	752	Space	322	8	10	18	6	7	13
Project Trip Generation									
Vehicle Storage	399	Space	172	4	4	8	4	4	8
Ganahl Lumber[2]	161.385	TSF	2,223	109	90	199	54	72	126
Total			2,395	113	94	207	58	76	134
Net Trip Generation (Project - Existing)			**2,073**	**105**	**84**	**189**	**52**	**69**	**121**

[1] Trip rates and trip generation are based on count data collected at the existing site.

[2] Trips were based on the average trip generation for the existing Ganahl Lumber facilities in Costa Mesa, Anaheim and Los Alamitos.

Proposed building includes 16.311 TSF of overhang areas.

ADT = average daily trips

TSF = thousand square feet

LSA

Table G: Project Alternative 2 Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
Fast-Food Restaurant[1]		TSF	470.95	20.50	19.69	40.19	16.99	15.68	32.67
Vehicle Storage[2]		Space	0.43	0.01	0.01	0.02	0.01	0.01	0.02
Existing Trip Generation									
Vehicle Storage[2]	752	Space	322	8	10	18	6	7	13
Project Trip Generation									
Fast-Food Restaurants	2.000	TSF	942	41	39	80	34	31	65
Vehicle Storage	399	Space	172	4	4	8	4	4	8
Ganahl Lumber[4]	161.385	TSF	2,223	109	90	199	54	72	126
Subtotal			3,337	154	133	287	92	107	199
Fast-Food Pass-By Trip Reduction[3]			471	20	19	39	17	16	33
Total			2,866	134	114	248	75	91	166
Net Trip Generation (Project - Existing)			**2,544**	**126**	**104**	**230**	**69**	**84**	**153**

[1] Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 10th Edition (2017). Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window

[2] Trip rates and trip generation are based on count data collected at the existing site.

[3] Pass-by percentages are based on the ITE *Trip Generation* Handbook (Daily 50%, AM 49%, and PM 50%).

[4] Trips were based on the average trip generation for the existing Ganahl Lumber facilities in Costa Mesa, Anaheim and Los Alamitos. Proposed building includes 16.311 TSF of overhang areas.

ADT = average daily trips

TSF = thousand square feet

LSA

Table H: Project Alternative 3 Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
Fast-Food Restaurant[1]		TSF	470.95	20.50	19.69	40.19	16.99	15.68	32.67
Vehicle Storage[2]		Space	0.43	0.01	0.01	0.02	0.01	0.01	0.02
Existing Trip Generation									
Vehicle Storage[2]	752	Space	322	8	10	18	6	7	13
Project Trip Generation									
Fast-Food Restaurants	4.000	TSF	1,884	82	79	161	68	63	131
Vehicle Storage	399	Space	172	4	4	8	4	4	8
Ganahl Lumber[4]	161.385	TSF	2,223	109	90	199	54	72	126
Subtotal			4,279	195	173	368	126	139	265
Fast-Food Pass-By Trip Reduction[3]			942	40	39	79	34	32	66
Total			3,337	155	134	289	92	107	199
Net Trip Generation (Project - Existing)			**3,015**	**147**	**124**	**271**	**86**	**100**	**186**

[1] Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 10th Edition (2017). Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window

[2] Trip rates and trip generation are based on count data collected at the existing site.

[3] Pass-by percentages are based on the ITE *Trip Generation* Handbook (Daily 50%, AM 49%, and PM 50%).

[4] Trips were based on the average trip generation for the existing Ganahl Lumber facilities in Costa Mesa, Anaheim and Los Alamitos. Proposed building includes 16.311 TSF of overhang areas.

ADT = average daily trips

TSF = thousand square feet

As indicated in Table F, Project Alternative 1 has the potential to generate approximately 2,073 ADT, including 189 trips (105 inbound and 84 outbound) in the a.m. peak hour and 121 trips (52 inbound and 69 outbound) in the p.m. peak hour.

As indicated in Table G, Project Alternative 2 has the potential to generate approximately 2,544 ADT, including 230 trips (126 inbound and 104 outbound) in the a.m. peak hour and 153 trips (69 inbound and 84 outbound) in the p.m. peak hour.

As indicated in Table H, Project Alternative 3 has the potential to generate approximately 3,015 ADT, including 271 trips (147 inbound and 124 outbound) in the a.m. peak hour and 186 trips (86 inbound and 100 outbound) in the p.m. peak hour.

As previously described, Ganahl Lumber facilities generate similar trips on a daily and peak-hour basis. Therefore, the trip generation for the proposed project is based on a "per site basis." As such, the trips for the surveyed Ganahl Lumber sites (in Costa Mesa, Anaheim, and Los Alamitos), the existing Ganahl Lumber store to be removed (at 34162 Doheny Park Road), and the proposed Ganahl Lumber store are assumed to be the same (i.e., 2,223 ADT, 199 a.m. peak-hour trips, and 126 p.m. peak-hour trips).

Trip Distribution and Assignment

Trip distribution for the proposed project is based on the location of the project, logical travel corridors, minimum time paths, and a select zone assignment from the Orange County Transportation Analysis Model (OCTAM). Project peak-hour traffic volumes entering/exiting the project site were assigned to the adjacent street system based on the location of project driveways. The traffic generated for the existing Ganahl Lumber site along Doheny Park Road in Capistrano Beach was subtracted from the proposed project trips (for each project alternative) to determine the net trips added to the study area. As previously described, the trips for the existing and proposed Ganahl Lumber facilities are assumed to be the same.

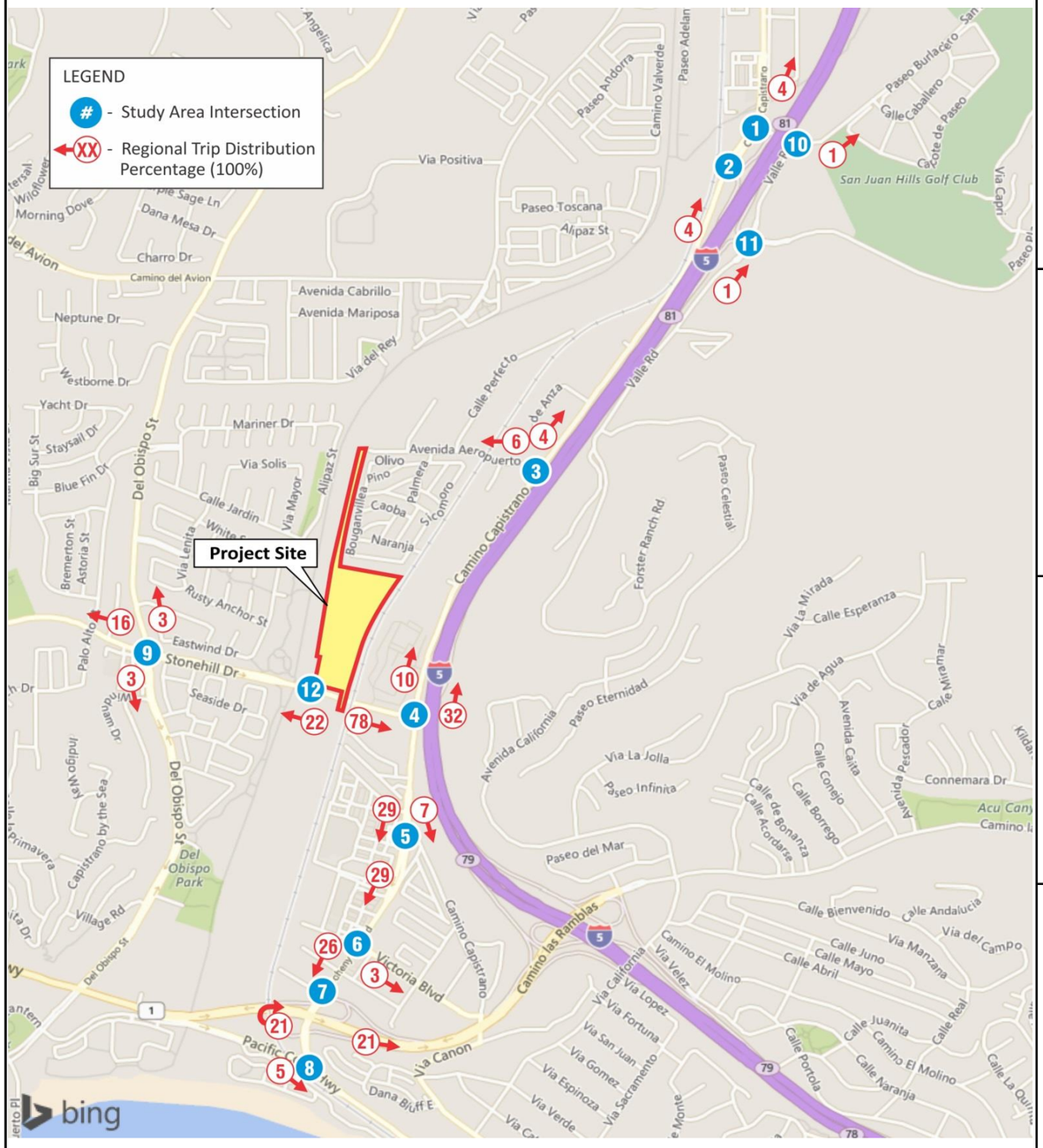
Figures 5a, 5b, 5c, and 5d illustrate the regional project trip distribution as well as the resulting project trip assignment for the study area intersections for the Preferred Project, Project Alternative 1, Project Alternative 2, and Project Alternative 3, respectively.

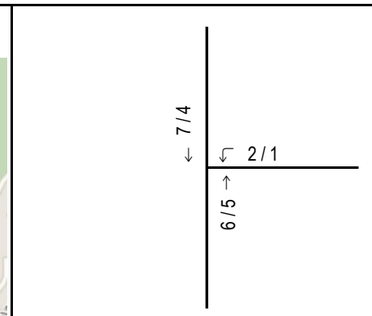
Figure 6 illustrates the existing regional trip distribution as well as the resulting existing Ganahl trip assignment for the study area intersections.

Figures 7a, 7b, 7c, and 7d show the net project trip assignment (i.e., proposed project trips minus existing Ganahl trips) and distribution for the study area intersections for the Preferred Project, Project Alternative 1, Project Alternative 2, and Project Alternative 3, respectively.

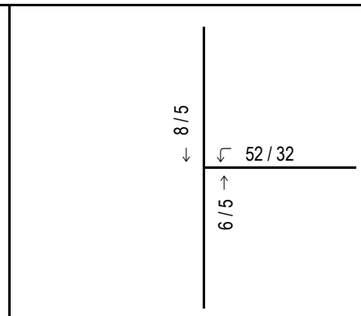
EXISTING PLUS PROJECT CONDITION

To determine the Existing Plus Project condition (for all project alternatives), net traffic generated by each project alternative was added to existing baseline traffic volumes at the study area intersections.

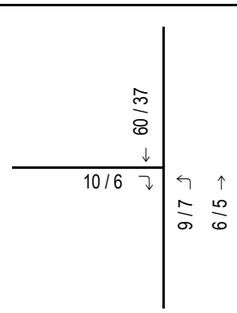




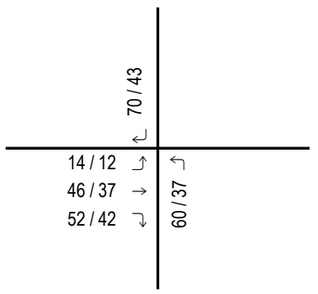
1 Camino Capistrano/San Juan Creek Rd



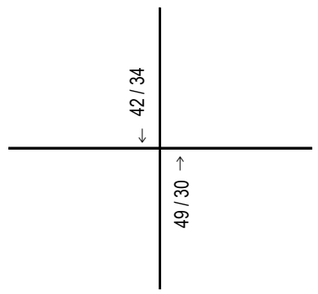
2 Camino Capistrano/I-5 SB Ramps



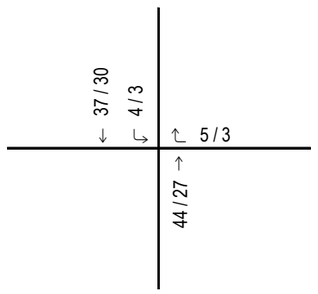
3 Camino Capistrano/Avenida Aeropuerto



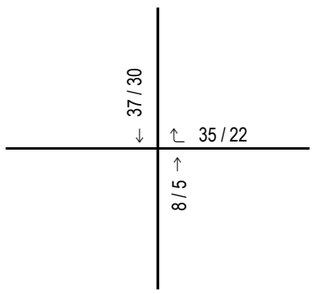
4 Camino Capistrano/Stonehill Dr



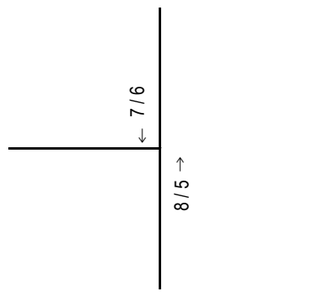
5 Camino Capistrano/Costco Dwy



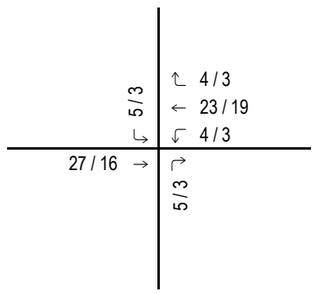
6 Doheny Park Rd/Victoria Blvd



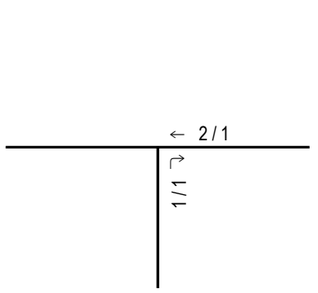
7 Doheny Park Rd/Las Vegas Ave



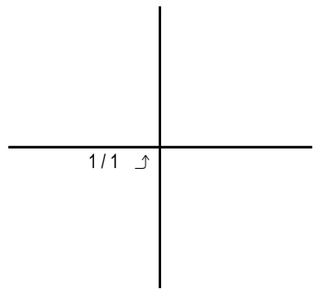
8 Doheny Park Rd/SR-1 SB Off Ramps



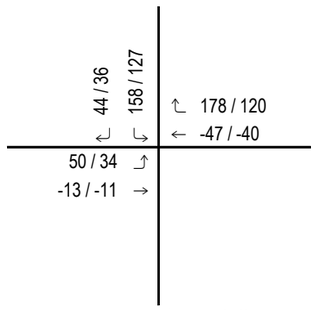
9 Del Obispo St/Stonehill Dr



10 Valle Rd/San Juan Creek Rd



11 Valle Rd/I-5 NB Ramps-La Novia Ave



12 Project Driveway/Stonehill Dr

LSA

N

LEGEND

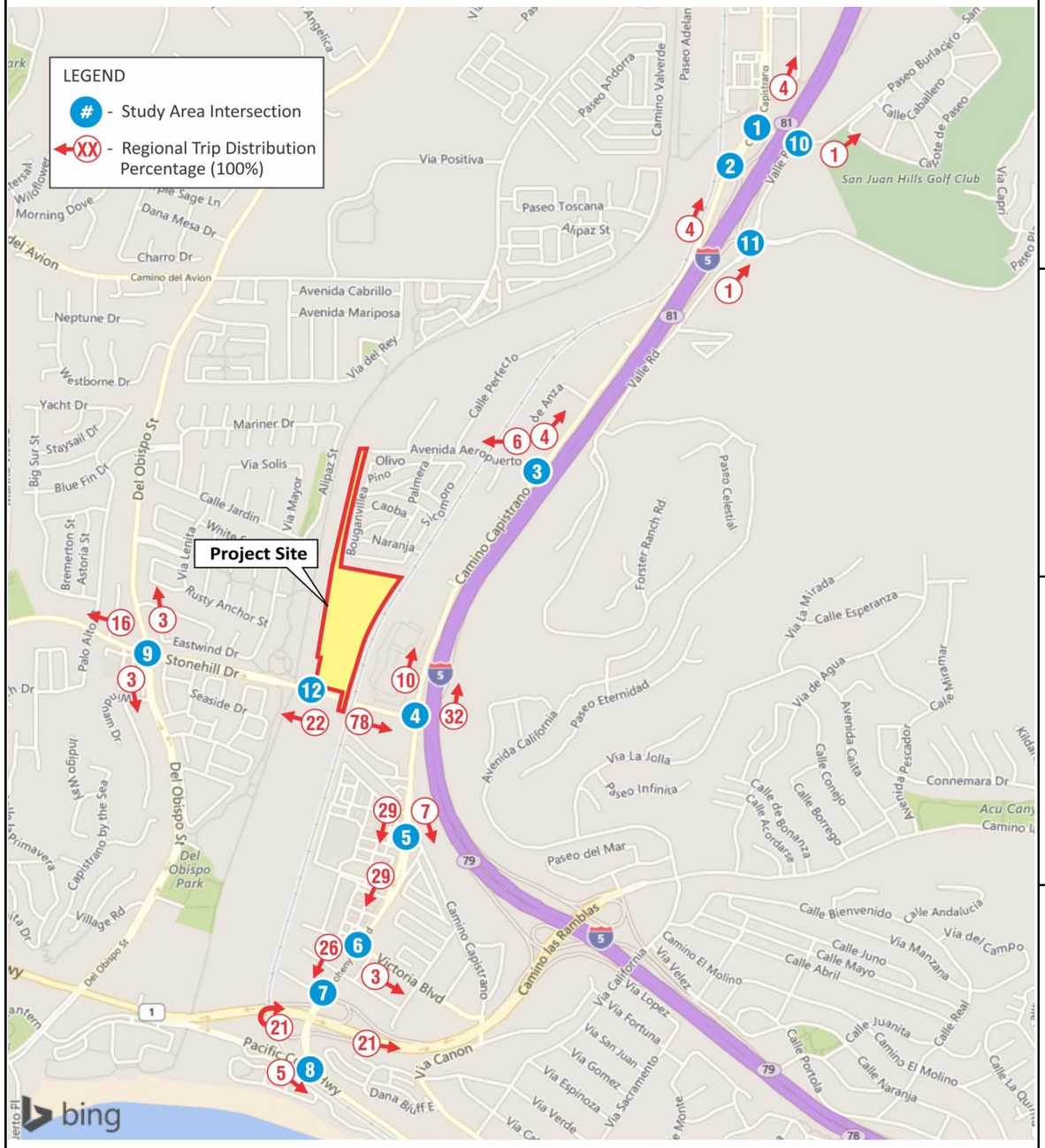
XXX / YYY AM / PM Volume

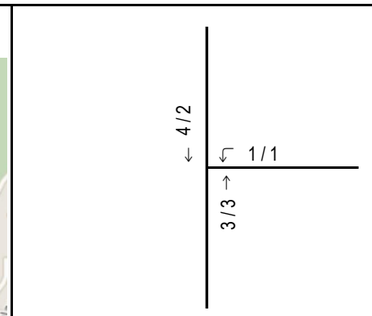
Negative trips at intersection #12 are pass-by trips.

FIGURE 5a

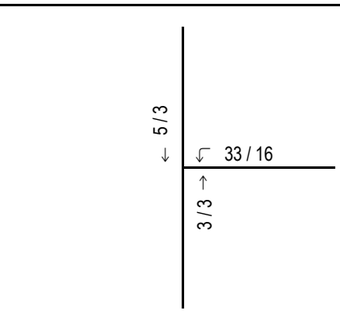
Ganahl Lumber Development Project

Proposed Preferred Project Trip Distribution and Assignment

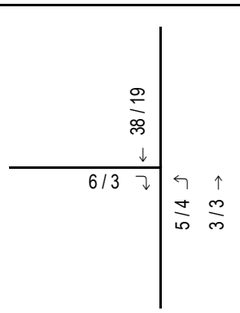




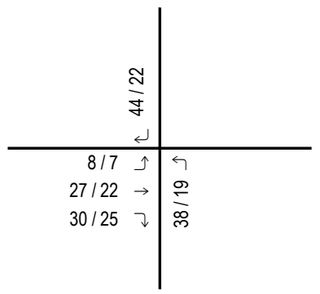
1 Camino Capistrano/San Juan Creek Rd



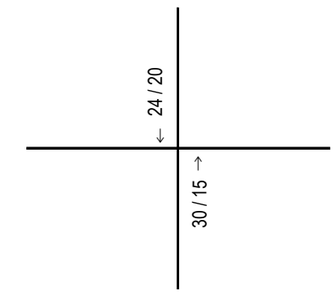
2 Camino Capistrano/I-5 SB Ramps



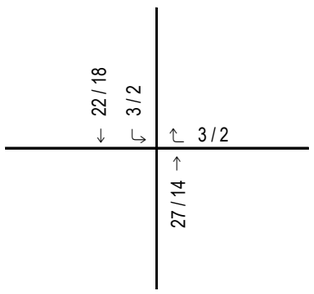
3 Camino Capistrano/Avenida Aeropuerto



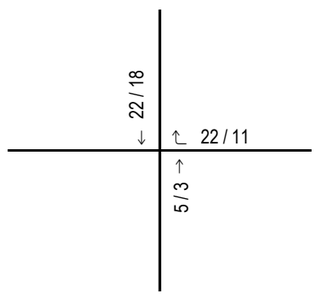
4 Camino Capistrano/Stonehill Dr



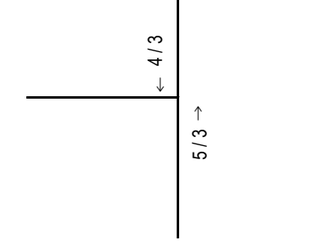
5 Camino Capistrano/Costco Dwy



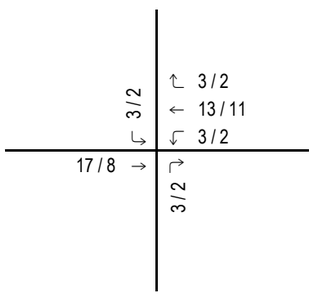
6 Doheny Park Rd/Victoria Blvd



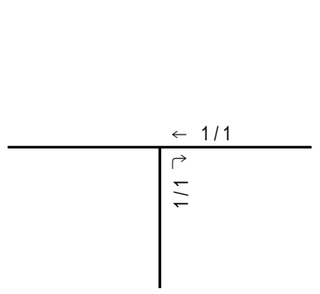
7 Doheny Park Rd/Las Vegas Ave



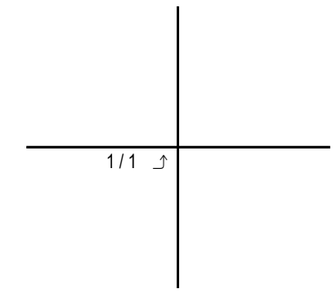
8 Doheny Park Rd/SR-1 SB Off Ramps



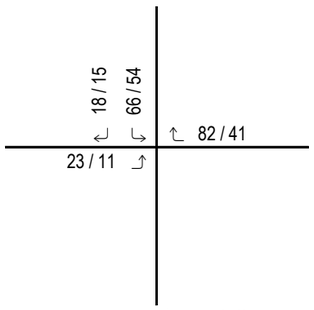
9 Del Obispo St/Stonehill Dr



10 Valle Rd/San Juan Creek Rd



11 Valle Rd/I-5 NB Ramps-La Novia Ave



12 Project Driveway/Stonehill Dr

LSA

N

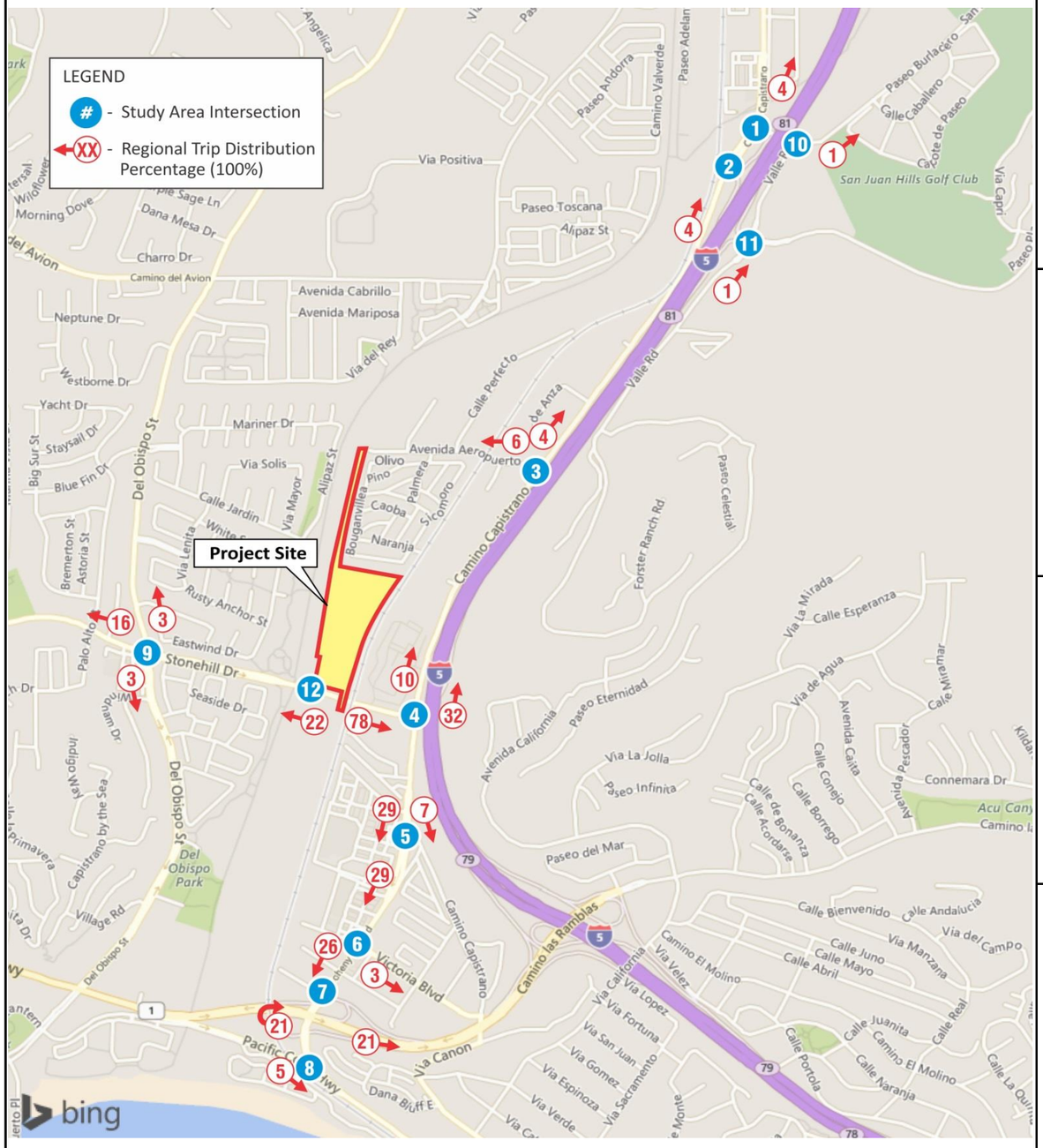
LEGEND

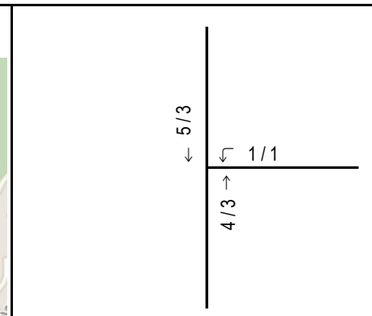
XXX / YYY AM / PM Volume

FIGURE 5b

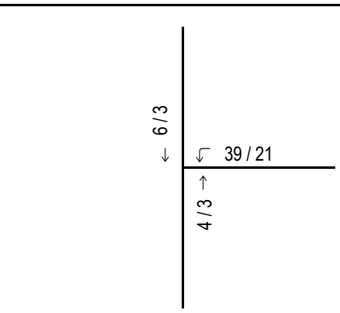
Ganahl Lumber Development Project

Proposed Project Alternative 1 Trip Distribution and Assignment

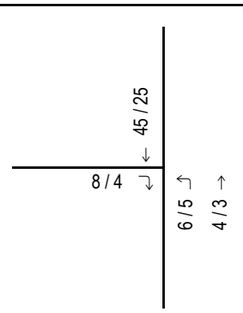




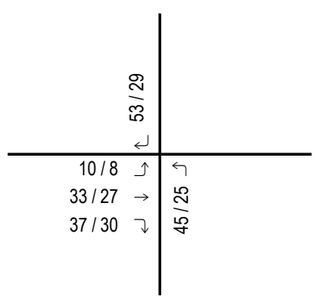
1 Camino Capistrano/San Juan Creek Rd



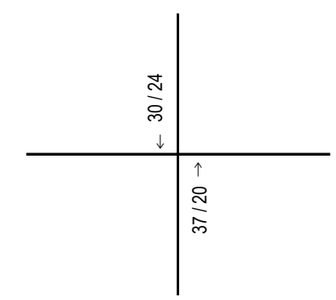
2 Camino Capistrano/I-5 SB Ramps



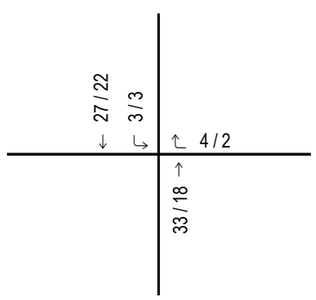
3 Camino Capistrano/Avenida Aeropuerto



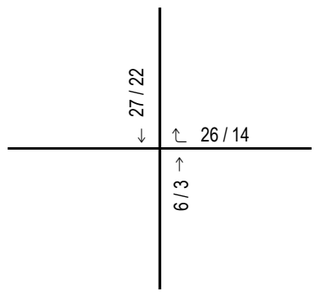
4 Camino Capistrano/Stonehill Dr



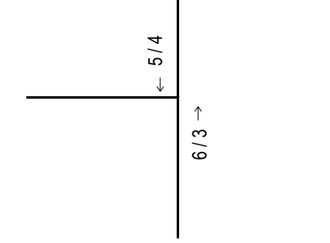
5 Camino Capistrano/Costco Dwy



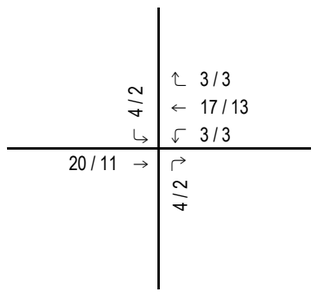
6 Doheny Park Rd/Victoria Blvd



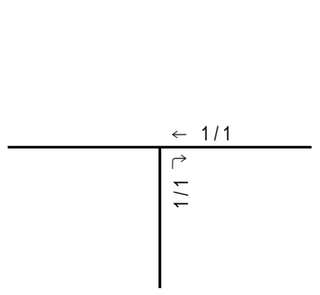
7 Doheny Park Rd/Las Vegas Ave



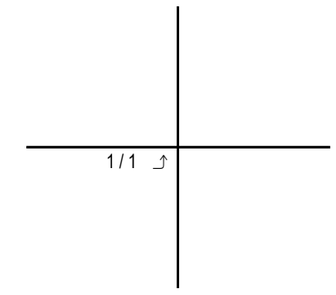
8 Doheny Park Rd/SR-1 SB Off Ramps



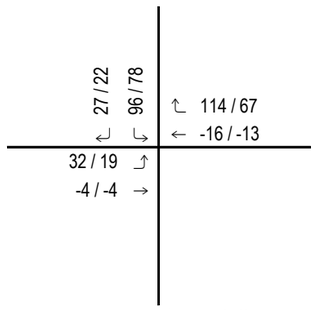
9 Del Obispo St/Stonehill Dr



10 Valle Rd/San Juan Creek Rd



11 Valle Rd/I-5 NB Ramps-La Novia Ave



12 Project Driveway/Stonehill Dr

LSA

FIGURE 5c

N

LEGEND

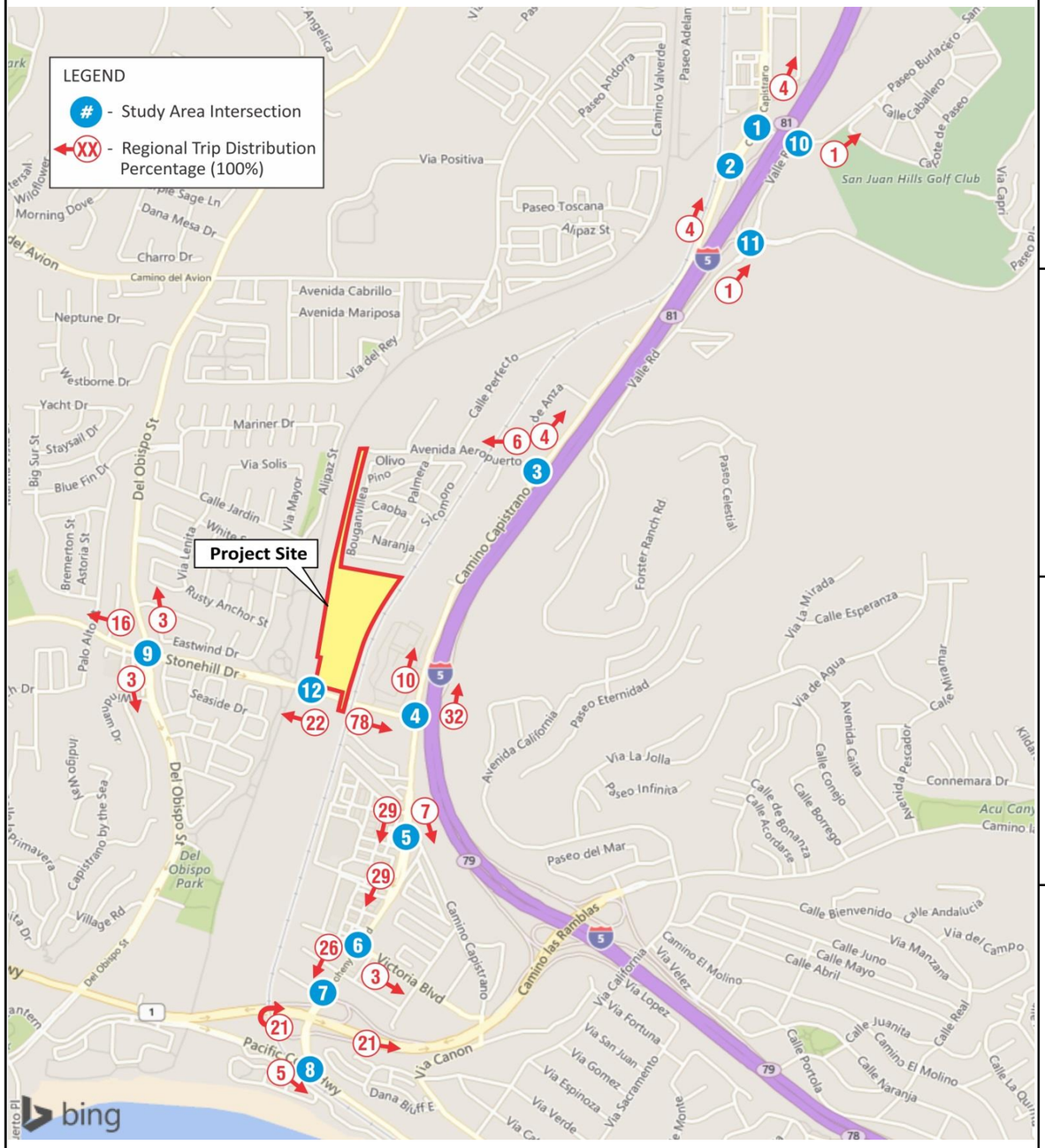
XXX / YYY AM / PM Volume

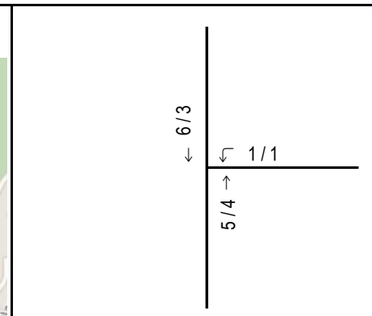
Negative trips at intersection #12 are pass-by trips.

Ganahl Lumber Development Project

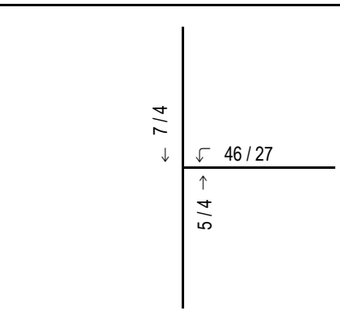
Proposed Project Alternative 2 Trip Distribution and Assignment

P:\JCA1803\Traffic\Prefered Project & Alternatives\Alt 2 - 2 TSF Restaurant\xls\Figures\Fig 5c - Proposed Proj Alt 2 Trip Distribution and Assignment.xlsx (8/15/2019)

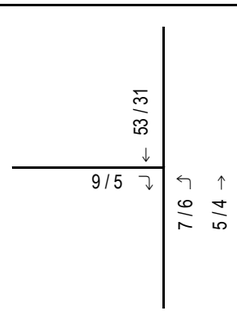




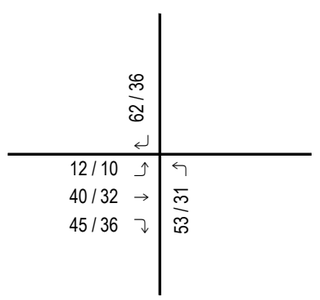
1 Camino Capistrano/San Juan Creek Rd



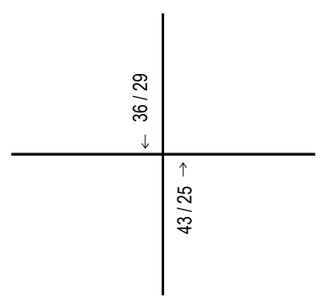
2 Camino Capistrano/I-5 SB Ramps



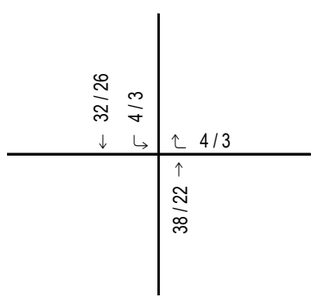
3 Camino Capistrano/Avenida Aeropuerto



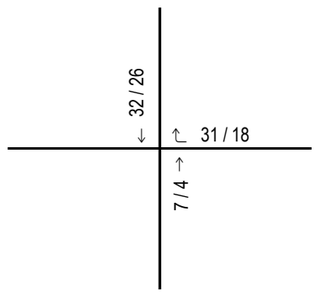
4 Camino Capistrano/Stonehill Dr



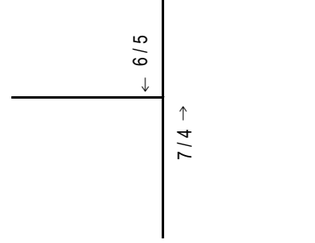
5 Camino Capistrano/Costco Dwy



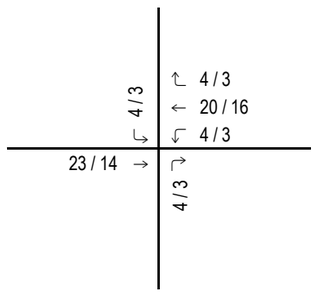
6 Doheny Park Rd/Victoria Blvd



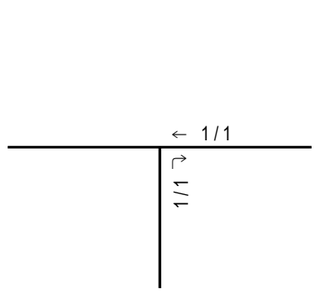
7 Doheny Park Rd/Las Vegas Ave



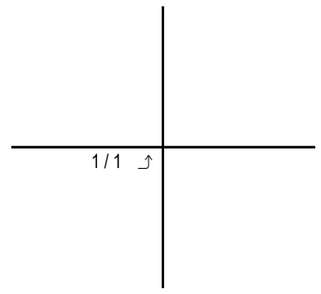
8 Doheny Park Rd/SR-1 SB Off Ramps



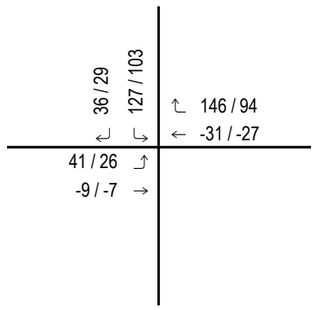
9 Del Obispo St/Stonehill Dr



10 Valle Rd/San Juan Creek Rd



11 Valle Rd/I-5 NB Ramps-La Novia Ave



12 Project Driveway/Stonehill Dr

LSA

N

LEGEND

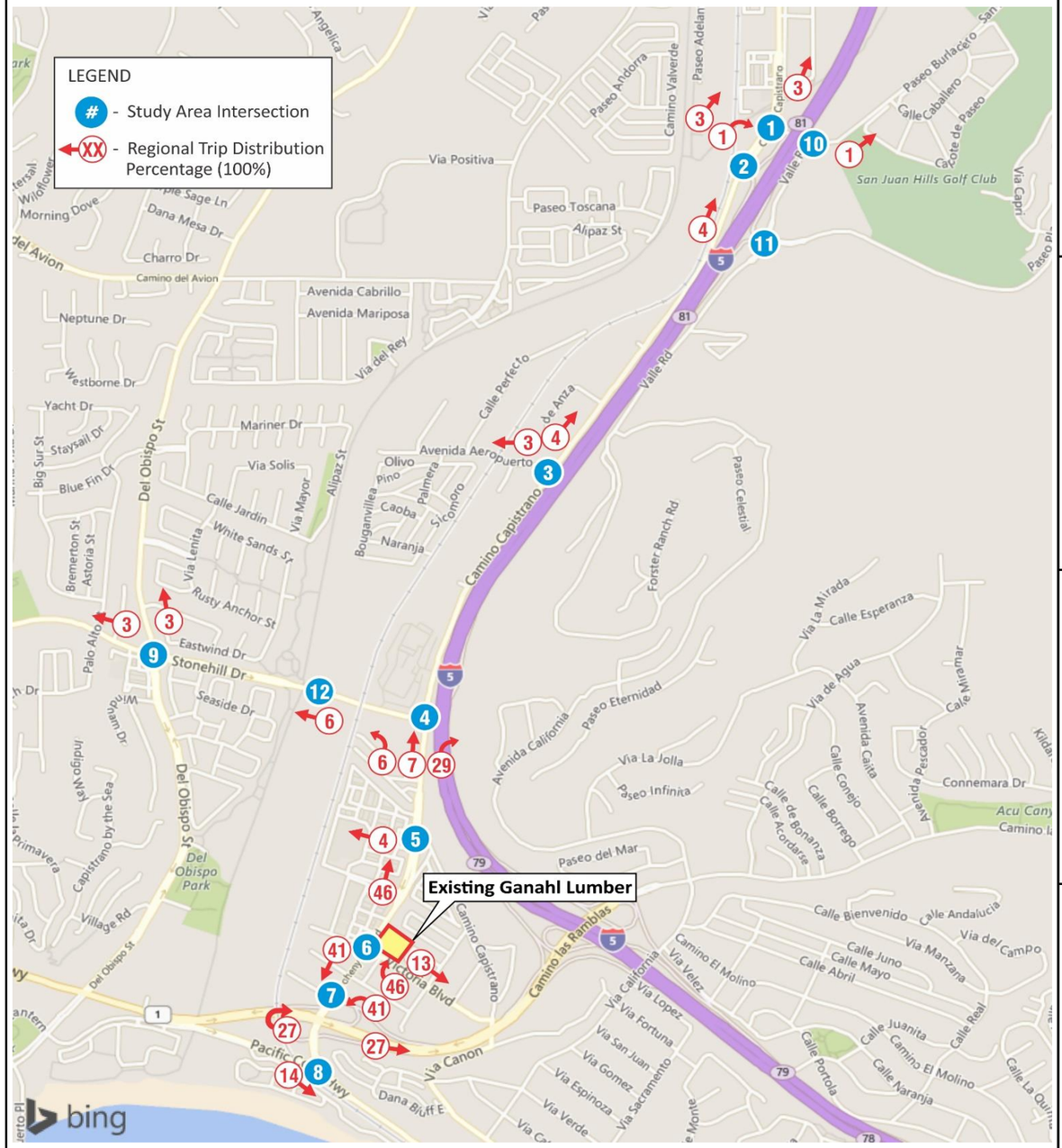
XXX / YYY AM / PM Volume

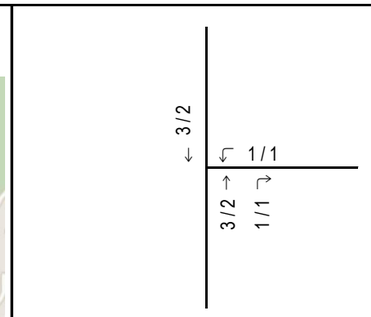
Negative trips at intersection #12 are pass-by trips.

FIGURE 5d

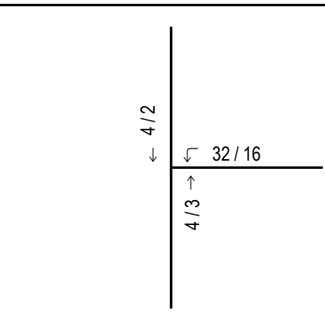
Ganahl Lumber Development Project

Proposed Project Alternative 3 Trip Distribution and Assignment

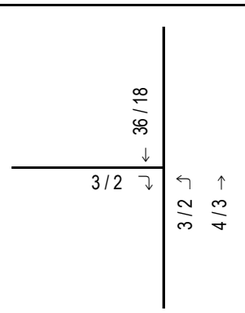




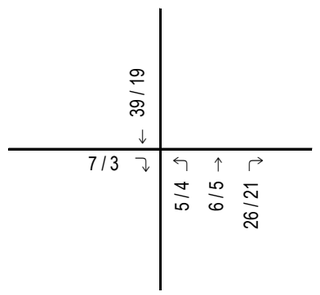
1 Camino Capistrano/San Juan Creek Rd



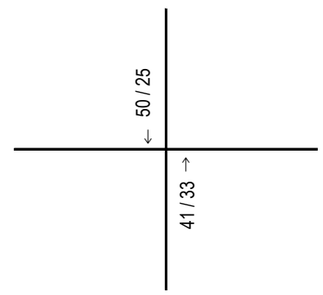
2 Camino Capistrano/I-5 SB Ramps



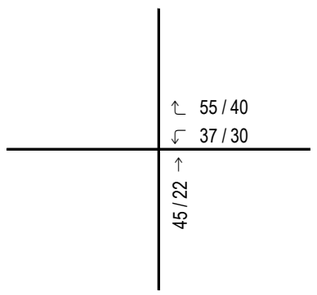
3 Camino Capistrano/Avenida Aeropuerto



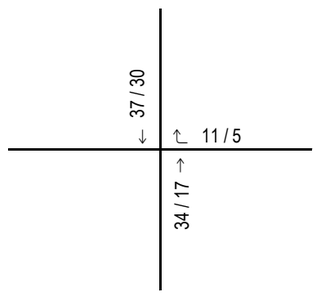
4 Camino Capistrano/Stonehill Dr



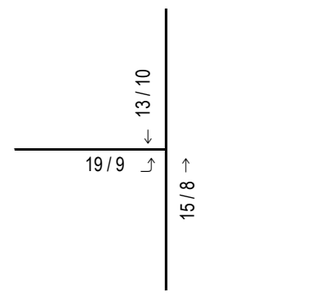
5 Camino Capistrano/Costco Dwy



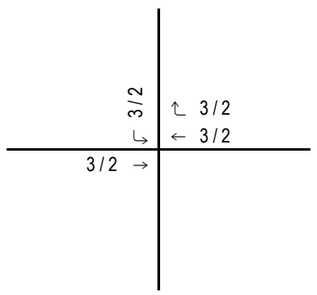
6 Doheny Park Rd/Victoria Blvd



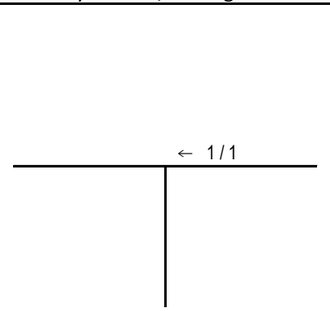
7 Doheny Park Rd/Las Vegas Ave



8 Doheny Park Rd/SR-1 SB Off Ramps

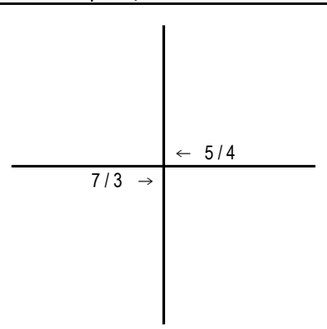


9 Del Obispo St/Stonehill Dr



10 Valle Rd/San Juan Creek Rd

11 Valle Rd/I-5 NB Ramps-La Novia Ave



12 Project Driveway/Stonehill Dr

LSA

N

LEGEND

XXX / YYY AM / PM Volume

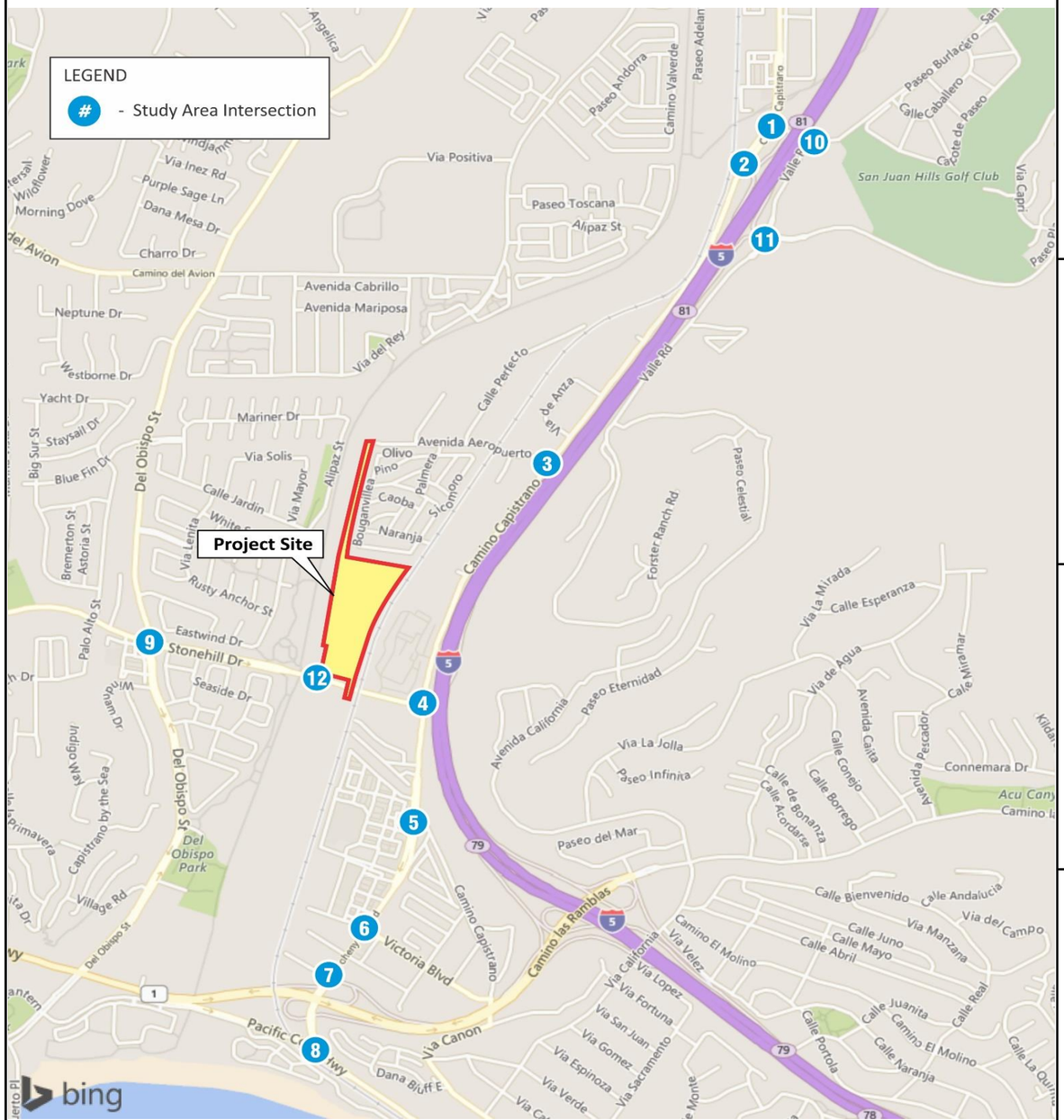
FIGURE 6

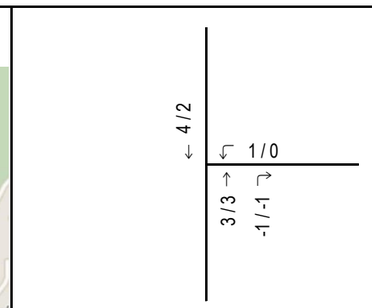
Ganahl Lumber Development Project

Existing Ganahl Trip Distribution and Assignment

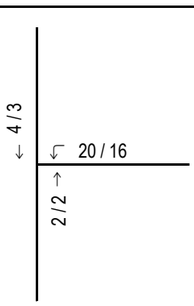
(Trips to be Removed)

P:\JCA1803\Traffic\xls\graphics\Fig 5b - Existing Ganahl Trip Distribution and Assignment.xlsx (4/24/2019)

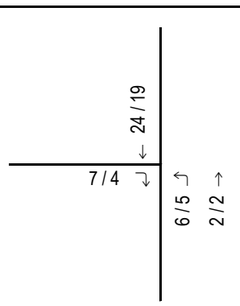




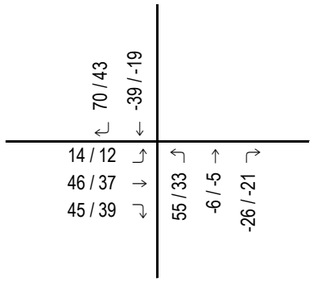
1 Camino Capistrano/San Juan Creek Rd



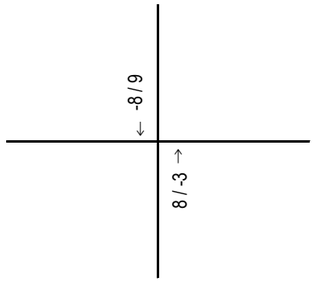
2 Camino Capistrano/I-5 SB Ramps



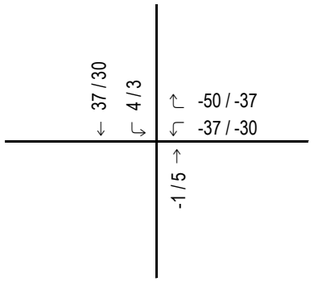
3 Camino Capistrano/Avenida Aeropuerto



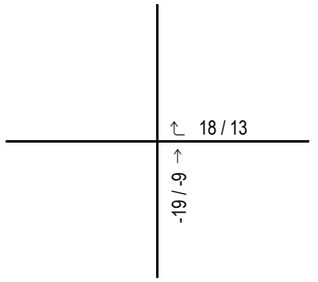
4 Camino Capistrano/Stonehill Dr



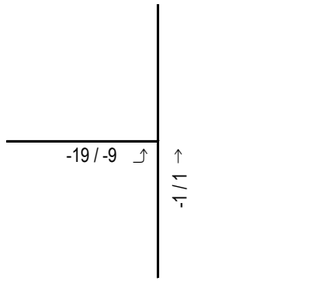
5 Camino Capistrano/Costco Dwy



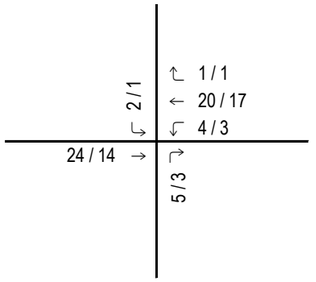
6 Doheny Park Rd/Victoria Blvd



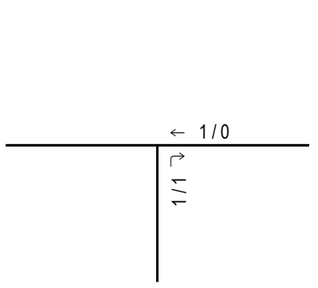
7 Doheny Park Rd/Las Vegas Ave



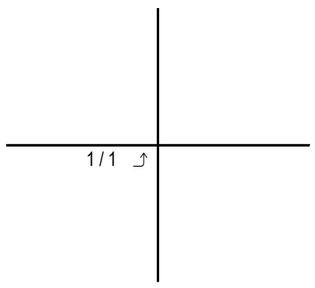
8 Doheny Park Rd/SR-1 SB Off Ramps



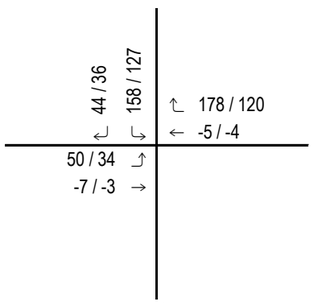
9 Del Obispo St/Stonehill Dr



10 Valle Rd/San Juan Creek Rd



11 Valle Rd/I-5 NB Ramps-La Novia Ave



12 Project Driveway/Stonehill Dr

FIGURE 7a

LSA

N

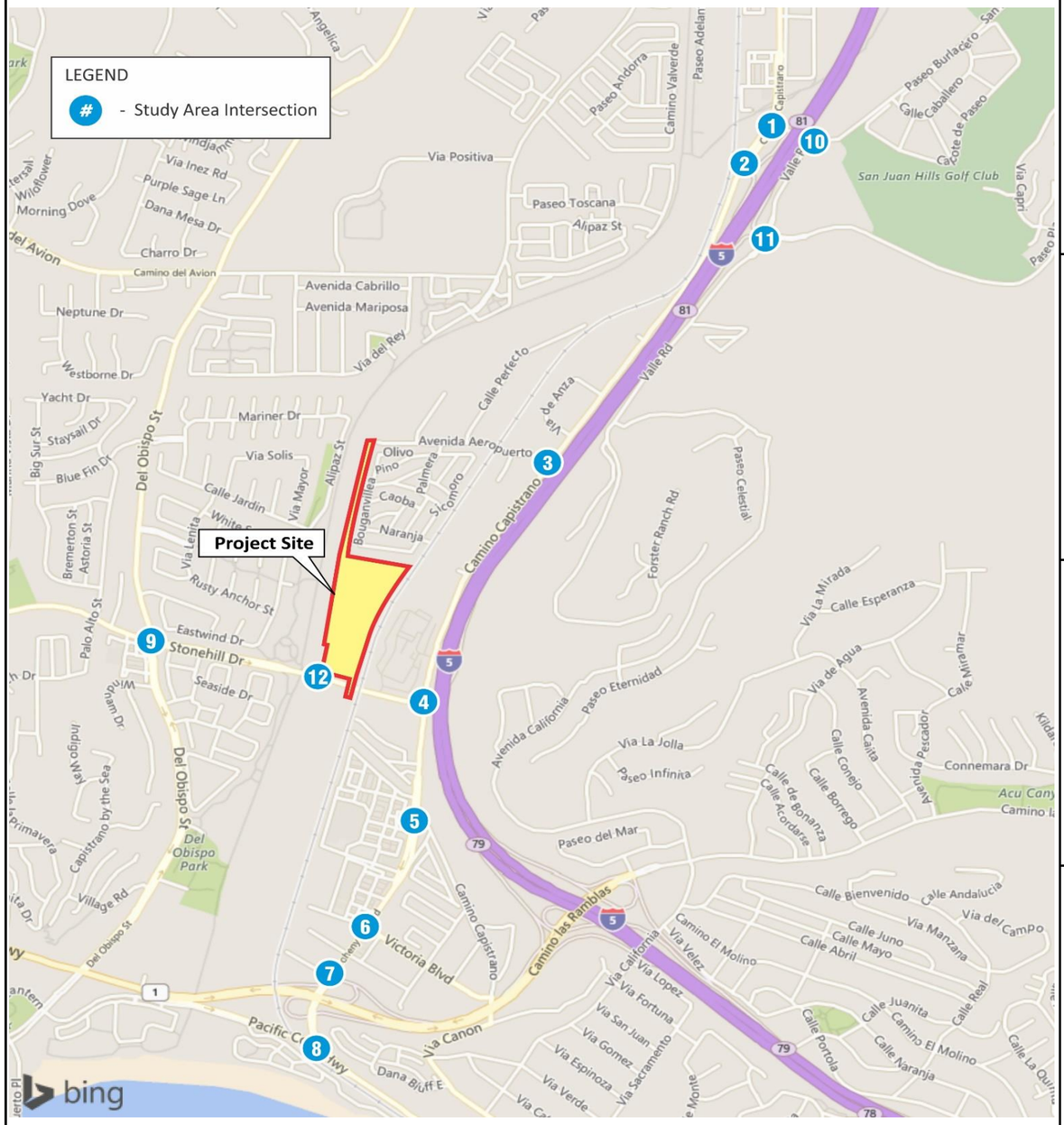
LEGEND

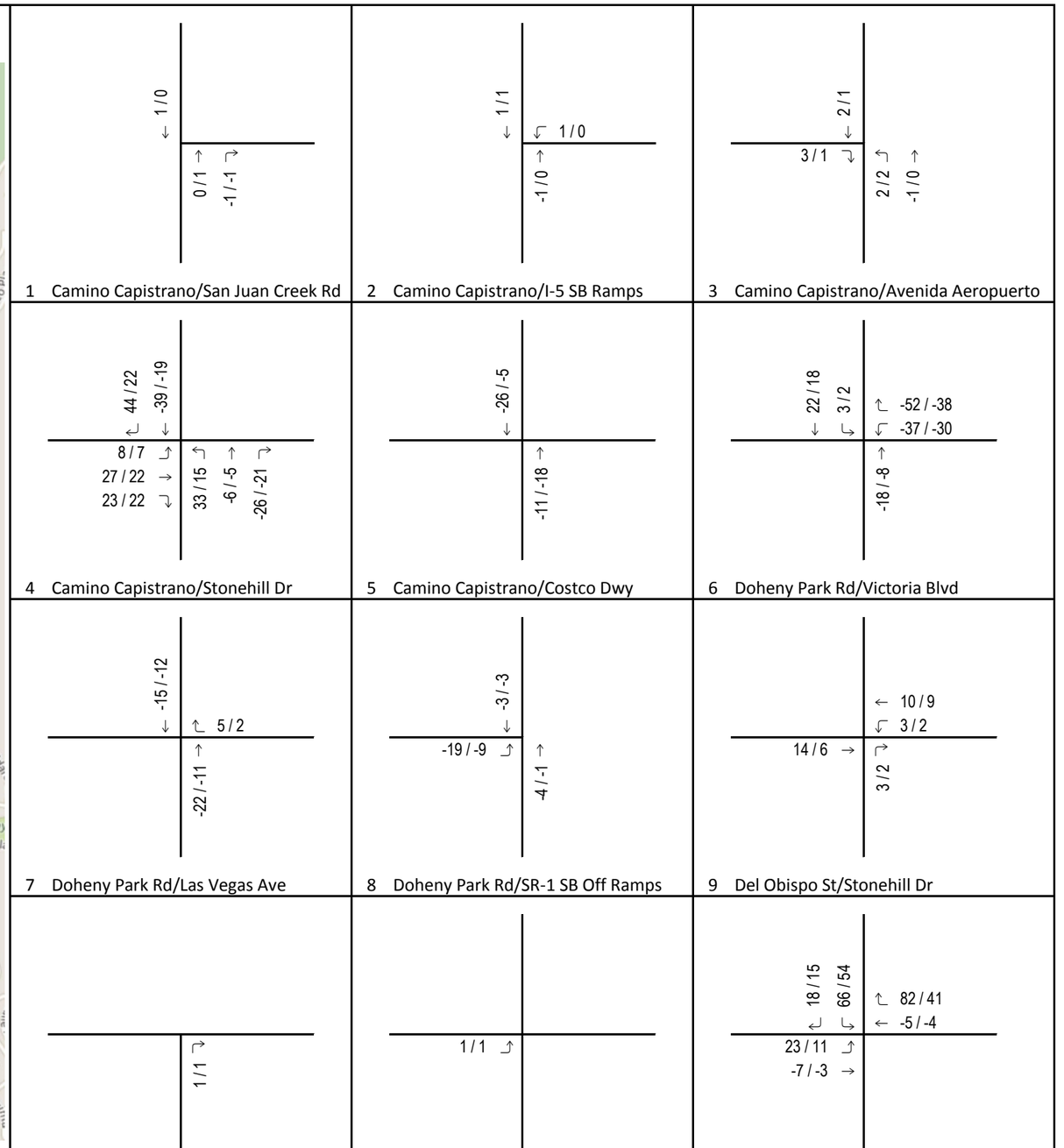
XXX / YYY AM / PM Volume

Ganahl Lumber Development Project

Net Preferred Project Trip Distribution and Assignment

(Proposed - Existing Ganahl)





LSA

N

LEGEND

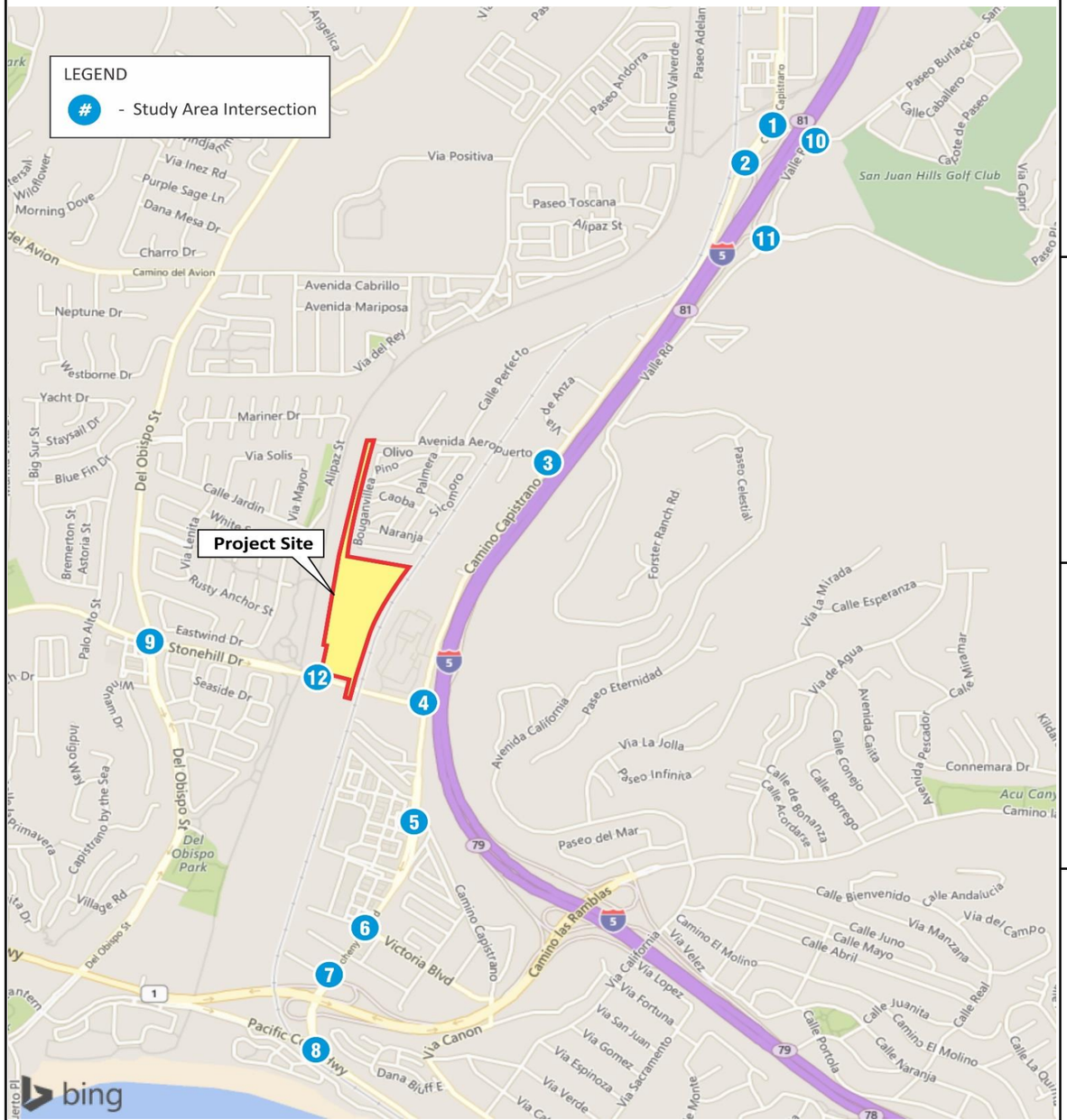
XXX / YYY AM / PM Volume

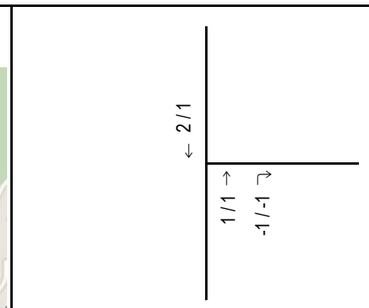
FIGURE 7b

Ganahl Lumber Development Project

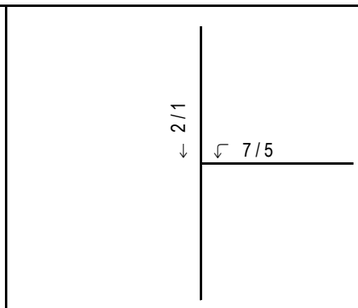
Net Project Alternative 1 Trip Distribution and Assignment

(Proposed - Existing Ganahl)

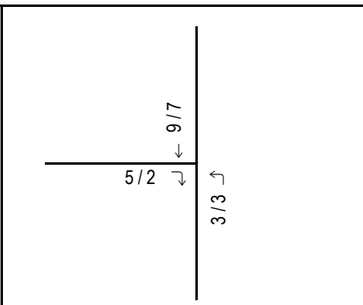




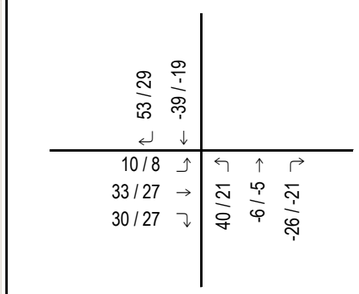
1 Camino Capistrano/San Juan Creek Rd



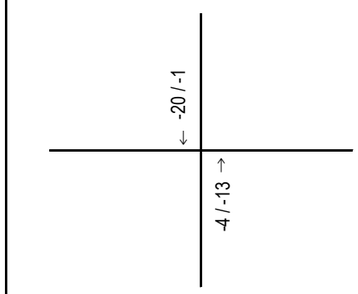
2 Camino Capistrano/I-5 SB Ramps



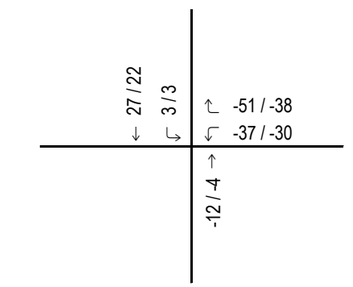
3 Camino Capistrano/Avenida Aeropuerto



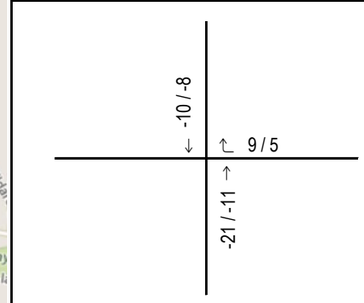
4 Camino Capistrano/Stonehill Dr



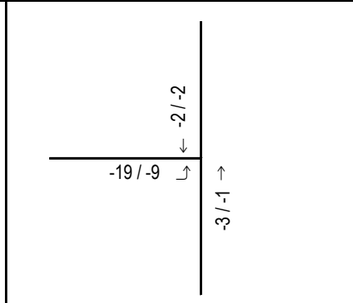
5 Camino Capistrano/Costco Dwy



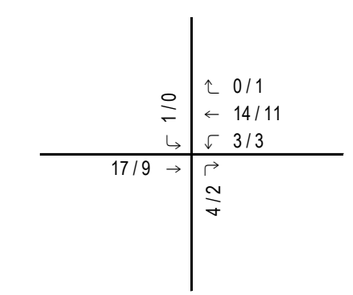
6 Doheny Park Rd/Victoria Blvd



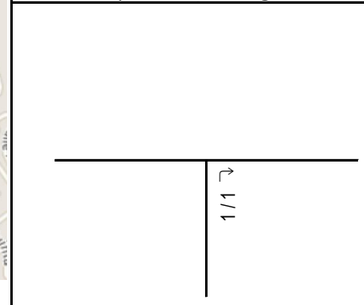
7 Doheny Park Rd/Las Vegas Ave



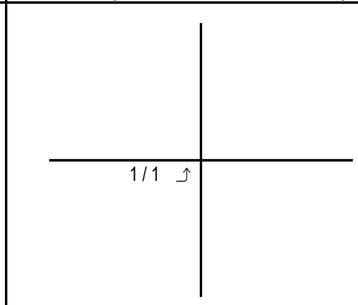
8 Doheny Park Rd/SR-1 SB Off Ramps



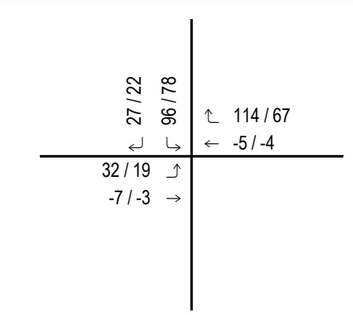
9 Del Obispo St/Stonehill Dr



10 Valle Rd/San Juan Creek Rd



11 Valle Rd/I-5 NB Ramps-La Novia Ave



12 Project Driveway/Stonehill Dr

LSA

N

LEGEND

XXX / YYY AM / PM Volume

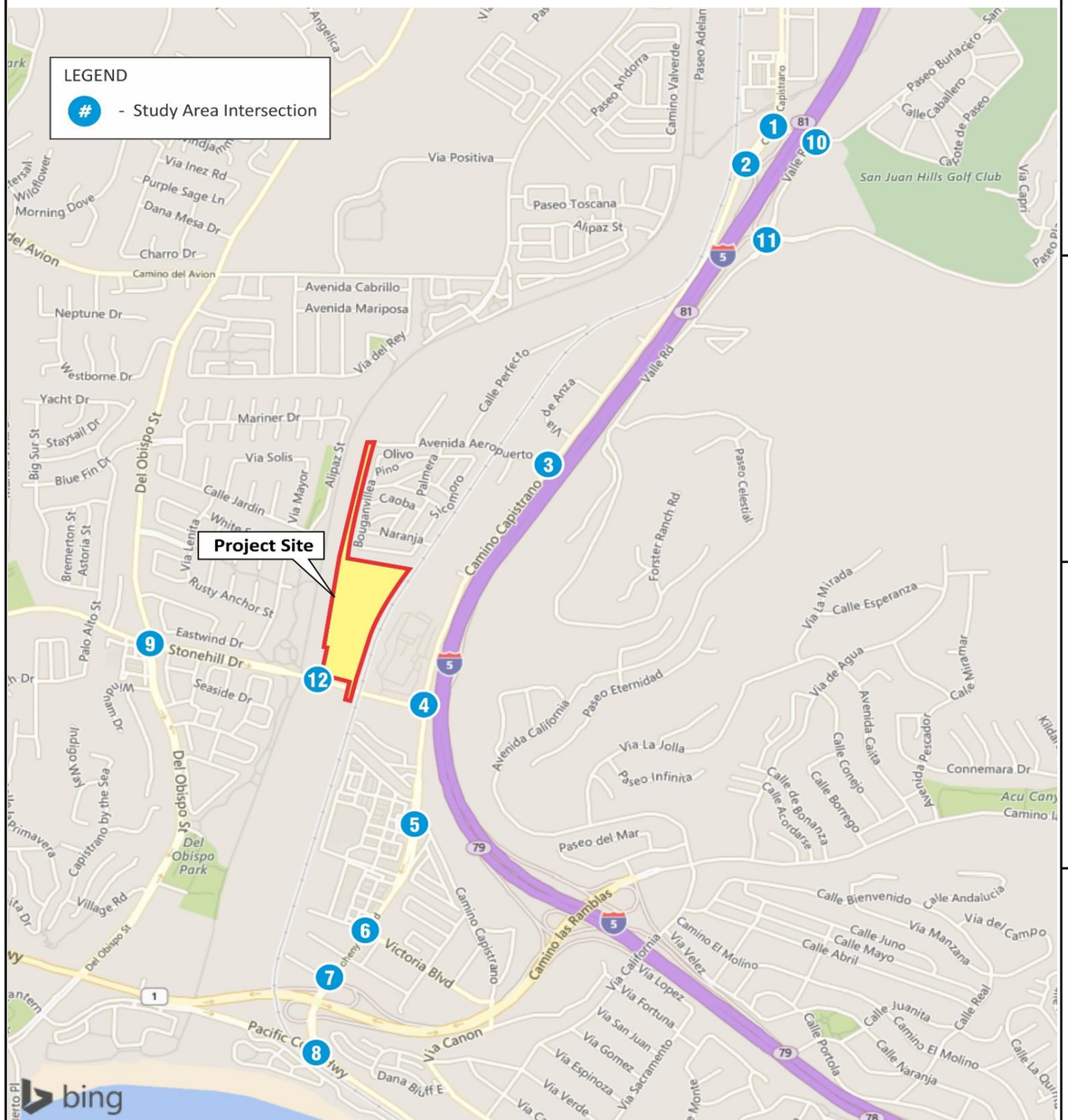
FIGURE 7c

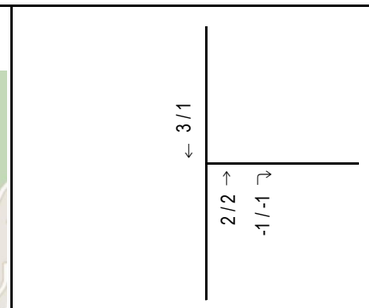
Ganahl Lumber Development Project

Net Project Alternative 2 Trip Distribution and Assignment

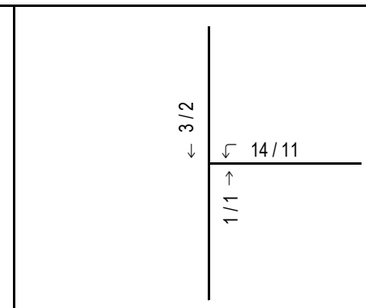
(Proposed - Existing Ganahl)

P:\JCA1803\Traffic\Prefered Project & Alternatives\Alt 2 - 2 TSF Restaurant\xls\Figures\Fig 7c - Net Proj Alt 2 Trip Distribution and Assignment.xlsx (8/15/2019)

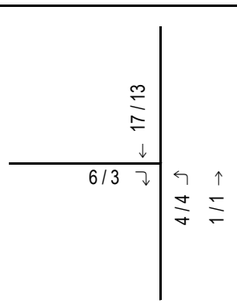




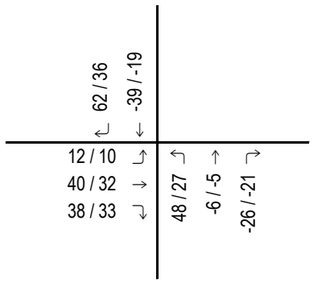
1 Camino Capistrano/San Juan Creek Rd



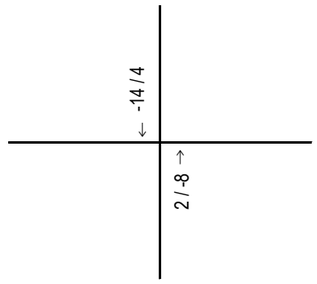
2 Camino Capistrano/I-5 SB Ramps



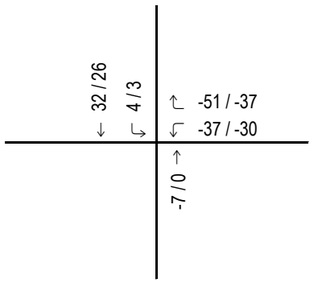
3 Camino Capistrano/Avenida Aeropuerto



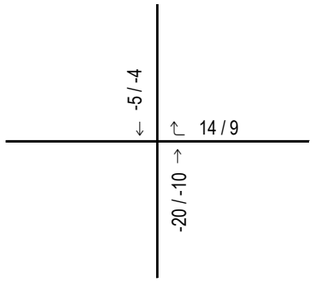
4 Camino Capistrano/Stonehill Dr



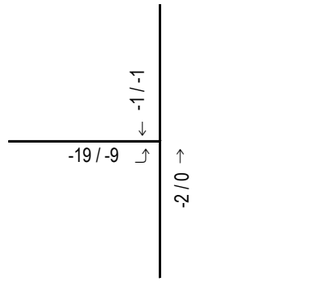
5 Camino Capistrano/Costco Dwy



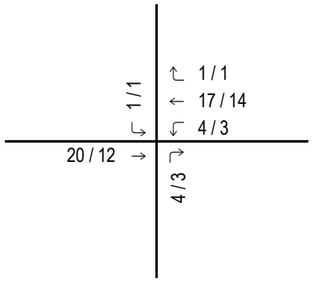
6 Doheny Park Rd/Victoria Blvd



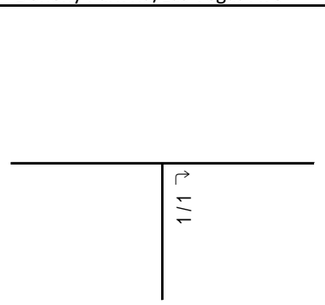
7 Doheny Park Rd/Las Vegas Ave



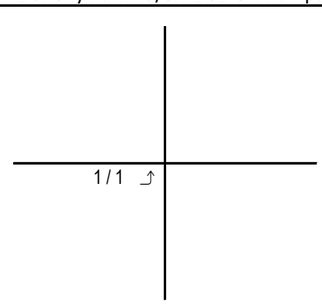
8 Doheny Park Rd/SR-1 SB Off Ramps



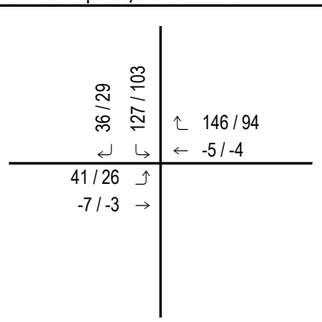
9 Del Obispo St/Stonehill Dr



10 Valle Rd/San Juan Creek Rd



11 Valle Rd/I-5 NB Ramps-La Novia Ave



12 Project Driveway/Stonehill Dr

FIGURE 7d

LSA

N

LEGEND

XXX / YYY AM / PM Volume

Ganahl Lumber Development Project

Net Project Alternative 3 Trip Distribution and Assignment

(Proposed - Existing Ganahl)

Preferred Project (6,000 sf of Fast-Food Restaurant Use)

Figure 8a shows the resulting Existing Plus Preferred Project peak-hour traffic volumes.

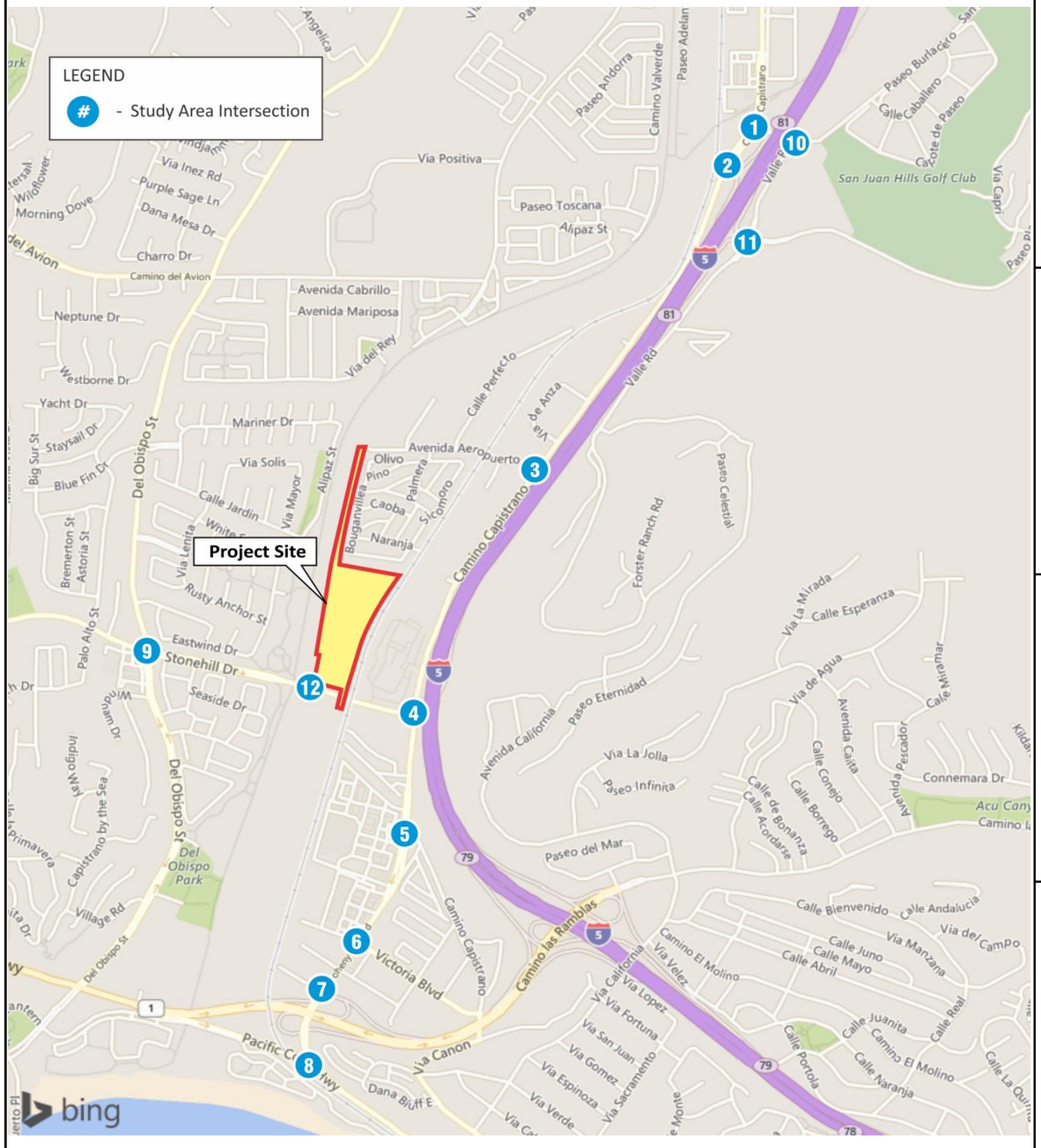
Tables I and J summarize the results of the Existing Plus Preferred Project peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. The Existing Plus Preferred Project ICU and HCM worksheets are contained in Appendices B and C, respectively. As shown in Table I, all study area intersections, including the hot-spot intersections, are anticipated to operate at satisfactory LOS based on the ICU methodology. As shown in Table J, all study area intersections, including the hot-spot intersections, are anticipated to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Preferred Project impact would not occur at any study area intersection based on the ICU and HCM methodologies.

Existing Plus Preferred Project roadway segment ADT volumes, v/c ratios, and LOS are presented in Table K. As Table K indicates, all study area roadway segments, including the hot-spot roadways, are anticipated to operate at satisfactory LOS with the Preferred Project, with the exception of Stonehill Drive between Camino Capistrano and the project driveway (LOS E), Stonehill Drive between the project driveway and Del Obispo Street (LOS D), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street would increase by 0.069 and 0.017, respectively, in the Existing Plus Preferred Project condition. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratio does not increase by 0.01 or greater for Valle Road between San Juan Creek Road and the I-5 northbound ramps in the Existing Plus Preferred Project condition. Although a significant project impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

Project Alternative 1 (No Fast-Food Restaurant Use)

Figure 8b shows the resulting Existing Plus Project Alternative 1 peak-hour traffic volumes.

Tables L and M summarize the results of the Existing Plus Project Alternative 1 peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. The Existing Plus Project Alternative 1 ICU and HCM worksheets are contained in Appendices B and C, respectively. As shown in Table L, all study area intersections, including the hot-spot intersections, are anticipated to operate at satisfactory LOS based on the ICU methodology. As shown in Table M, all study area intersections, including the hot-spot intersections, are anticipated to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Project Alternative 1 impact would not occur at any study area intersection based on the ICU and HCM methodologies.



490 / 646 ↓ ↳ 208 / 412	↱ 428 / 520 ↰ 365 / 440	337 / 464 ↑	447 / 468 ↱
1 Camino Capistrano/San Juan Creek Rd			
501 / 607 ↓ ↳ 353 / 480	↱ 336 / 382 ↰ 672 / 908	448 / 550 ↑	26 / 34 ↱
2 Camino Capistrano/I-5 SB Ramps			
238 / 175 ↲ ↓ 852 / 1344		114 / 225 ↳	178 / 163 ↰
		168 / 324 ↲	347 / 335 ↑
3 Camino Capistrano/Avenida Aeropuerto			
653 / 932 ↲ ↓ 231 / 609 ↳ 48 / 176		290 / 223 ↳	374 / 565 ↰
		1141 / 791 →	245 / 273 ↑
		336 / 404 ↲	224 / 325 ↱
4 Camino Capistrano/Stonehill Dr			
33 / 125 ↲ 355 / 520 ↓ 6 / 16 ↳	↰ 0 / 2 ↰ 1 / 0	159 / 417 ↳	120 / 308 ↰
		78 / 224 ↲	472 / 555 ↑
			1 / 1 ↱
5 Camino Capistrano/Costco Dwy			
12 / 14 ↲ 392 / 768 ↓ 29 / 64 ↳	↱ 35 / 56 ← 20 / 31 ↰ 96 / 77	19 / 72 ↳	49 / 63 ↰
		9 / 38 →	571 / 793 ↑
		41 / 68 ↲	80 / 92 ↱
6 Doheny Park Rd/Victoria Blvd			
11 / 12 ↲ 507 / 909 ↓	↱ 440 / 556 ← 22 / 13 ↰ 79 / 76	8 / 15 ↳	17 / 18 ↰
		1 / 1 →	288 / 428 ↑
		26 / 31 ↲	219 / 229 ↱
7 Doheny Park Rd/Las Vegas Ave			
200 / 294 ↓		138 / 226 ↳	
		230 / 347 ↲	453 / 517 ↑
8 Doheny Park Rd/SR-1 SB Off Ramps			
203 / 116 ↲ 432 / 322 ↓ 378 / 271 ↳	↱ 231 / 404 ← 602 / 862 ↰ 94 / 163	144 / 154 ↳	117 / 149 ↰
		1110 / 853 →	259 / 334 ↑
		115 / 111 ↲	134 / 164 ↱
9 Del Obispo St/Stonehill Dr			
	← 448 / 462 ↰ 123 / 75	272 / 402 →	351 / 481 ↰
		317 / 417 ↲	88 / 138 ↱
10 Valle Rd/San Juan Creek Rd			
194 / 269 ↲ 215 / 114 ↓ 33 / 102 ↳	↱ 75 / 67 ← 152 / 56 ↰ 12 / 9	288 / 372 ↳	55 / 136 ↰
		46 / 94 →	82 / 190 ↑
		66 / 50 ↲	5 / 15 ↱
11 Valle Rd/I-5 NB Ramps-La Novia Ave			
44 / 36 ↲ 162 / 131 ↳	↱ 181 / 123 ← 819 / 1357 ↰ 32 / 9	50 / 34 ↳	22 / 3 ↰
		1597 / 1220 →	58 / 31 ↱
		16 / 20 ↲	
12 Project Driveway/Stonehill Dr			

LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 8a

Ganahl Lumber Development Project

Existing Plus Preferred Project Peak-Hour Volumes

LSA

Table I: Existing Plus Preferred Project Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	1 Existing ICU	1 Existing LOS	2 Existing Plus Project ICU	2 Existing Plus Project LOS	3 Project Impact[2] ICU	3 Project Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	0.375	A	0.374	A	-0.001	No
			PM	0.495	A	0.496	A	0.001	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	0.477	A	0.483	A	0.006	No
			PM	0.611	B	0.620	B	0.009	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.504	A	0.015	No
			PM	0.721	C	0.732	C	0.011	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.636	B	0.017	No
			PM	0.695	B	0.713	C	0.018	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.237	A	-0.002	No
			PM	0.424	A	0.426	A	0.002	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	0.359	A	0.339	A	-0.020	No
			PM	0.460	A	0.433	A	-0.027	No
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	0.465	A	0.476	A	0.011	No
			PM	0.660	B	0.667	B	0.007	No
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	0.319	A	0.319	A	0.000	No
			PM	0.427	A	0.427	A	0.000	No
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	0.758	C	0.770	C	0.012	No
			PM	0.694	B	0.703	C	0.009	No
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.000	No
			PM	0.614	B	0.614	B	0.000	No
11	Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
12	Project Driveway/Stonehill Dr[4]	Signal	AM	N/A	N/A	0.668	B	-	No
			PM	N/A	N/A	0.564	A	-	No

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable (evaluated using the Highway Capacity Manual methodology)

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A significant project impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (2) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point considers LOS C acceptable).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

LSA

Table J: Existing Plus Preferred Project Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	1 Existing Delay	1 Existing LOS	2 Existing Plus Project Delay	2 Existing Plus Project LOS	3 Project Impact[2] Delay	3 Project Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	13.1	B	13.1	B	0.0	No
			PM	15.2	B	15.2	B	0.0	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	18.4	B	18.6	B	0.2	No
			PM	24.5	C	24.7	C	0.2	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	23.4	C	0.1	No
			PM	27.7	C	28.3	C	0.6	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	28.4	C	0.8	No
			PM	31.2	C	33.9	C	2.7	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.5	B	0.0	No
			PM	29.4	C	29.4	C	0.0	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	0.0	No
			PM	19.9	B	19.9	B	0.0	No
11	Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	7.7	A	7.7	A	0.0	No
			PM	9.7	A	9.7	A	0.0	No
12	Project Driveway/Stonehill Dr[4]	Signal	AM	>50.0	F	20.5	C	-	No
			PM	>50.0	F	19.0	B	-	No

= exceeds City's Level of Service (LOS) criteria

HCM = Highway Capacity Manual. Delay is reported in seconds.

LOS = level of service

N/A = not applicable

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A significant project impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (2) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point uses ICU not HCM for impact threshold).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

LSA

Table K: Existing Plus Preferred Project Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes	LOS E Capacity	1 Existing ADT	1 Existing V/C	1 Existing LOS	Project ADT	2 Existing Plus Project ADT	2 Existing Plus Project V/C	2 Existing Plus Project LOS	3 Project Impact[3] Δ V/C	3 Project Impact[3] Yes/No
	I-5 SB Ramps to Avenida Aeropuerto[1]	4D	37,500	23,755	0.633	B	287	24,042	0.641	B	0.008	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	430	24,595	0.656	B	0.012	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Dwys	4D	37,500	24,407	0.651	B	232	24,639	0.657	B	0.006	No
Camino Capistrano	Costco-AAMCO Dwys to Las Vegas - SR-1 NB Ramp[2]	4D	37,500	19,681	0.525	A	98	19,779	0.527	A	0.002	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-5	19,465	0.779	C	0.000	No
	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	2,584	34,983	0.933	E	0.069	Yes
	AM Peak Hour eastbound	2	3,200	1,672	*0.523*	*A*	102	1,774	*0.554*	*A*	*0.031*	*No*
	westbound	2	3,200	904	*0.283*	*A*	126	1,030	*0.322*	*A*	*0.039*	*No*
	PM Peak Hour eastbound	2	3,200	1,300	*0.406*	*A*	85	1,385	*0.433*	*A*	*0.027*	*No*
	westbound	2	3,200	1,417	*0.443*	*A*	76	1,493	*0.467*	*A*	*0.024*	*No*
	Project Driveway to Del Obispo[2]	4D	37,500	32,399	0.864	D	632	33,031	0.881	D	0.017	Yes
	AM Peak Hour eastbound	2	3,200	1,612	*0.504*	*A*	31	1,643	*0.513*	*A*	*0.009*	*No*
	westbound	2	3,200	898	*0.281*	*A*	26	924	*0.289*	*A*	*0.008*	*No*
	PM Peak Hour eastbound	2	3,200	1,262	*0.394*	*A*	19	1,281	*0.400*	*A*	*0.006*	*No*
Stonehill Dr	*westbound*	2	3,200	1,406	*0.439*	*A*	22	1,428	*0.446*	*A*	*0.007*	*No*
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	17	12,718	1.017	F	0.001	No

= exceeds City's Level of Service criteria

Italics = peak-hour link analysis

For No. of Lanes, D = divided, and U = undivided

ADT = average daily trips

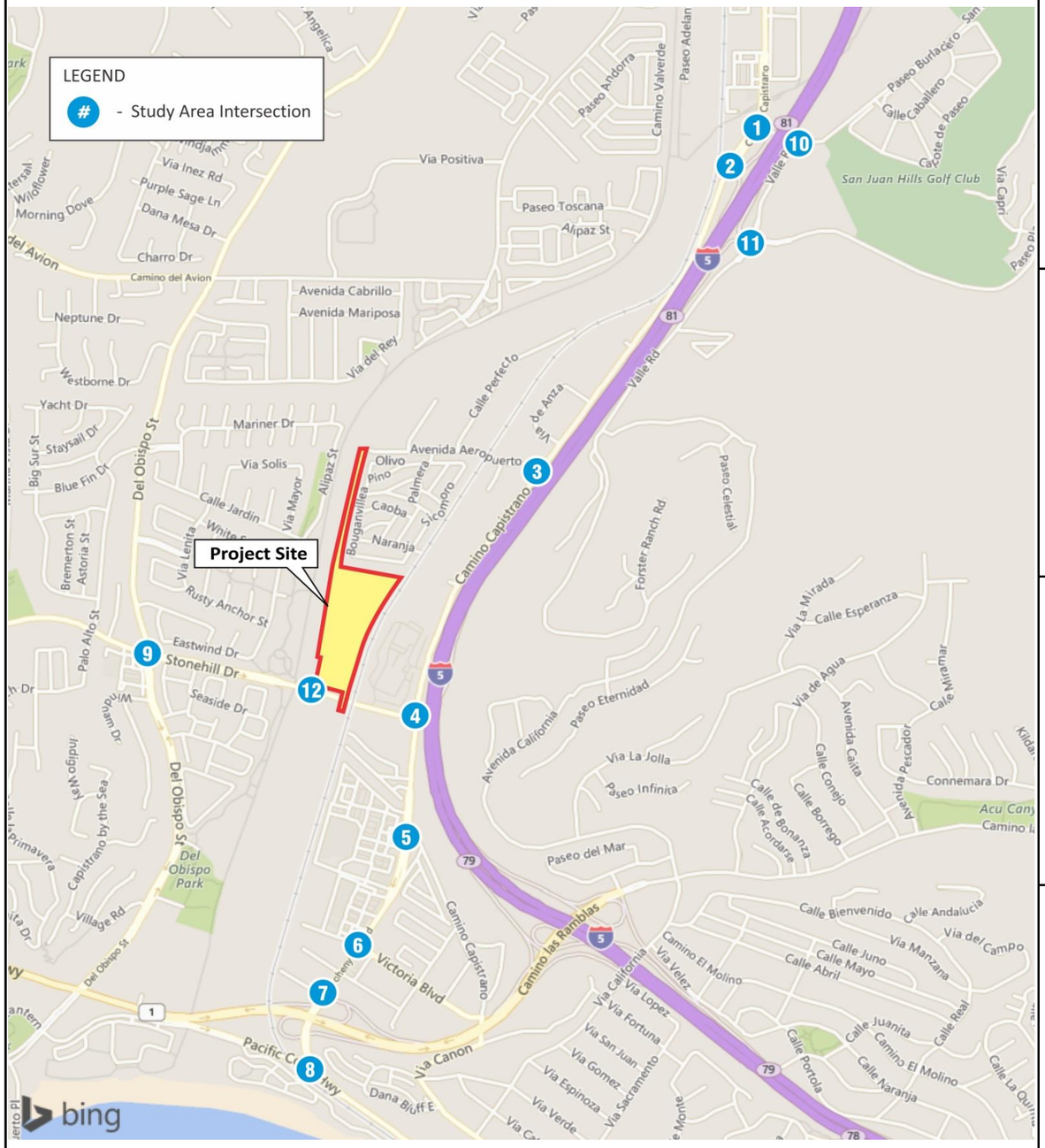
LOS = level of service

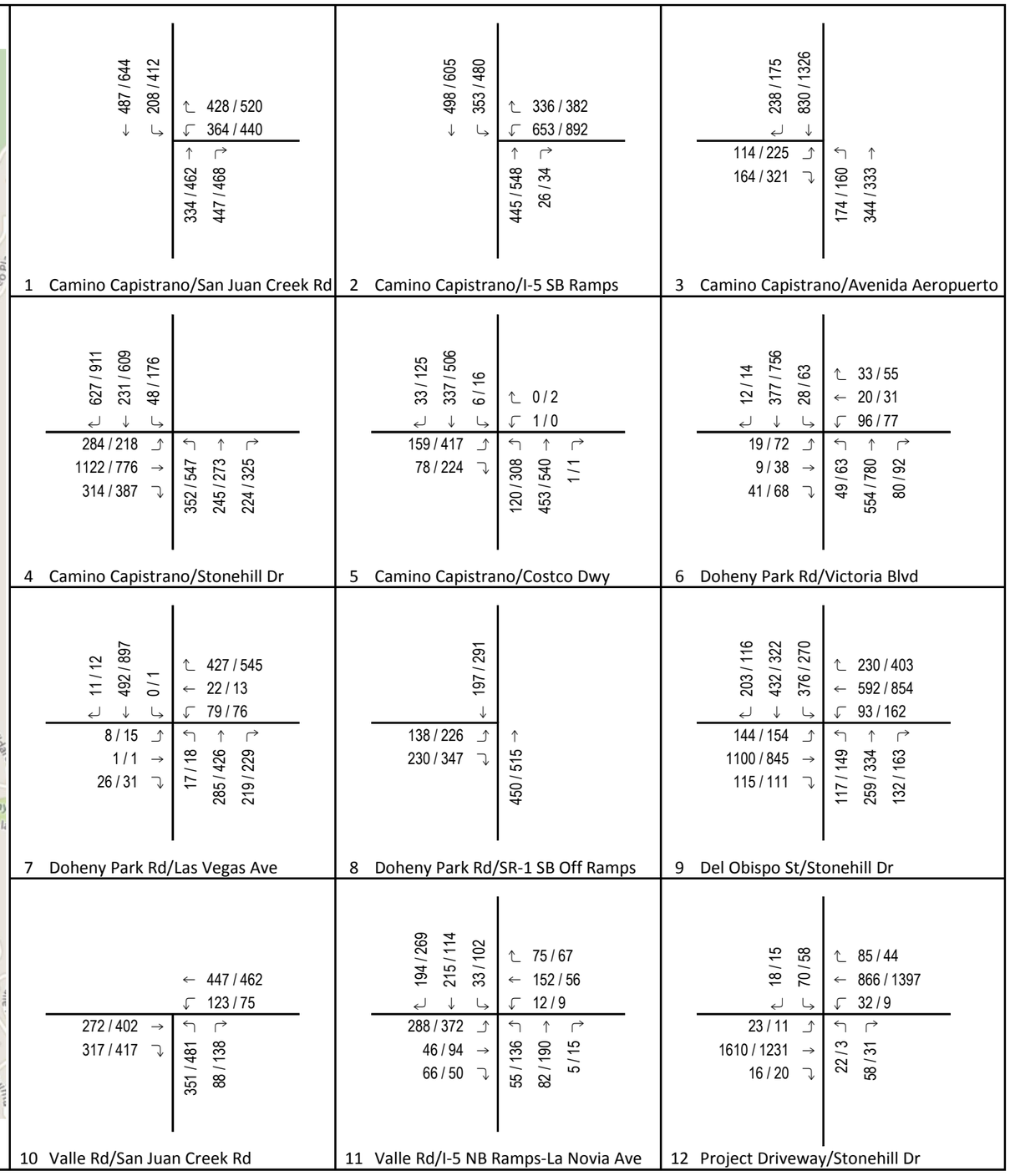
V/C = volume-to-capacity ratio

[1] Segment is considered a "Hot Spot" location (LOS E is acceptable).

[2] Segment is located in Dana Point (LOS C is acceptable).

[3] A significant project impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (2) is E or F.





LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 8b

Ganahl Lumber Development Project

Existing Plus Project Alternative 1 Peak-Hour Volumes

P:\JCA1803\Traffic\Prefered Project & Alternatives\Al1 1 - No Restaurant\xls\Figures\Fig 8b - Existing plus Proj Alt 1 Volumes.xlsx (8/15/2019)

LSA

Table L: Existing Plus Project Alternative 1 Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	1 Existing ICU	1 Existing LOS	2 Existing Plus Project ICU	2 Existing Plus Project LOS	3 Project Impact[2] ICU	3 Project Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	0.375	A	0.374	A	-0.001	No
			PM	0.495	A	0.495	A	0.000	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	0.477	A	0.477	A	0.000	No
			PM	0.611	B	0.615	B	0.004	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.493	A	0.004	No
			PM	0.721	C	0.723	C	0.002	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.624	B	0.005	No
			PM	0.695	B	0.699	B	0.004	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.232	A	-0.007	No
			PM	0.424	A	0.422	A	-0.002	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	0.359	A	0.334	A	-0.025	No
			PM	0.460	A	0.429	A	-0.031	No
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	0.465	A	0.464	A	-0.001	No
			PM	0.660	B	0.657	B	-0.003	No
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	0.319	A	0.318	A	-0.001	No
			PM	0.427	A	0.425	A	-0.002	No
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	0.758	C	0.764	C	0.006	No
			PM	0.694	B	0.699	B	0.005	No
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.000	No
			PM	0.614	B	0.614	B	0.000	No
11	Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
12	Project Driveway/Stonehill Dr[4]	Signal	AM	N/A	N/A	0.618	B	-	No
			PM	N/A	N/A	0.520	A	-	No

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable (evaluated using the Highway Capacity Manual methodology)

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A significant project impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (2) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point considers LOS C acceptable).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

LSA

Table M: Existing Plus Project Alternative 1 Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	1 Existing Delay	1 Existing LOS	2 Existing Plus Project Delay	2 Existing Plus Project LOS	3 Project Impact[2] Delay	3 Project Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	13.1	B	13.1	B	0.0	No
			PM	15.2	B	15.2	B	0.0	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	18.4	B	18.4	B	0.0	No
			PM	24.5	C	25.7	C	1.2	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	24.5	C	1.2	No
			PM	27.7	C	27.8	C	0.1	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	27.9	C	0.3	No
			PM	31.2	C	32.2	C	1.0	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.8	B	0.3	No
			PM	29.4	C	29.6	C	0.2	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	0.0	No
			PM	19.9	B	19.6	B	-0.3	No
11	Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	7.7	A	7.7	A	0.0	No
			PM	9.7	A	9.7	A	0.0	No
12	Project Driveway/Stonehill Dr[4]	Signal	AM	>50.0	F	19.9	B	-	No
			PM	>50.0	F	19.4	B	-	No

= exceeds City's Level of Service (LOS) criteria

HCM = Highway Capacity Manual. Delay is reported in seconds.

LOS = level of service

N/A = not applicable

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A significant project impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (2) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point uses ICU not HCM for impact threshold).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

Existing Plus Project Alternative 1 roadway segment ADT volumes, v/c ratios, and LOS are presented in Table N. As Table N indicates, all study area roadway segments, including the hot-spot roadways, are anticipated to operate at satisfactory LOS with Project Alternative 1, with the exception of Stonehill Drive between Camino Capistrano and the project driveway (LOS E), Stonehill Drive between the project driveway and Del Obispo Street (LOS D), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratio for Stonehill Drive between Camino Capistrano and the project driveway would increase by 0.040 in the Existing Plus Project Alternative 1 condition. This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for Stonehill Drive between the project driveway and Del Obispo Street and Valle Road between San Juan Creek Road and the I-5 northbound ramps in the Existing Plus Project Alternative 1 condition. Although a significant project impact would occur at one study area roadway segment (Stonehill Drive between Camino Capistrano and the project driveway), a peak-hour link analysis shows that this segment would operate at satisfactory LOS in both directions during the peak hours.

Project Alternative 2 (2,000 sf of Fast-Food Restaurant Use)

Figure 8c shows the resulting Existing Plus Project Alternative 2 peak-hour traffic volumes.

Tables O and P summarize the results of the Existing Plus Project Alternative 2 peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. The Existing Plus Project Alternative 2 ICU and HCM worksheets are contained in Appendices B and C, respectively. As shown in Table O, all study area intersections, including the hot-spot intersections, are anticipated to operate at satisfactory LOS based on the ICU methodology. As shown in Table P, all study area intersections, including the hot-spot intersections, are anticipated to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Project Alternative 2 impact would not occur at any study area intersection based on the ICU and HCM methodologies.

Existing Plus Project Alternative 2 roadway segment ADT volumes, v/c ratios, and LOS are presented in Table Q. As Table Q indicates, all study area roadway segments, including the hot-spot roadways, are anticipated to operate at satisfactory LOS with Project Alternative 2, with the exception of Stonehill Drive between Camino Capistrano and the project driveway (LOS E), Stonehill Drive between the project driveway and Del Obispo Street (LOS D), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street would increase by 0.049 and 0.011, respectively, in the Existing Plus Project Alternative 2 condition. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratio does not increase by 0.01 or greater for Valle Road between San Juan Creek Road and the I-5 northbound ramps in the Existing Plus Project Alternative 2 condition. Although a significant project impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

LSA

Table N: Existing Plus Project Alternative 1 Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes	LOS E Capacity	1 Existing ADT	1 Existing V/C	1 Existing LOS	Project ADT	2 Existing Plus Project ADT	2 Existing Plus Project V/C	2 Existing Plus Project LOS	3 Project Impact[3] Δ V/C	3 Project Impact[3] Yes/No
	I-5 SB Ramps to Avenida Aeropuerto[1]	4D	37,500	23,755	0.633	B	4	23,759	0.634	B	0.001	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	61	24,226	0.646	B	0.002	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Dwys	4D	37,500	24,407	0.651	B	-276	24,131	0.643	B	-0.008	No
Camino Capistrano	Costco-AAMCO Dwys to Las Vegas - SR-1 NB Ramp[2]	4D	37,500	19,681	0.525	A	-312	19,369	0.517	A	-0.008	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-12	19,458	0.778	C	-0.001	No
	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	1,483	33,882	0.904	E	0.040	Yes
	AM Peak Hour eastbound	2	3,200	1,672	*0.523*	*A*	55	1,727	*0.540*	*A*	*0.017*	*No*
	westbound	2	3,200	904	*0.283*	*A*	77	981	*0.307*	*A*	*0.024*	*No*
	PM Peak Hour eastbound	2	3,200	1,300	*0.406*	*A*	49	1,349	*0.422*	*A*	*0.016*	*No*
	westbound	2	3,200	1,417	*0.443*	*A*	37	1,454	*0.454*	*A*	*0.011*	*No*
	Project Driveway to Del Obispo[2]	4D	37,500	32,399	0.864	D	322	32,721	0.873	D	0.009	No
	AM Peak Hour eastbound	2	3,200	1,612	*0.504*	*A*	17	1,629	*0.509*	*A*	*0.005*	*No*
	westbound	2	3,200	898	*0.281*	*A*	13	911	*0.285*	*A*	*0.004*	*No*
	PM Peak Hour eastbound	2	3,200	1,262	*0.394*	*A*	8	1,270	*0.397*	*A*	*0.003*	*No*
Stonehill Dr	*westbound*	2	3,200	1,406	*0.439*	*A*	11	1,417	*0.443*	*A*	*0.004*	*No*
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	10	12,711	1.017	F	0.001	No

= exceeds City's Level of Service criteria

Italics = peak-hour link analysis

For No. of Lanes, D = divided, and U = undivided

ADT = average daily trips

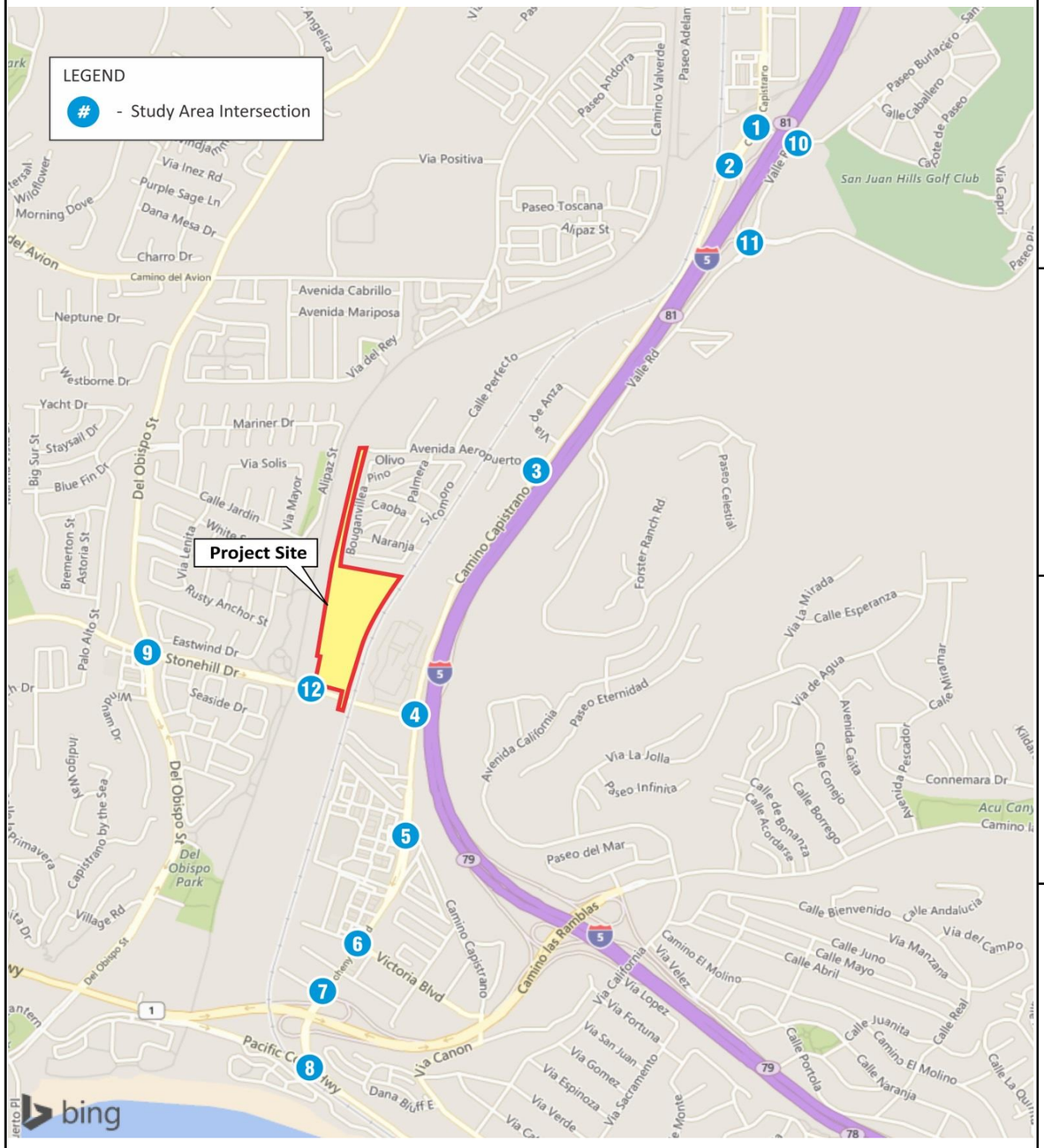
LOS = level of service

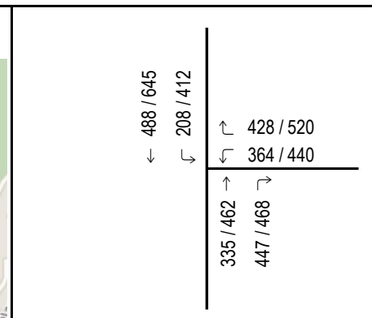
V/C = volume-to-capacity ratio

[1] Segment is considered a "Hot Spot" location (LOS E is acceptable).

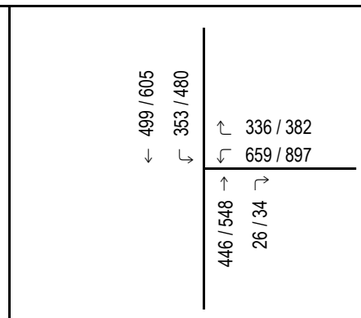
[2] Segment is located in Dana Point (LOS C is acceptable).

[3] A significant project impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (2) is E or F.

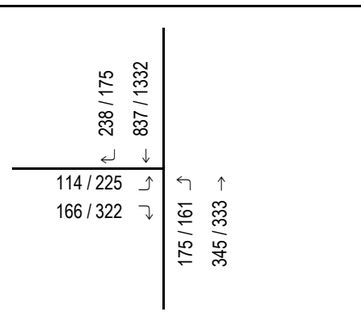




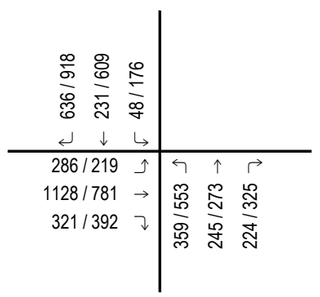
1 Camino Capistrano/San Juan Creek Rd



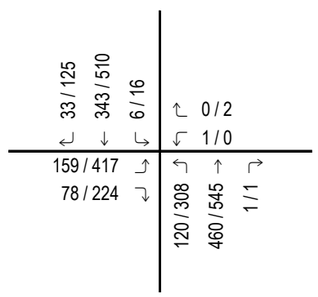
2 Camino Capistrano/I-5 SB Ramps



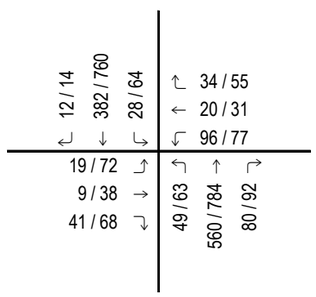
3 Camino Capistrano/Avenida Aeropuerto



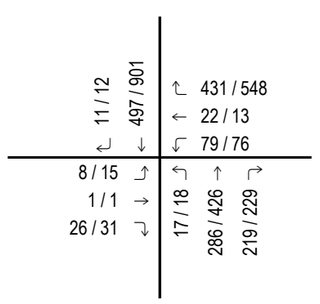
4 Camino Capistrano/Stonehill Dr



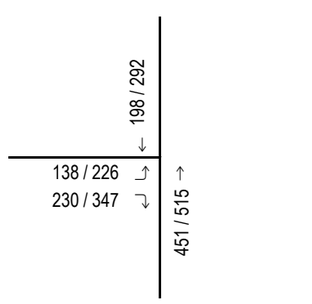
5 Camino Capistrano/Costco Dwy



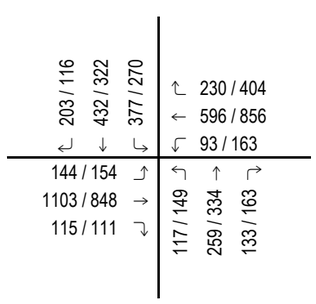
6 Doheny Park Rd/Victoria Blvd



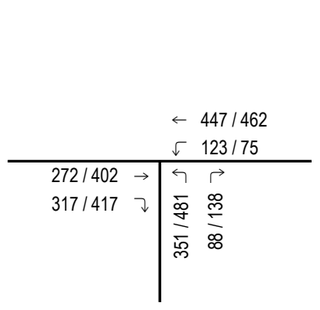
7 Doheny Park Rd/Las Vegas Ave



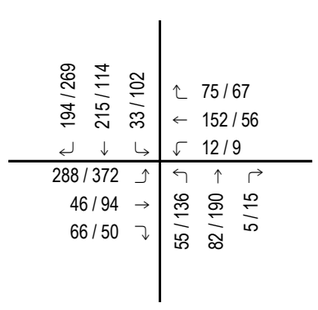
8 Doheny Park Rd/SR-1 SB Off Ramps



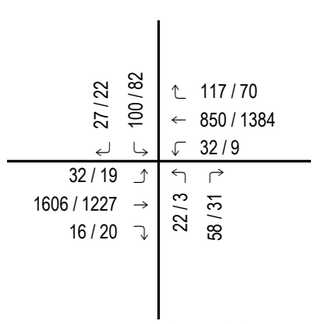
9 Del Obispo St/Stonehill Dr



10 Valle Rd/San Juan Creek Rd



11 Valle Rd/I-5 NB Ramps-La Novia Ave



12 Project Driveway/Stonehill Dr

LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 8c

Ganahl Lumber Development Project

Existing Plus Project Alternative 2 Peak-Hour Volumes

LSA

Table O: Existing Plus Project Alternative 2 Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	1 Existing ICU	1 Existing LOS	2 Existing Plus Project ICU	2 Existing Plus Project LOS	3 Project Impact[2] ICU	3 Project Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	0.375	A	0.374	A	-0.001	No
			PM	0.495	A	0.495	A	0.000	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	0.477	A	0.479	A	0.002	No
			PM	0.611	B	0.616	B	0.005	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.497	A	0.008	No
			PM	0.721	C	0.726	C	0.005	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.627	B	0.008	No
			PM	0.695	B	0.703	C	0.008	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.234	A	-0.005	No
			PM	0.424	A	0.424	A	0.000	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	0.359	A	0.335	A	-0.024	No
			PM	0.460	A	0.431	A	-0.029	No
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	0.465	A	0.468	A	0.003	No
			PM	0.660	B	0.660	B	0.000	No
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	0.319	A	0.318	A	-0.001	No
			PM	0.427	A	0.426	A	-0.001	No
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	0.758	C	0.766	C	0.008	No
			PM	0.694	B	0.700	B	0.006	No
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.000	No
			PM	0.614	B	0.614	B	0.000	No
11	Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
12	Project Driveway/Stonehill Dr[4]	Signal	AM	N/A	N/A	0.634	B	-	No
			PM	N/A	N/A	0.535	A	-	No

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable (evaluated using the Highway Capacity Manual methodology)

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A significant project impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (2) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point considers LOS C acceptable).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

LSA

Table P: Existing Plus Project Alternative 2 Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	1 Existing Delay	1 Existing LOS	2 Existing Plus Project Delay	2 Existing Plus Project LOS	3 Project Impact[2] Delay	3 Project Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	13.1	B	13.1	B	0.0	No
			PM	15.2	B	14.3	B	-0.9	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	18.4	B	18.5	B	0.1	No
			PM	24.5	C	24.8	C	0.3	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	24.6	C	1.3	No
			PM	27.7	C	27.0	C	-0.7	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	28.1	C	0.5	No
			PM	31.2	C	30.7	C	-0.5	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.7	B	0.2	No
			PM	29.4	C	26.3	C	-3.1	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	0.0	No
			PM	19.9	B	19.6	B	-0.3	No
11	Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	7.7	A	7.7	A	0.0	No
			PM	9.7	A	9.7	A	0.0	No
12	Project Driveway/Stonehill Dr[4]	Signal	AM	>50.0	F	20.0	C	-	No
			PM	>50.0	F	19.4	B	-	No

= exceeds City's Level of Service (LOS) criteria

HCM = Highway Capacity Manual. Delay is reported in seconds.

LOS = level of service

N/A = not applicable

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A significant project impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (2) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point uses ICU not HCM for impact threshold).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

LSA

Table Q: Existing Plus Project Alternative 2 Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes	LOS E Capacity	1 Existing ADT	1 Existing V/C	1 Existing LOS	Project ADT	2 Existing Plus Project ADT	2 Existing Plus Project V/C	2 Existing Plus Project LOS	3 Project Impact[3] Δ V/C	3 Project Impact[3] Yes/No
	I-5 SB Ramps to Avenida Aeropuerto[1]	4D	37,500	23,755	0.633	B	99	23,854	0.636	B	0.003	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	184	24,349	0.649	B	0.005	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Dwys	4D	37,500	24,407	0.651	B	-106	24,301	0.648	B	-0.003	No
Camino Capistrano	Costco-AAMCO Dwys to Las Vegas - SR-1 NB Ramp[2]	4D	37,500	19,681	0.525	A	-174	19,507	0.520	A	-0.005	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-9	19,461	0.778	C	-0.001	No
	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	1,850	34,249	0.913	E	0.049	Yes
	AM Peak Hour eastbound	2	3,200	1,672	*0.523*	*A*	70	1,742	*0.544*	*A*	*0.021*	*No*
	westbound	2	3,200	904	*0.283*	*A*	93	997	*0.312*	*A*	*0.029*	*No*
	PM Peak Hour eastbound	2	3,200	1,300	*0.406*	*A*	60	1,360	*0.425*	*A*	*0.019*	*No*
	westbound	2	3,200	1,417	*0.443*	*A*	50	1,467	*0.458*	*A*	*0.015*	*No*
	Project Driveway to Del Obispo[2]	4D	37,500	32,399	0.864	D	426	32,825	0.875	D	0.011	Yes
	AM Peak Hour eastbound	2	3,200	1,612	*0.504*	*A*	22	1,634	*0.511*	*A*	*0.007*	*No*
	westbound	2	3,200	898	*0.281*	*A*	17	915	*0.286*	*A*	*0.005*	*No*
	PM Peak Hour eastbound	2	3,200	1,262	*0.394*	*A*	12	1,274	*0.398*	*A*	*0.004*	*No*
Stonehill Dr	*westbound*	2	3,200	1,406	*0.439*	*A*	15	1,421	*0.444*	*A*	*0.005*	*No*
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	13	12,714	1.017	F	0.001	No

= exceeds City's Level of Service criteria

Italics = peak-hour link analysis

For No. of Lanes, D = divided, and U = undivided

ADT = average daily trips

LOS = level of service

V/C = volume-to-capacity ratio

[1] Segment is considered a "Hot Spot" location (LOS E is acceptable).

[2] Segment is located in Dana Point (LOS C is acceptable).

[3] A significant project impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (2) is E or F.

Project Alternative 3 (4,000 sf of Fast-Food Restaurant Use)

Figure 8d shows the resulting Existing Plus Project Alternative 3 peak-hour traffic volumes.

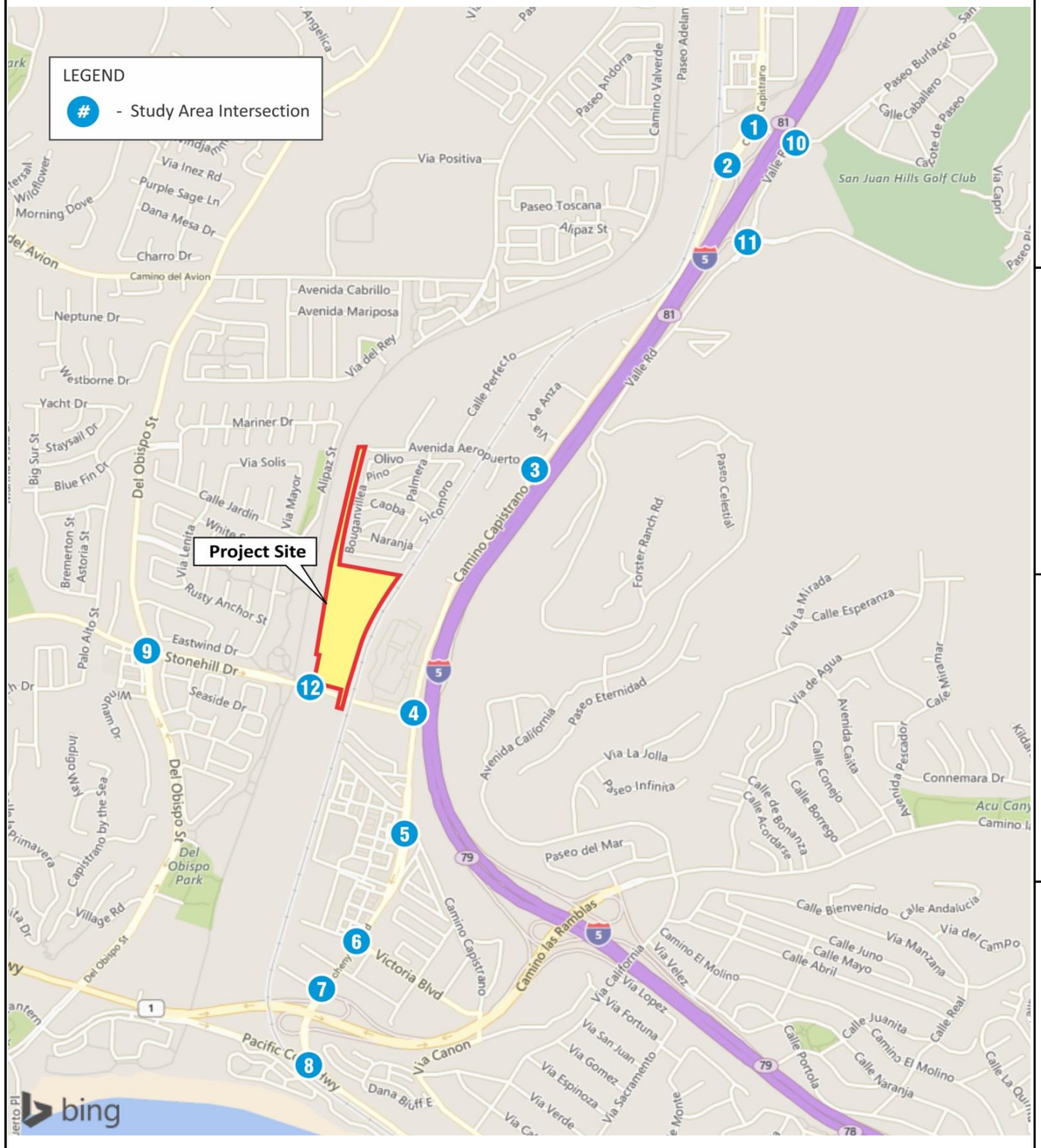
Tables R and S summarize the results of the Existing Plus Project Alternative 3 peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. The Existing Plus Project Alternative 3 ICU and HCM worksheets are contained in Appendices B and C, respectively. As shown in Table R, all study area intersections, including the hot-spot intersections, are anticipated to operate at satisfactory LOS based on the ICU methodology. As shown in Table S, all study area intersections, including the hot-spot intersections, are anticipated to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Project Alternative 3 impact would not occur at any study area intersection based on the ICU and HCM methodologies.

Existing Plus Project Alternative 3 roadway segment ADT volumes, v/c ratios, and LOS are presented in Table T. As Table T indicates, all study area roadway segments, including the hot-spot roadways, are anticipated to operate at satisfactory LOS with Project Alternative 3, with the exception of Stonehill Drive between Camino Capistrano and the project driveway (LOS E), Stonehill Drive between the project driveway and Del Obispo Street (LOS D), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street would increase by 0.059 and 0.014, respectively, in the Existing Plus Project Alternative 3 condition. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratio does not increase by 0.01 or greater for Valle Road between San Juan Creek Road and the I-5 northbound ramps in the Existing Plus Project Alternative 3 condition. Although a significant project impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

EXISTING PLUS PROJECT PLUS CUMULATIVE CONDITION

According to the project applicant, the project (all project alternatives) will open in 2024. To develop a Year 2024 condition, an ambient growth rate of 0.5 percent per year (i.e., 3 percent total growth) was applied to the existing 2018 traffic counts. This condition also included the proposed project trips (all project alternatives) and manually assigned trips generated by approved/pending (cumulative) projects. Application of a 0.5 percent per year growth rate to the existing traffic volumes is considered conservative and would account for any additional future development in the project vicinity. Figure 9 shows the locations of the cumulative projects.

Table U summarizes the list of cumulative projects provided by City staff in November 2018. This list was reviewed to identify projects in the vicinity of the project site that would contribute traffic in the study area beyond the ambient growth already assumed. The cumulative projects trip generation is summarized in Table V. The volume development files for the cumulative projects are provided in Appendix E. The total trip generation for the cumulative projects was manually assigned to the project study area as illustrated on Figure 10.



489 / 645 ↓ 208 / 412 ↳		↱ 428 / 520 ↰ 364 / 440
	↑ 336 / 463	↱ 447 / 468

1 Camino Capistrano/San Juan Creek Rd

500 / 606 ↓ 353 / 480 ↳		↱ 336 / 382 ↰ 666 / 903
	↑ 447 / 549	↱ 26 / 34

2 Camino Capistrano/I-5 SB Ramps

		238 / 175 ↲ 845 / 1338 ↓
	114 / 225 ↳	↰ 176 / 162 ↑
	167 / 323 ↲	346 / 334

3 Camino Capistrano/Avenida Aeropuerto

645 / 925 ↲ 231 / 609 ↓ 48 / 176 ↳		
288 / 221 ↳	↰ 367 / 559	↑ 245 / 273 ↱ 224 / 325
1135 / 786 →		
329 / 398 ↲		

4 Camino Capistrano/Stonehill Dr

33 / 125 ↲ 349 / 515 ↓ 6 / 16 ↳		↰ 0 / 2 ↰ 1 / 0
159 / 417 ↳	↰ 120 / 308	↑ 466 / 550 ↱ 1 / 1
78 / 224 ↲		

5 Camino Capistrano/Costco Dwy

12 / 14 ↲ 387 / 764 ↓ 29 / 64 ↳		↱ 34 / 56 ← 20 / 31 ↰ 96 / 77
19 / 72 ↳	↰ 49 / 63	↑ 565 / 788 ↱ 80 / 92
9 / 38 →		
41 / 68 ↲		

6 Doheny Park Rd/Victoria Blvd

11 / 12 ↲ 502 / 905 ↓		↱ 436 / 552 ← 22 / 13 ↰ 79 / 76
8 / 15 ↳	↰ 17 / 18	↑ 287 / 427 ↱ 219 / 229
1 / 1 →		
26 / 31 ↲		

7 Doheny Park Rd/Las Vegas Ave

		199 / 293 ↓
138 / 226 ↳	↑ 452 / 516	
230 / 347 ↲		

8 Doheny Park Rd/SR-1 SB Off Ramps

		203 / 116 ↲ 432 / 322 ↓ 377 / 271 ↳
144 / 154 ↳	↰ 117 / 149	↑ 259 / 334 ↱ 133 / 164
1106 / 851 →		
115 / 111 ↲		

9 Del Obispo St/Stonehill Dr

	← 447 / 462 ↰ 123 / 75	
272 / 402 → 317 / 417 ↲	↰ 351 / 481	↱ 88 / 138

10 Valle Rd/San Juan Creek Rd

194 / 269 ↲ 215 / 114 ↓ 33 / 102 ↳		↰ 75 / 67 ← 152 / 56 ↰ 12 / 9
288 / 372 ↳	↰ 55 / 136	↑ 82 / 190 ↱ 5 / 15
46 / 94 →		
66 / 50 ↲		

11 Valle Rd/I-5 NB Ramps-La Novia Ave

36 / 29 ↲ 131 / 107 ↳		↱ 149 / 97 ← 835 / 1370 ↰ 32 / 9
41 / 26 ↳	↰ 22 / 3	↱ 58 / 31
1601 / 1224 →		
16 / 20 ↲		

12 Project Driveway/Stonehill Dr

LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 8d

Ganahl Lumber Development Project

Existing Plus Project Alternative 3 Peak-Hour Volumes

LSA

Table R: Existing Plus Project Alternative 3 Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	1 Existing ICU	1 Existing LOS	2 Existing Plus Project ICU	2 Existing Plus Project LOS	3 Project Impact[2] ICU	3 Project Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	0.375	A	0.374	A	-0.001	No
			PM	0.495	A	0.496	A	0.001	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	0.477	A	0.481	A	0.004	No
			PM	0.611	B	0.618	B	0.007	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.500	A	0.011	No
			PM	0.721	C	0.729	C	0.008	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.632	B	0.013	No
			PM	0.695	B	0.708	C	0.013	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.235	A	-0.004	No
			PM	0.424	A	0.425	A	0.001	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	0.359	A	0.337	A	-0.022	No
			PM	0.460	A	0.432	A	-0.028	No
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	0.465	A	0.472	A	0.007	No
			PM	0.660	B	0.664	B	0.004	No
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	0.319	A	0.318	A	-0.001	No
			PM	0.427	A	0.426	A	-0.001	No
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	0.758	C	0.768	C	0.010	No
			PM	0.694	B	0.702	C	0.008	No
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.000	No
			PM	0.614	B	0.614	B	0.000	No
11	Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
12	Project Driveway/Stonehill Dr[4]	Signal	AM	N/A	N/A	0.651	B	-	No
			PM	N/A	N/A	0.549	A	-	No

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable (evaluated using the Highway Capacity Manual methodology)

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A significant project impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (2) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point considers LOS C acceptable).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

LSA

Table S: Existing Plus Project Alternative 3 Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	1 Existing Delay	1 Existing LOS	2 Existing Plus Project Delay	2 Existing Plus Project LOS	3 Project Impact[2] Delay	3 Project Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	13.1	B	13.1	B	0.0	No
			PM	15.2	B	15.2	B	0.0	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	18.4	B	18.6	B	0.2	No
			PM	24.5	C	24.6	C	0.1	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	23.4	C	0.1	No
			PM	27.7	C	28.1	C	0.4	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	28.3	C	0.7	No
			PM	31.2	C	33.3	C	2.1	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.6	B	0.1	No
			PM	29.4	C	29.5	C	0.1	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	0.0	No
			PM	19.9	B	19.9	B	0.0	No
11	Valle Rd/I-5 NB Ramps - La Novia Ave	Roundabout	AM	7.7	A	7.7	A	0.0	No
			PM	9.7	A	9.7	A	0.0	No
12	Project Driveway/Stonehill Dr[4]	Signal	AM	>50.0	F	20.2	C	-	No
			PM	>50.0	F	19.2	B	-	No

= exceeds City's Level of Service (LOS) criteria

HCM = Highway Capacity Manual. Delay is reported in seconds.

LOS = level of service

N/A = not applicable

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A significant project impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (2) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point uses ICU not HCM for impact threshold).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

LSA

Table T: Existing Plus Project Alternative 3 Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes	LOS E Capacity	1 Existing ADT	1 Existing V/C	1 Existing LOS	Project ADT	2 Existing Plus Project ADT	2 Existing Plus Project V/C	2 Existing Plus Project LOS	3 Project Impact[3] Δ V/C	3 Project Impact[3] Yes/No
	I-5 SB Ramps to Avenida Aeropuerto[1]	4D	37,500	23,755	0.633	B	192	23,947	0.639	B	0.006	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	306	24,471	0.653	B	0.009	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Dwys	4D	37,500	24,407	0.651	B	64	24,471	0.653	B	0.002	No
Camino Capistrano	Costco-AAMCO Dwys to Las Vegas - SR-1 NB Ramp[2]	4D	37,500	19,681	0.525	A	-38	19,643	0.524	A	-0.001	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-7	19,463	0.779	C	0.000	No
	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	2,218	34,617	0.923	E	0.059	Yes
	AM Peak Hour eastbound	2	3,200	1,672	*0.523*	*A*	87	1,759	*0.550*	*A*	*0.027*	*No*
	westbound	2	3,200	904	*0.283*	*A*	110	1,014	*0.317*	*A*	*0.034*	*No*
	PM Peak Hour eastbound	2	3,200	1,300	*0.406*	*A*	73	1,373	*0.429*	*A*	*0.023*	*No*
	westbound	2	3,200	1,417	*0.443*	*A*	63	1,480	*0.463*	*A*	*0.020*	*No*
	Project Driveway to Del Obispo[2]	4D	37,500	32,399	0.864	D	528	32,927	0.878	D	0.014	Yes
	AM Peak Hour eastbound	2	3,200	1,612	*0.504*	*A*	25	1,637	*0.512*	*A*	*0.008*	*No*
	westbound	2	3,200	898	*0.281*	*A*	22	920	*0.288*	*A*	*0.007*	*No*
	PM Peak Hour eastbound	2	3,200	1,262	*0.394*	*A*	16	1,278	*0.399*	*A*	*0.005*	*No*
Stonehill Dr	*westbound*	2	3,200	1,406	*0.439*	*A*	18	1,424	*0.445*	*A*	*0.006*	*No*
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	15	12,716	1.017	F	0.001	No

= exceeds City's Level of Service criteria

Italics = peak-hour link analysis

For No. of Lanes, D = divided, and U = undivided

ADT = average daily trips

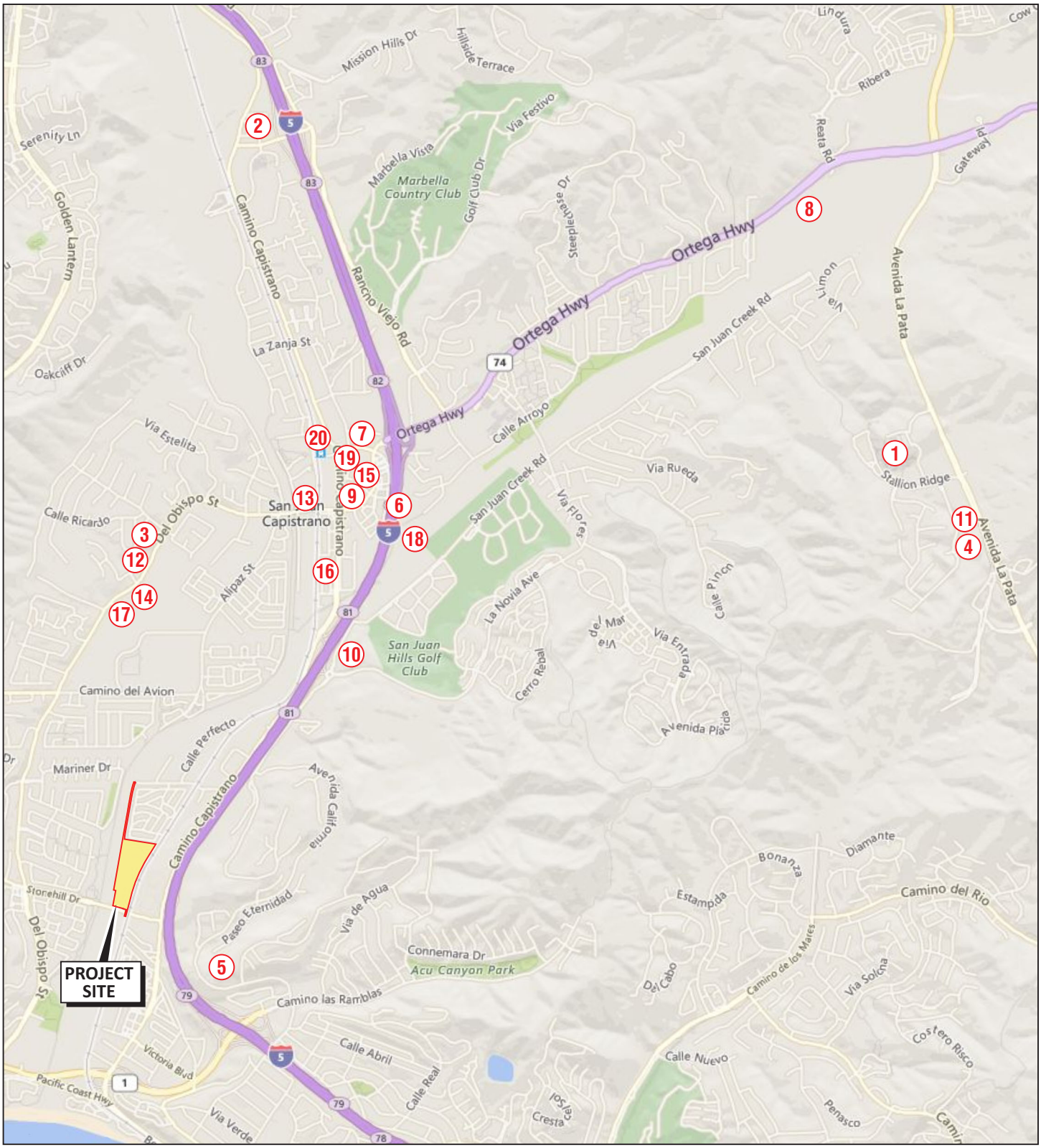
LOS = level of service

V/C = volume-to-capacity ratio

[1] Segment is considered a "Hot Spot" location (LOS E is acceptable).

[2] Segment is located in Dana Point (LOS C is acceptable).

[3] A significant project impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (2) is E or F.



LSA

LEGEND

XX - Approved/Pending Projects

FIGURE 9

N

0 1500 3000

FEET

SOURCE: Bing Maps

Ganahl Lumber Development Project

Locations of Cumulative Projects

I:\JCA1803\G\Traffic\Cumulative Projects.cdr (4/5/2019)

LSA

Table U: Cumulative Projects Summary

	Project Name[1]	Location[2]	Description
1	San Juan Hills High School	West of La Pata Avenue	2,200-student public high school (92 percent occupied - 2,021 students)
2	J. Serra Catholic High School	North and South of J. Serra Road and West of I-5	2,000-student private high school (52 percent occupied - 1,050 students)
3	Oliva TTM 16146 (Belladonna Estates)	West side of Del Obispo Street and South of Calle Aspero	Development of 31 single-family detached units (fully occupied)
4	T16634 Whispering Hills	West of La Pata Avenue and North of Prima Deshecha Canada Landfill	Development of 155 single-family detached units (140 units occupied)
5	Pacifica San Juan	East of I-5 extending from McCracken Hill south to Camino Las Ramblas	Development of 23 single-family estate units, 311 single-family detached units, and 82 multi-family units (123 units occupied)
6	24-Hour Fitness	South side of Calle Arroyo and West of Rancho Viejo Road	Development of a 38,000-square-foot health club (open)
7	Plaza Banderas	Northeast corner of El Camino Real and SR-74 (Ortega Highway)	Development of a 124-room hotel and a 14,500-square-foot restaurant
8	The Oaks	South side of Ortega Highway and West of Reata Park	Development of 32 single-family detached units (16 units occupied)
9	Kimpton Hotel	Southeast corner of Camino Capistrano and Forster	Development of a 102-room hotel and a 3,500-square-foot restaurant
10	Distrito La Novia-San Juan Meadows	North and South sides of La Novia Avenue, East of Valle Road	Development of 90 single-family attached units, 50 multi-family attached units, and 93 single-family detached units; and 75,100 gross square foot of commercial, 16,000 gross square foot of office uses, and an equestrian center
11	Church of Latter Day Saints	North side of Vista Montana and West of La Pata Avenue	Development of a 16,558-square-foot church (under construction)
12	Oliva TTM 17655 (Belladonna Estates)	West side of Del Obispo Street and South of Calle Aspero	Development of 9 single-family dwelling units (8 units occupied)
13	The River Street Project	North of Del Obispo on Paseo Adelanto through to Los Rios	Development of 57,600 square foot of commercial use
14	The Farm on Del Obispo	32382 Del Obispo	Development of 180 single-family dwelling units
15	Chick-fil-a Restaurant	31872 Del Obispo	Development of a 2,905 square foot of retail use
16	Starbucks Café with a drive-through	32291 Camino Capistrano	Development of a 2,200-square-foot coffee shop with drive-through
17	Mountain View Church	32382 Del Obispo Street	Development of a 17,000-square-foot church (under construction)
18	Tirador Residential Development Project	Southwest corner of Paseo Tirador and Calle Arroyo	Development of 132 dwelling units
19	Downtown Playhouse	Southeast corner of Ortega Highway and El Camino Real	Development of 3,300 square-foot of office, 31,500 square-foot of retail and 7,700 square-foot of theatre
20	Mission Grill	31721 Camino Capistrano	Development of 7,500 square-foot of office, 4,700 square-foot of retail and 3,700 square-foot of restaurant

[1] Cumulative projects provided/confirmed by City staff in November 2018.

[2] Cumulative project locations are shown on Figure 7.

LSA

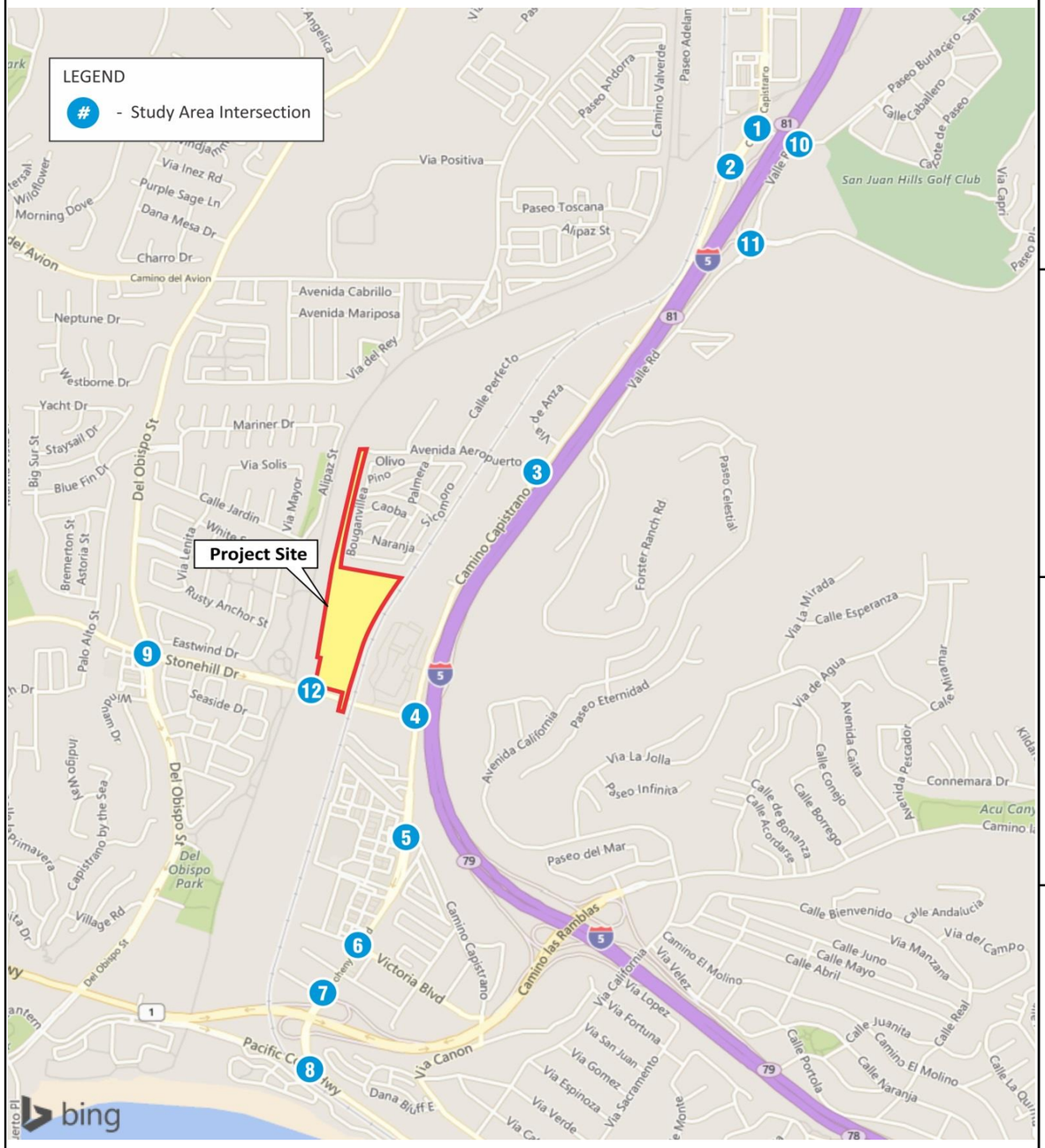
Table V: Cumulative Projects Trip Generation

	Project	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
1	San Juan Hills High School	363	62	31	93	12	13	25
2	J. Serra Catholic High School	2,356	464	296	760	69	93	162
3	Oliva T6146 (Belladonna Estates)	104	2	6	8	7	4	11
4	T16634 Whispering Hills	142	3	8	11	9	6	15
5	Pacifica San Juan	2,662	50	154	204	169	100	269
6	24 Hour Fitness[1]	1,251	27	27	54	75	57	132
7	Plaza Banderas	1,267	37	24	61	47	39	86
8	The Oaks	265	7	12	19	16	14	30
9	Kimpton Hotel	1,059	30	21	51	38	33	71
10	Distrito La Novia-San Juan Meadows	4,910	131	146	277	230	220	450
11	Church of Latter Day Saints	115	3	2	5	4	4	8
12	Oliva TTM 17655 (Belladonna Estates)	9	0	1	1	1	0	1
13	The River Street Project	2,711	92	60	152	106	70	176
14	The Farm on Del Obispo	1,699	34	99	133	112	67	179
15	Chick-fil-a Restaurant	447	12	18	30	7	7	14
16	Starbucks Café with a drive-through	230	15	15	30	5	5	10
17	Mountain View Church	118	3	3	6	4	4	8
18	Tirador Residential Development Project	890	16	48	64	51	31	82
19	Downtown Playhouse	1,821	23	13	36	104	67	171
20	Mission Grill	669	31	19	50	33	30	63
Total		**23,088**	**1,042**	**1,003**	**2,045**	**1,099**	**864**	**1,963**

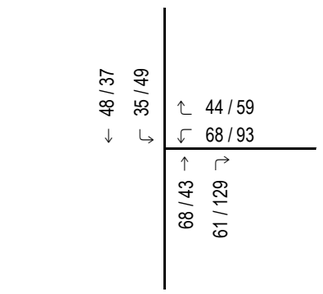
Trip generation based on the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 10th Edition (2017).

[1] Trip generation from the *Revised Traffic Impact Analysis for 24 Hour Fitness* (LLG Engineers, March 23, 2016).

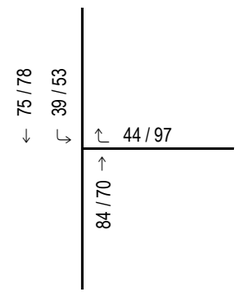
ADT = average daily trips



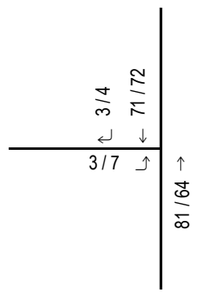
1 Camino Capistrano/San Juan Creek Rd



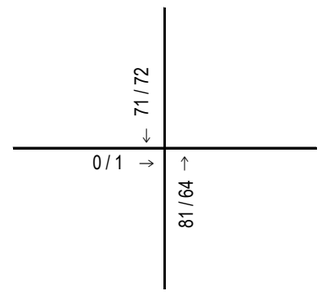
2 Camino Capistrano/I-5 SB Ramps



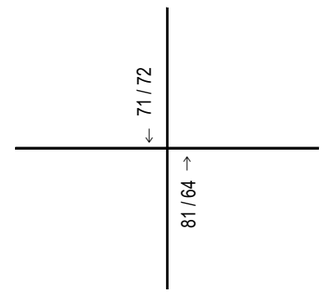
3 Camino Capistrano/Avenida Aeropuerto



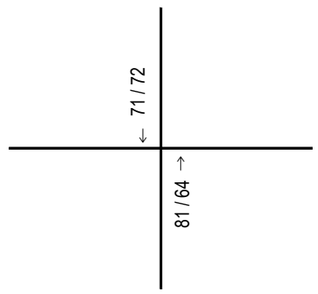
4 Camino Capistrano/Stonehill Dr



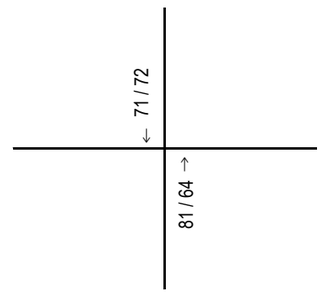
5 Camino Capistrano/Costco Dwy



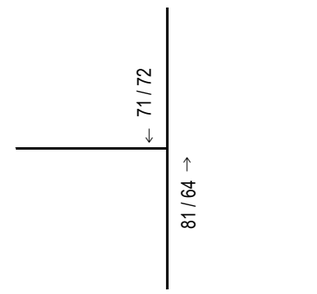
6 Doheny Park Rd/Victoria Blvd



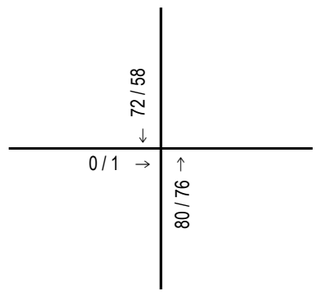
7 Doheny Park Rd/Las Vegas Ave



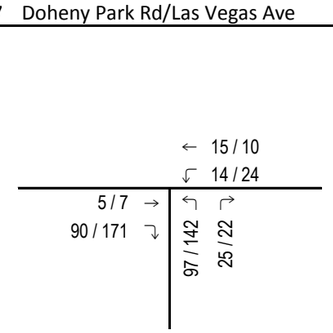
8 Doheny Park Rd/SR-1 SB Off Ramps



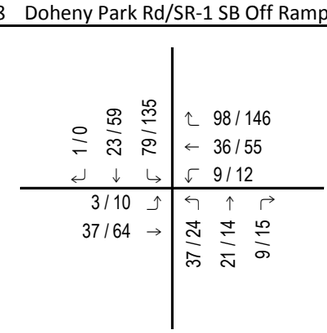
9 Del Obispo St/Stonehill Dr



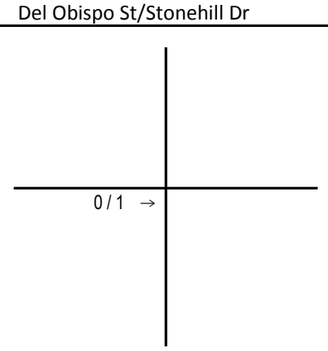
10 Valle Rd/San Juan Creek Rd



11 Valle Rd/I-5 NB Ramps-La Novia Ave



12 Project Driveway/Stonehill Dr



LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 10

Ganahl Lumber Development Project

Cumulative Projects Peak-Hour Volumes

P:\JCA1803\Traffic\xls\graphics\Fig 8 - Cumul Projects Volumes.xlsx (8/5/2019)

Preferred Project (6,000 sf of Fast-Food Restaurant Use)

The Existing Plus Preferred Project Plus Cumulative peak-hour traffic volumes are shown on Figure 11a.

Tables W and X summarize the results of the Existing Plus Preferred Project Plus Cumulative peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. The Existing Plus Preferred Project Plus Cumulative ICU and HCM worksheets are contained in Appendices B and C, respectively.

As shown in Table W, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). The Preferred Project would add more than 0.01 to the v/c ratio at this intersection (0.012).

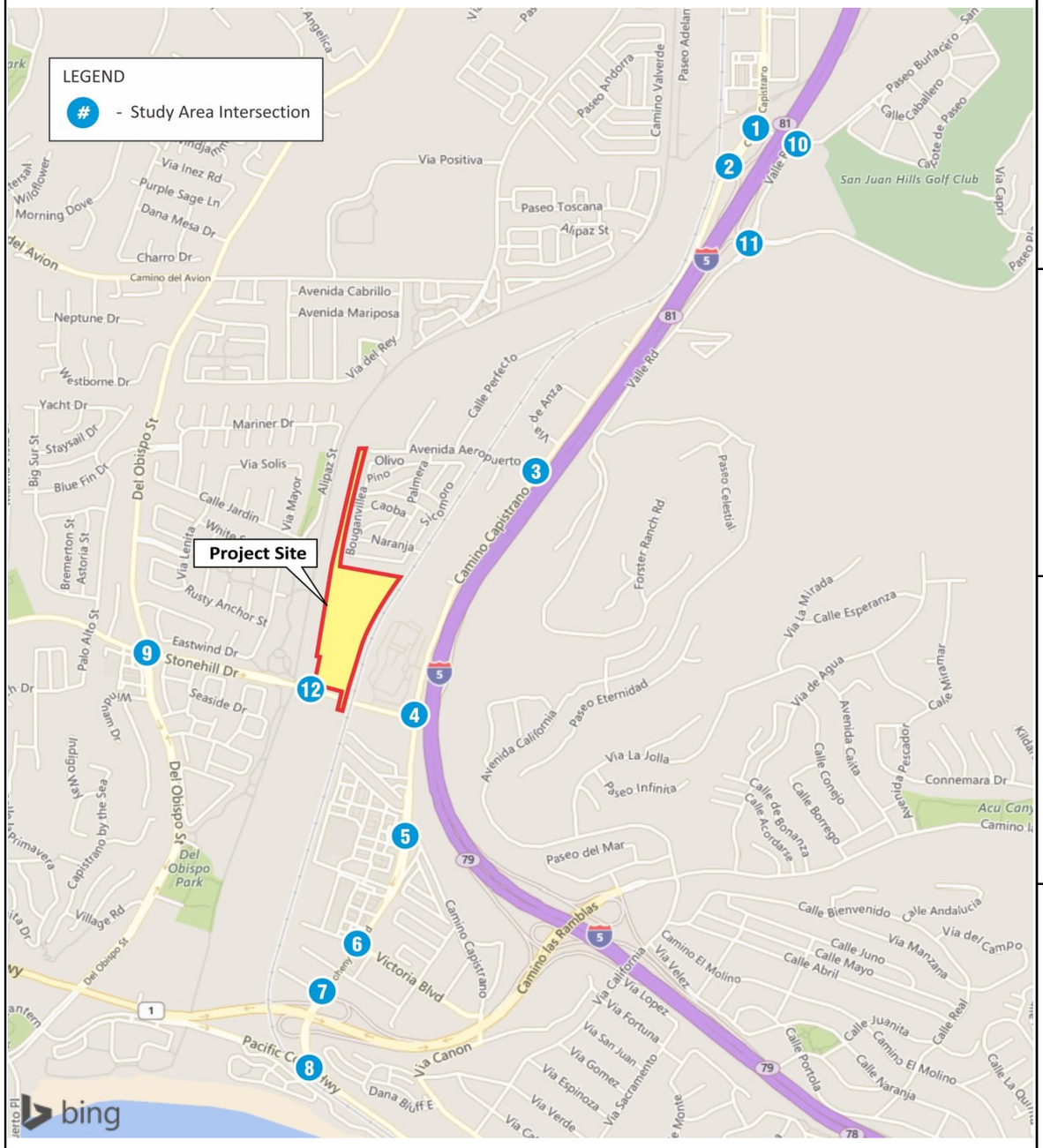
This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Del Obispo Street or Stonehill Drive. Therefore, a significant Preferred Project impact would occur at one study area intersection based on the ICU methodology.

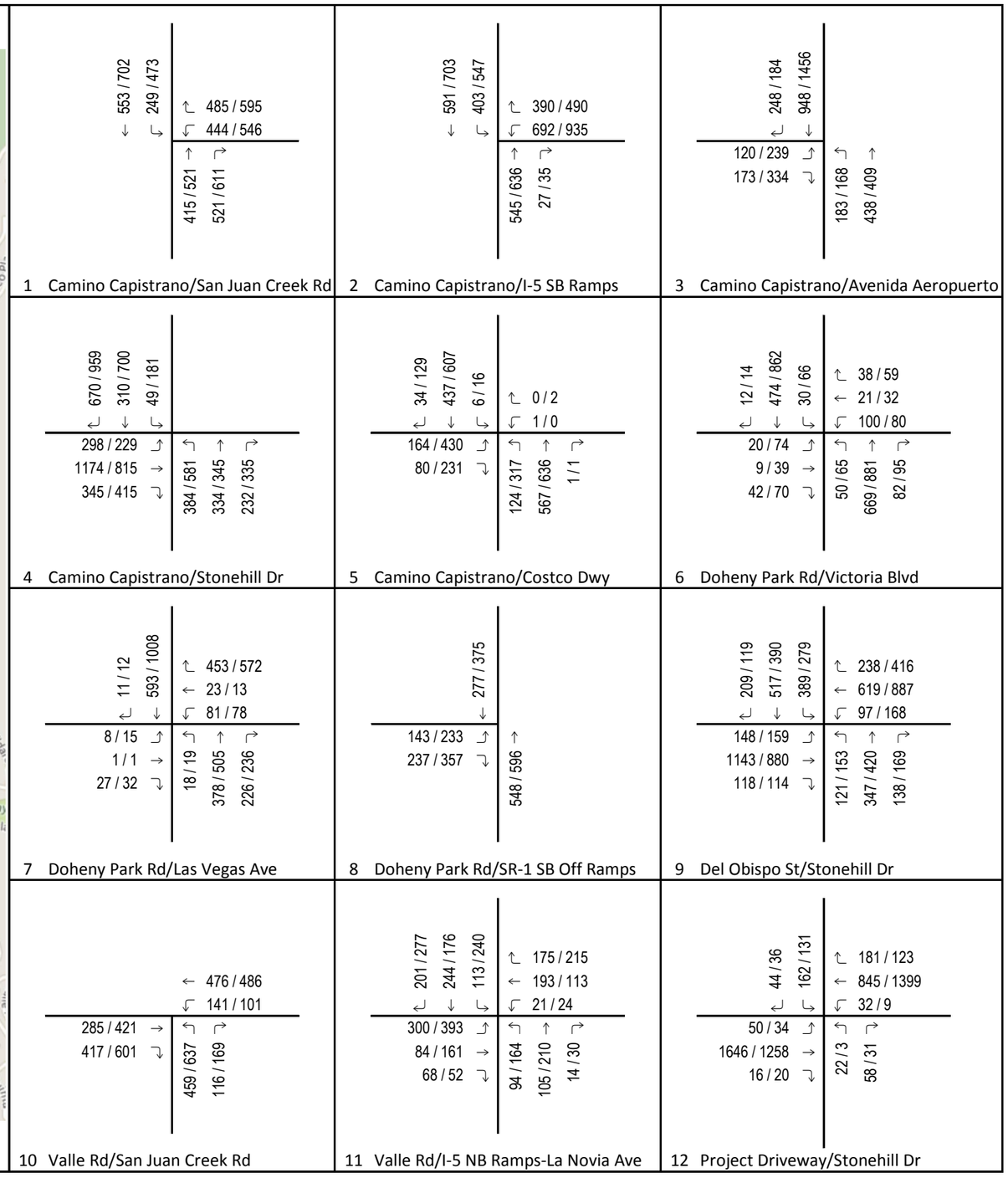
As shown in Table X, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Preferred Project impact would not occur at any study area intersection based on the HCM methodology.

Existing Plus Preferred Project Plus Cumulative roadway segment ADT volumes, v/c ratios, and LOS are presented in Table Y. As Table Y indicates, all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS, with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the project driveway (LOS E), Stonehill Drive between the project driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street would increase by 0.069 and 0.017, respectively. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano and for Valle Road between San Juan Creek Road and the I-5 northbound ramps. Although a significant Preferred Project impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

Project Alternative 1 (No Fast-Food Restaurant Use)

The Existing Plus Project Alternative 1 Plus Cumulative peak-hour traffic volumes are shown on Figure 11b.





LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 11a

Ganahl Lumber Development Project

Existing Plus Preferred Project Plus Cumulative Peak-Hour Volumes

P:\JCA1803\Traffic\Prefered Project & Alternatives\Preferred Project - 6 TSF Restaurant\xls\Figures\Fig 11a - Existing plus Preferred Proj plus Cumul Volumes.xlsx (8/15/2019)

LSA

Table W: Existing Plus Preferred Project Plus Cumulative Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	1 Existing ICU	1 Existing LOS	2 Existing Plus Project ICU	2 Existing Plus Project LOS	3 Ex. Plus Proj. Plus Cumul. ICU	3 Ex. Plus Proj. Plus Cumul. LOS	4 Cumulative Impact[2] Δ ICU	4 Cumulative Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	0.375	A	0.374	A	0.427	A	-0.001	No
			PM	0.495	A	0.496	A	0.566	A	0.001	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	0.477	A	0.483	A	0.532	A	0.006	No
			PM	0.615	B	0.620	B	0.673	B	0.009	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.504	A	0.538	A	0.015	No
			PM	0.721	C	0.732	C	0.774	C	0.011	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.636	B	0.698	A	0.017	No
			PM	0.695	B	0.713	C	0.772	C	0.018	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.237	A	0.264	A	-0.002	No
			PM	0.424	A	0.426	A	0.459	A	0.002	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	0.359	A	0.339	A	0.372	A	-0.020	No
			PM	0.460	A	0.433	A	0.464	A	-0.027	No
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	0.465	A	0.476	A	0.509	A	0.011	No
			PM	0.660	B	0.667	B	0.706	C	0.007	No
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	0.319	A	0.319	A	0.352	A	0.000	No
			PM	0.427	A	0.427	A	0.481	A	0.000	No
9	Del Obispo St/Stonehill Dr[3,4]	Signal	AM	0.758	C	0.770	C	0.815	D	0.012	Yes
			PM	0.694	B	0.703	C	0.745	C	0.008	No
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.571	A	0.000	No
			PM	0.614	B	0.614	B	0.732	C	0.000	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12	Project Driveway/Stonehill Dr[5]	Signal	AM	N/A	N/A	0.668	B	0.682	B	-	No
			PM	N/A	N/A	0.564	A	0.577	A	-	No

= exceeds City's Level of Service (LOS) criteria

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable (evaluated using the Highway Capacity Manual methodology)

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A cumulative impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point considers LOS C acceptable).

[4] Δ ICU is the difference between (3) and Existing plus Cumulative no Project (ICU= 0.803 AM, 0.737 PM).

[5] The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

LSA

Table X: Existing Plus Preferred Project Plus Cumulative Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	1 Existing Delay	1 Existing LOS	2 Existing Plus Project Delay	2 Existing Plus Project LOS	3 Ex. Plus Proj. Plus Cumul. Delay	3 Ex. Plus Proj. Plus Cumul. LOS	4 Cumulative Impact[2] Delay	4 Cumulative Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	13.1	B	13.1	B	14.1	B	0.0	No
			PM	15.2	B	15.2	B	17.8	B	0.0	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	18.4	B	18.6	B	19.1	B	0.2	No
			PM	24.5	C	24.7	C	26.1	C	0.2	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	23.4	C	24.0	C	0.1	No
			PM	27.7	C	28.3	C	32.1	C	0.6	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	28.4	C	30.4	C	0.8	No
			PM	31.2	C	33.9	C	37.4	D	2.7	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.5	B	14.7	B	0.0	No
			PM	29.4	C	29.4	C	29.9	C	0.0	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	12.0	B	0.0	No
			PM	19.9	B	19.9	B	18.2	B	0.0	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	7.7	A	7.7	A	11.4	B	0.0	No
			PM	9.7	A	9.7	A	20.6	C	0.0	No
12	Project Driveway/Stonehill Dr[4]	Signal	AM	>50.0	F	20.5	C	21.1	C	-	No
			PM	>50.0	F	19.0	B	19.2	B	-	No

= exceeds City's Level of Service (LOS) criteria

HCM = Highway Capacity Manual. Delay is reported in seconds.

LOS = level of service

N/A = not applicable

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A cumulative impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point uses ICU not HCM for impact threshold).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

LSA

Table Y: Existing Plus Preferred Project Plus Cumulative Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes	LOS E Capacity	1 Existing ADT	1 Existing V/C	1 Existing LOS	Project ADT	2 Existing Plus Project ADT	2 Existing Plus Project V/C	2 Existing Plus Project LOS	3 Ex. + Proj. + Cumul. ADT	3 Ex. + Proj. + Cumul. V/C	3 Ex. + Proj. + Cumul. LOS	4 Project Impact[3] Δ V/C	4 Project Impact[3] Yes/No
	I-5 SB Ramps to Avenida Aeropuerto[1]	4D	37,500	23,755	0.633	B	287	24,042	0.641	B	26,514	0.707	C	0.008	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	430	24,595	0.656	B	26,971	0.719	C	0.012	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Dwys	4D	37,500	24,407	0.651	B	232	24,639	0.657	B	27,018	0.720	C	0.006	No
Camino Capistrano	Costco-AAMCO Dwys to Las Vegas - SR-1 NB Ramp[2]	4D	37,500	19,681	0.525	A	98	19,779	0.527	A	22,016	0.587	A	0.002	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-5	19,465	0.779	C	23,611	0.944	E	0.000	No
	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	2,584	34,983	0.933	E	35,963	0.959	E	0.069	Yes
	AM Peak Hour eastbound	2	3,200	1,672	*0.523*	*A*	102	1,774	*0.554*	*A*	1,823	*0.570*	*A*	*0.031*	*No*
	westbound	2	3,200	904	*0.283*	*A*	126	1,030	*0.322*	*A*	1,056	*0.330*	*A*	*0.039*	*No*
	PM Peak Hour eastbound	2	3,200	1,300	*0.406*	*A*	85	1,385	*0.433*	*A*	1,425	*0.445*	*A*	*0.027*	*No*
	westbound	2	3,200	1,417	*0.443*	*A*	76	1,493	*0.467*	*A*	1,536	*0.480*	*A*	*0.024*	*No*
	Project Driveway to Del Obispo[2]	4D	37,500	32,399	0.864	D	632	33,031	0.881	D	34,011	0.907	E	0.017	Yes
	AM Peak Hour eastbound	2	3,200	1,612	*0.504*	*A*	31	1,643	*0.513*	*A*	1,691	*0.528*	*A*	*0.009*	*No*
	westbound	2	3,200	898	*0.281*	*A*	26	924	*0.289*	*A*	950	*0.297*	*A*	*0.008*	*No*
	PM Peak Hour eastbound	2	3,200	1,262	*0.394*	*A*	19	1,281	*0.400*	*A*	1,320	*0.413*	*A*	*0.006*	*No*
Stonehill Dr	*westbound*	2	3,200	1,406	*0.439*	*A*	22	1,428	*0.446*	*A*	1,470	*0.459*	*A*	*0.007*	*No*
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	17	12,718	1.017	F	16,944	1.356	F	0.001	No

= exceeds City's Level of Service criteria

Italics = peak-hour link analysis

For No. of Lanes, D = divided, and U = undivided

ADT = average daily trips

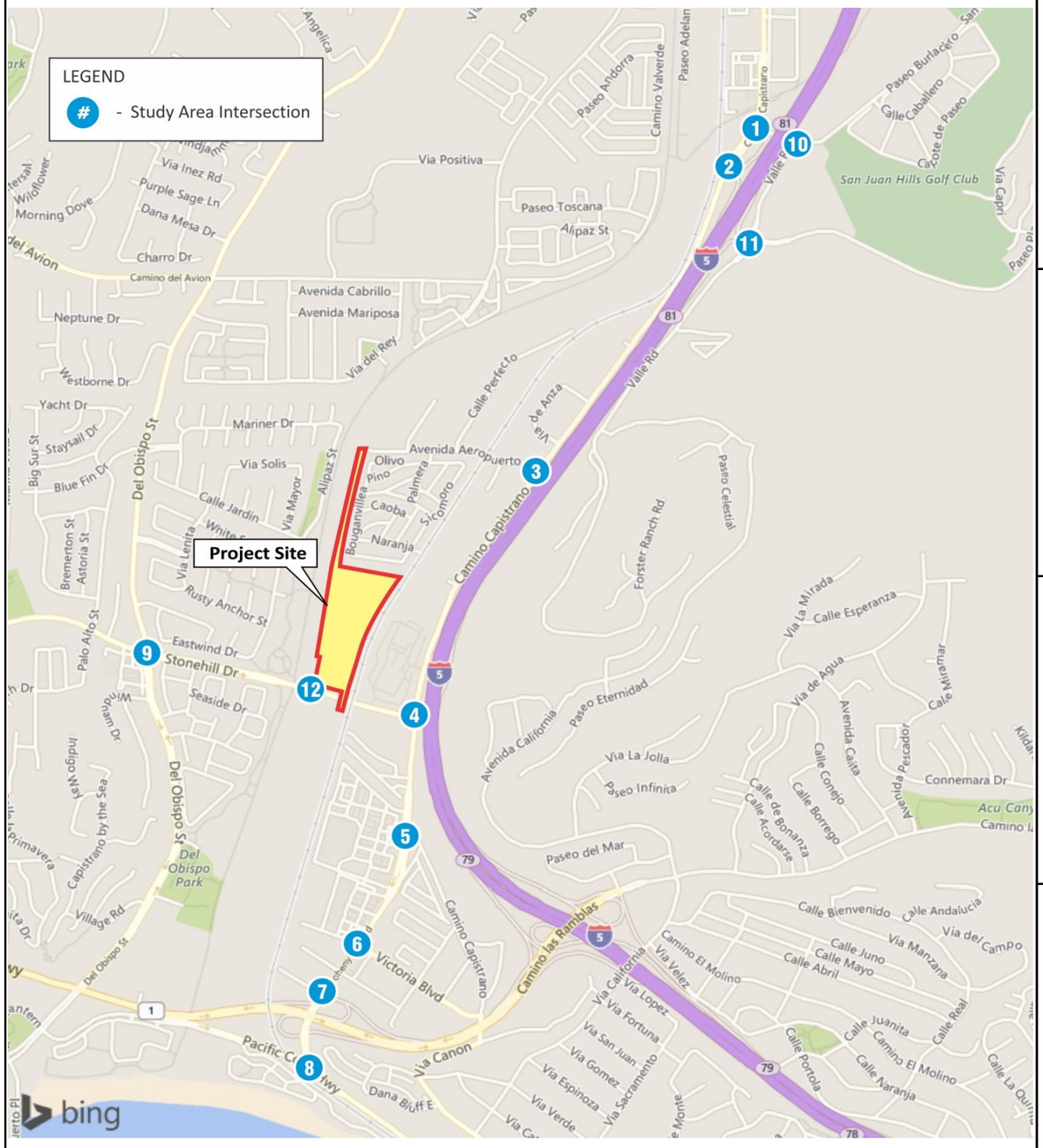
LOS = level of service

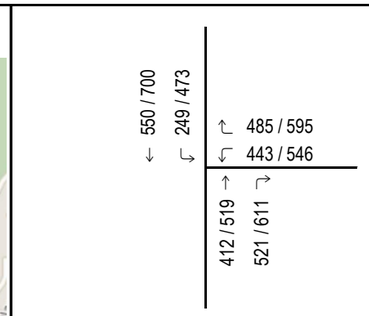
V/C = volume-to-capacity ratio

[1] Segment is considered a "Hot Spot" location (LOS E is acceptable).

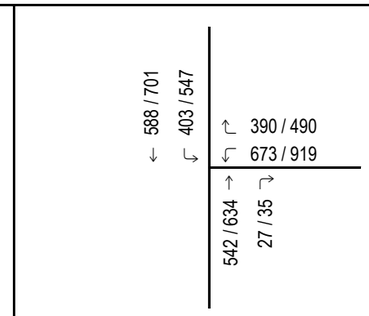
[2] Segment is located in Dana Point (LOS C is acceptable).

[3] A cumulative impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (3) is E or F.

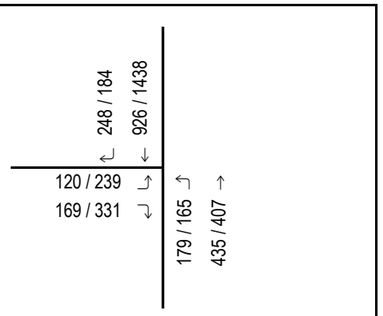




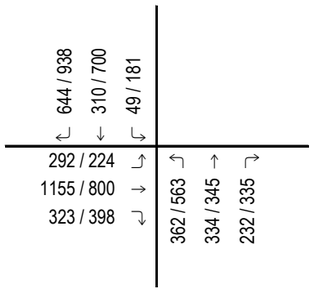
1 Camino Capistrano/San Juan Creek Rd



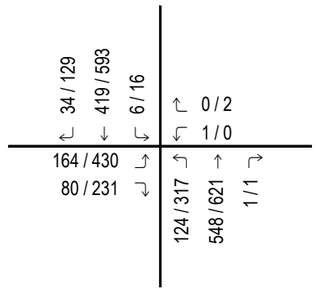
2 Camino Capistrano/I-5 SB Ramps



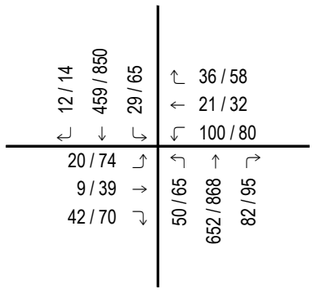
3 Camino Capistrano/Avenida Aeropuerto



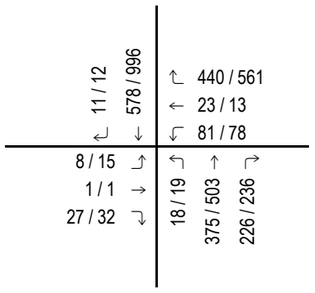
4 Camino Capistrano/Stonehill Dr



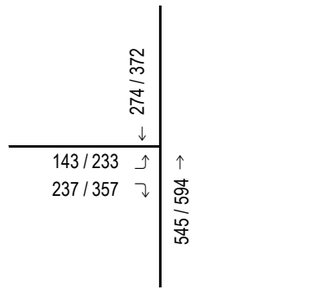
5 Camino Capistrano/Costco Dwy



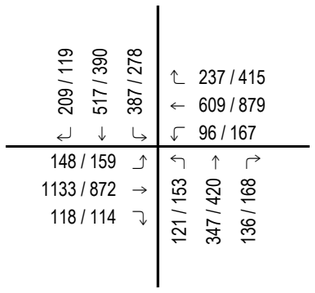
6 Doheny Park Rd/Victoria Blvd



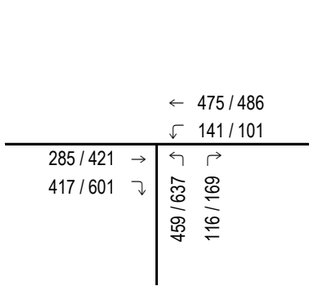
7 Doheny Park Rd/Las Vegas Ave



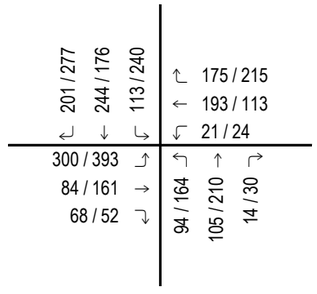
8 Doheny Park Rd/SR-1 SB Off Ramps



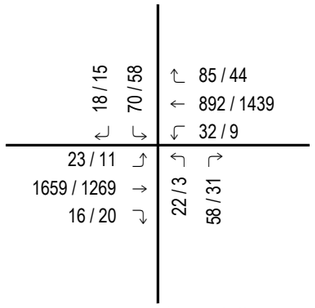
9 Del Obispo St/Stonehill Dr



10 Valle Rd/San Juan Creek Rd



11 Valle Rd/I-5 NB Ramps-La Novia Ave



12 Project Driveway/Stonehill Dr

LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 11b

Ganahl Lumber Development Project

Existing Plus Project Alternative 1 Plus Cumulative Peak-Hour Volumes

P:\JCA1803\Traffic\Prefered Project & Alternatives\Al1 1 - No Restaurant\xls\Figures\Fig 11b - Existing plus Proj Alt 1 plus Cumul Volumes.xlsx (8/15/2019)

Tables Z and AA summarize the results of the Existing Plus Project Alternative 1 Plus Cumulative peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. The Existing Plus Project Alternative 1 Plus Cumulative ICU and HCM worksheets are contained in Appendices B and C, respectively.

As shown in Table Z, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/ Stonehill Drive (LOS D in the a.m. peak hour). However, Project Alternative 1 would not add 0.01 or greater to the v/c ratio at this intersection (0.006). Therefore, a significant Project Alternative 1 or cumulative impact would not occur at any study area intersection based on the ICU methodology.

As shown in Table AA, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Project Alternative 1 or cumulative impact would not occur at any study area intersection based on the HCM methodology.

Existing Plus Project Alternative 1 Plus Cumulative roadway segment ADT volumes, v/c ratios, and LOS are presented in Table AB. As Table AB indicates, all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS, with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the project driveway (LOS E), Stonehill Drive between project driveway and Del Obispo Street (LOS D), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratio for Stonehill Drive between Camino Capistrano and the project driveway would increase by 0.040. This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano, Stonehill Drive between the project driveway and Del Obispo Street, and Valle Road between San Juan Creek Road and the I-5 northbound ramps. Although a significant Project Alternative 1 impact would occur at one study area roadway segment (Stonehill Drive between Camino Capistrano and the project driveway), a peak-hour link analysis shows that this segment would operate at satisfactory LOS in both directions during the peak hours.

Project Alternative 2 (2,000 sf of Fast-Food Restaurant Use)

The Existing Plus Project Alternative 2 Plus Cumulative peak-hour traffic volumes are shown on Figure 11c.

Tables AC and AD summarize the results of the Existing Plus Project Alternative 2 Plus Cumulative peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. The Existing Plus Project Alternative 2 Plus Cumulative ICU and HCM worksheets are contained in Appendices B and C, respectively.

LSA

Table Z: Existing Plus Project Alternative 1 Plus Cumulative Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	1 Existing		2 Existing Plus Project		3 Ex. Plus Proj. Plus Cumul.		4 Cumulative Impact[2]	
				ICU	LOS	ICU	LOS	ICU	LOS	Δ ICU	Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	0.375	A	0.374	A	0.426	A	-0.001	No
			PM	0.495	A	0.495	A	0.565	A	0.000	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	0.477	A	0.477	A	0.526	A	0.000	No
			PM	0.615	B	0.615	B	0.668	B	0.004	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.493	A	0.527	A	0.004	No
			PM	0.721	C	0.723	C	0.765	C	0.002	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.624	B	0.686	A	0.005	No
			PM	0.695	B	0.699	B	0.758	C	0.004	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.232	A	0.259	A	-0.007	No
			PM	0.424	A	0.422	A	0.455	A	-0.002	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	0.359	A	0.334	A	0.366	A	-0.025	No
			PM	0.460	A	0.429	A	0.460	A	-0.031	No
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	0.465	A	0.464	A	0.497	A	-0.001	No
			PM	0.660	B	0.657	B	0.696	B	-0.003	No
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	0.319	A	0.318	A	0.351	A	-0.001	No
			PM	0.427	A	0.425	A	0.479	A	-0.002	No
9	Del Obispo St/Stonehill Dr[3,4]	Signal	AM	0.758	C	0.764	C	0.809	D	0.006	No
			PM	0.694	B	0.699	B	0.741	C	0.004	No
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.571	A	0.000	No
			PM	0.614	B	0.614	B	0.732	C	0.000	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12	Project Driveway/Stonehill Dr[5]	Signal	AM	N/A	N/A	0.618	B	0.632	B	-	No
			PM	N/A	N/A	0.520	A	0.532	A	-	No

= exceeds City's Level of Service (LOS) criteria

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable (evaluated using the Highway Capacity Manual methodology)

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A cumulative impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point considers LOS C acceptable).

[4] Δ ICU is the difference between (3) and Existing plus Cumulative no Project (ICU= 0.803 AM, 0.737 PM).

[5] The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

LSA

Table AA: Existing Plus Project Alternative 1 Plus Cumulative Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	1 Existing Delay	1 Existing LOS	2 Existing Plus Project Delay	2 Existing Plus Project LOS	3 Ex. Plus Proj. Plus Cumul. Delay	3 Ex. Plus Proj. Plus Cumul. LOS	4 Cumulative Impact[2] Delay	4 Cumulative Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	13.1	B	13.1	B	14.1	B	0.0	No
			PM	15.2	B	15.2	B	17.8	B	0.0	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	18.4	B	18.4	B	18.8	B	0.0	No
			PM	24.5	C	25.7	C	27.1	C	1.2	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	24.5	C	27.5	C	1.2	No
			PM	27.7	C	27.8	C	31.0	C	0.1	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	27.9	C	29.6	C	0.3	No
			PM	31.2	C	32.2	C	35.7	D	1.0	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.8	B	14.9	B	0.3	No
			PM	29.4	C	29.6	C	30.0	C	0.2	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	12.0	B	0.0	No
			PM	19.9	B	19.6	B	18.2	B	-0.3	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	7.7	A	7.7	A	11.4	B	0.0	No
			PM	9.7	A	9.7	A	20.6	C	0.0	No
12	Project Driveway/Stonehill Dr[4]	Signal	AM	>50.0	F	19.9	B	20.6	C	-	No
			PM	>50.0	F	19.4	B	19.5	B	-	No

= exceeds City's Level of Service (LOS) criteria

HCM = Highway Capacity Manual. Delay is reported in seconds.

LOS = level of service

N/A = not applicable

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A cumulative impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point uses ICU not HCM for impact threshold).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

LSA

Table AB: Existing Plus Project Alternative 1 Plus Cumulative Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes	LOS E Capacity	1 Existing ADT	1 Existing V/C	1 Existing LOS	Project ADT	2 Existing Plus Project ADT	2 Existing Plus Project V/C	2 Existing Plus Project LOS	3 Ex. + Proj. + Cumul. ADT	3 Ex. + Proj. + Cumul. V/C	3 Ex. + Proj. + Cumul. LOS	4 Project Impact[3] Δ V/C	4 Project Impact[3] Yes/No
	I-5 SB Ramps to Avenida Aeropuerto[1]	4D	37,500	23,755	0.633	B	4	23,759	0.634	B	26,231	0.699	B	0.001	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	61	24,226	0.646	B	26,602	0.709	C	0.002	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Dwys	4D	37,500	24,407	0.651	B	-276	24,131	0.643	B	26,510	0.707	C	-0.008	No
Camino Capistrano	Costco-AAMCO Dwys to Las Vegas - SR-1 NB Ramp[2]	4D	37,500	19,681	0.525	A	-312	19,369	0.517	A	21,606	0.576	A	-0.008	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-12	19,458	0.778	C	23,604	0.944	E	-0.001	No
	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	1,483	33,882	0.904	E	34,862	0.930	E	0.040	Yes
	AM Peak Hour eastbound	2	3,200	1,672	*0.523*	*A*	55	1,727	*0.540*	*A*	1,777	*0.555*	*A*	*0.017*	*No*
	westbound	2	3,200	904	*0.283*	*A*	77	981	*0.307*	*A*	1,008	*0.315*	*A*	*0.024*	*No*
	PM Peak Hour eastbound	2	3,200	1,300	*0.406*	*A*	49	1,349	*0.422*	*A*	1,388	*0.434*	*A*	*0.016*	*No*
	westbound	2	3,200	1,417	*0.443*	*A*	37	1,454	*0.454*	*A*	1,497	*0.468*	*A*	*0.011*	*No*
	Project Driveway to Del Obispo[2]	4D	37,500	32,399	0.864	D	322	32,721	0.873	D	33,701	0.899	D	0.009	No
	AM Peak Hour eastbound	2	3,200	1,612	*0.504*	*A*	17	1,629	*0.509*	*A*	1,677	*0.524*	*A*	*0.005*	*No*
	westbound	2	3,200	898	*0.281*	*A*	13	911	*0.285*	*A*	937	*0.293*	*A*	*0.004*	*No*
	PM Peak Hour eastbound	2	3,200	1,262	*0.394*	*A*	8	1,270	*0.397*	*A*	1,309	*0.409*	*A*	*0.003*	*No*
Stonehill Dr	*westbound*	2	3,200	1,406	*0.439*	*A*	11	1,417	*0.443*	*A*	1,459	*0.456*	*A*	*0.004*	*No*
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	10	12,711	1.017	F	16,937	1.355	F	0.001	No

= exceeds City's Level of Service criteria

Italics = peak-hour link analysis

For No. of Lanes, D = divided, and U = undivided

ADT = average daily trips

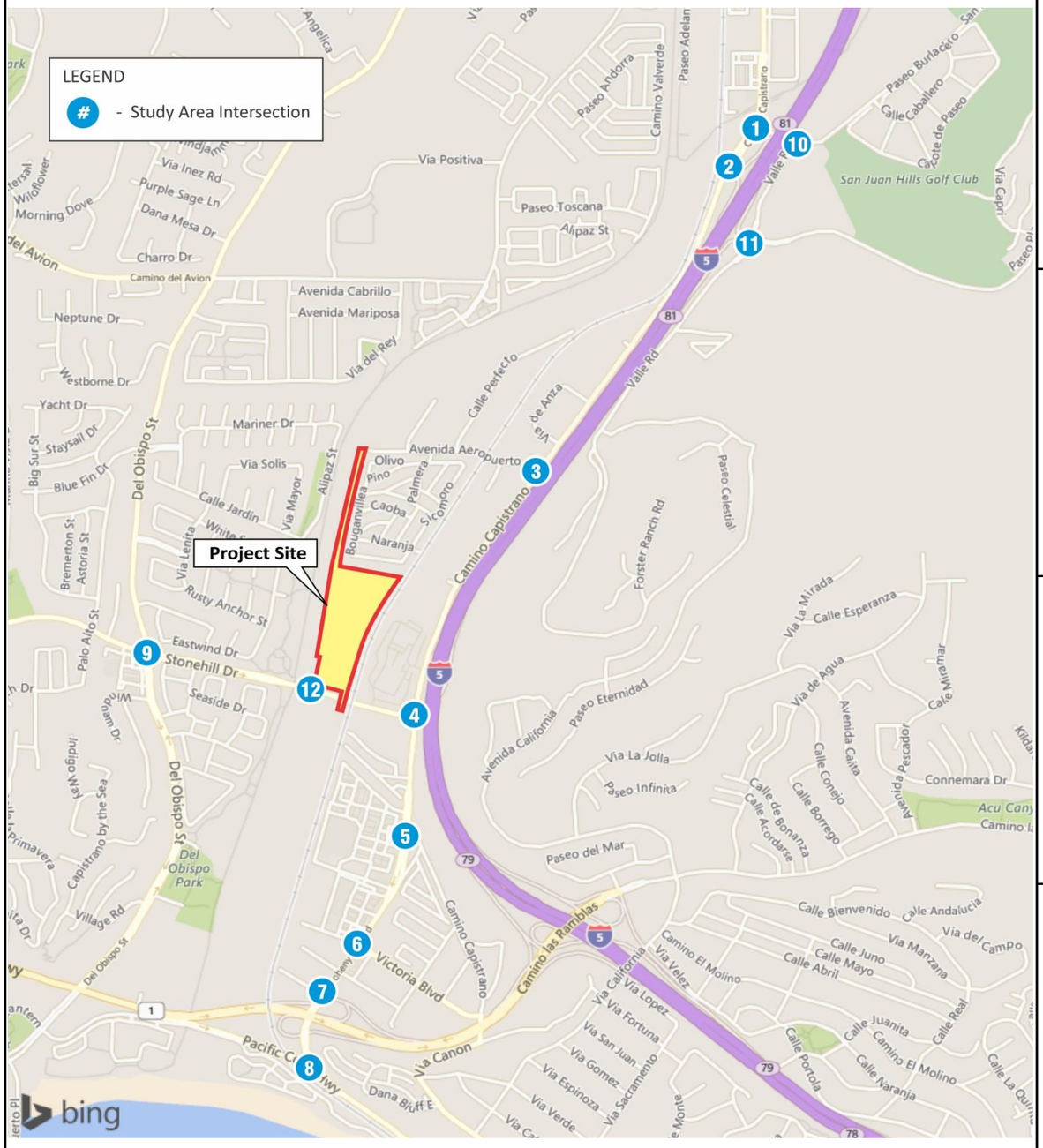
LOS = level of service

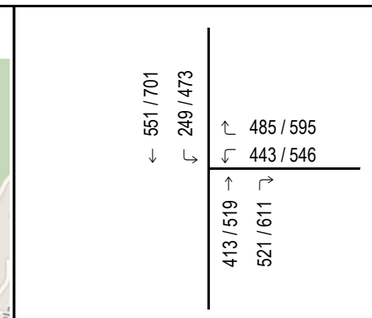
V/C = volume-to-capacity ratio

[1] Segment is considered a "Hot Spot" location (LOS E is acceptable).

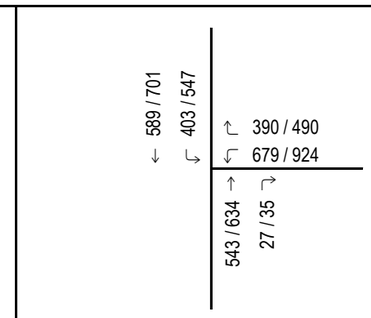
[2] Segment is located in Dana Point (LOS C is acceptable).

[3] A cumulative impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (3) is E or F.

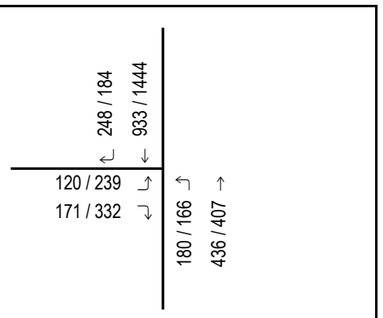




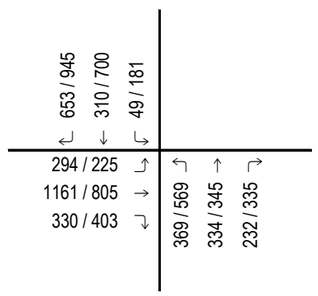
1 Camino Capistrano/San Juan Creek Rd



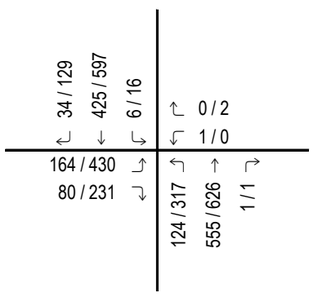
2 Camino Capistrano/I-5 SB Ramps



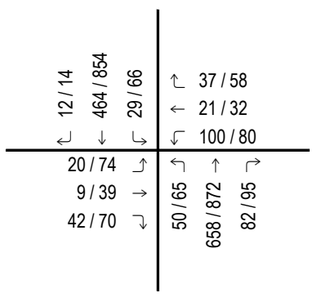
3 Camino Capistrano/Avenida Aeropuerto



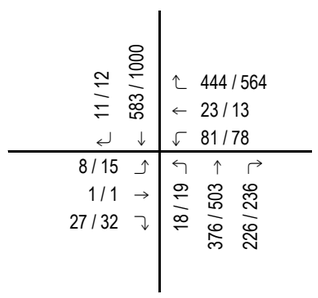
4 Camino Capistrano/Stonehill Dr



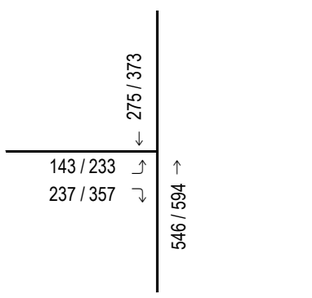
5 Camino Capistrano/Costco Dwy



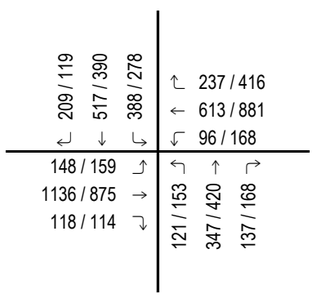
6 Doheny Park Rd/Victoria Blvd



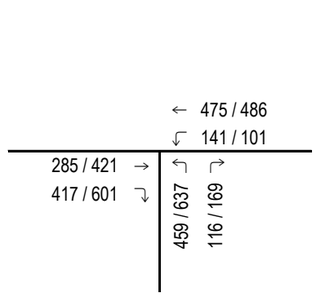
7 Doheny Park Rd/Las Vegas Ave



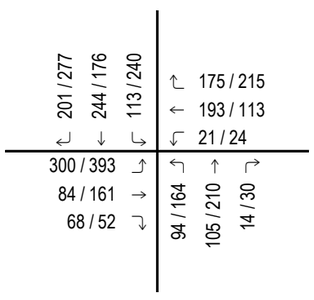
8 Doheny Park Rd/SR-1 SB Off Ramps



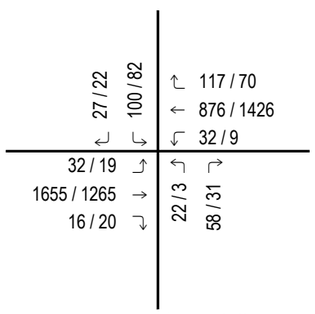
9 Del Obispo St/Stonehill Dr



10 Valle Rd/San Juan Creek Rd



11 Valle Rd/I-5 NB Ramps-La Novia Ave



12 Project Driveway/Stonehill Dr

LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 11c

Ganahl Lumber Development Project

Existing Plus Project Alternative 2 Plus Cumulative Peak-Hour Volumes

LSA

Table AC: Existing Plus Project Alternative 2 Plus Cumulative Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	1 Existing ICU	1 Existing LOS	2 Existing Plus Project ICU	2 Existing Plus Project LOS	3 Ex. Plus Proj. Plus Cumul. ICU	3 Ex. Plus Proj. Plus Cumul. LOS	4 Cumulative Impact[2] Δ ICU	4 Cumulative Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	0.375	A	0.374	A	0.427	A	-0.001	No
			PM	0.495	A	0.495	A	0.565	A	0.000	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	0.477	A	0.479	A	0.528	A	0.002	No
			PM	0.615	B	0.616	B	0.669	B	0.005	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.497	A	0.531	A	0.008	No
			PM	0.721	C	0.726	C	0.768	C	0.005	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.627	B	0.689	A	0.008	No
			PM	0.695	B	0.703	C	0.762	C	0.008	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.234	A	0.260	A	-0.005	No
			PM	0.424	A	0.424	A	0.456	A	0.000	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	0.359	A	0.335	A	0.368	A	-0.024	No
			PM	0.460	A	0.431	A	0.461	A	-0.029	No
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	0.465	A	0.468	A	0.501	A	0.003	No
			PM	0.660	B	0.660	B	0.699	B	0.000	No
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	0.319	A	0.318	A	0.351	A	-0.001	No
			PM	0.427	A	0.426	A	0.479	A	-0.001	No
9	Del Obispo St/Stonehill Dr[3,4]	Signal	AM	0.758	C	0.766	C	0.811	D	0.008	No
			PM	0.694	B	0.700	B	0.743	C	0.006	No
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.571	A	0.000	No
			PM	0.614	B	0.614	B	0.732	C	0.000	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12	Project Driveway/Stonehill Dr[5]	Signal	AM	N/A	N/A	0.634	B	0.649	B	-	No
			PM	N/A	N/A	0.535	A	0.547	A	-	No

= exceeds City's Level of Service (LOS) criteria

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable (evaluated using the Highway Capacity Manual methodology)

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A cumulative impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point considers LOS C acceptable).

[4] Δ ICU is the difference between (3) and Existing plus Cumulative no Project (ICU= 0.803 AM, 0.737 PM).

[5] The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

LSA

Table AD: Existing Plus Project Alternative 2 Plus Cumulative Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	1 Existing Delay	1 Existing LOS	2 Existing Plus Project Delay	2 Existing Plus Project LOS	3 Ex. Plus Proj. Plus Cumul. Delay	3 Ex. Plus Proj. Plus Cumul. LOS	4 Cumulative Impact[2] Delay	4 Cumulative Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	13.1	B	13.1	B	14.1	B	0.0	No
			PM	15.2	B	14.3	B	17.8	B	-0.9	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	18.4	B	18.5	B	18.9	B	0.1	No
			PM	24.5	C	24.8	C	27.1	C	0.3	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	24.6	C	28.0	C	1.3	No
			PM	27.7	C	27.0	C	31.3	C	-0.7	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	28.1	C	29.8	C	0.5	No
			PM	31.2	C	30.7	C	36.1	D	-0.5	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.7	B	14.8	B	0.2	No
			PM	29.4	C	26.3	C	30.0	C	-3.1	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	12.0	B	0.0	No
			PM	19.9	B	19.6	B	18.2	B	-0.3	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	7.7	A	7.7	A	11.4	B	0.0	No
			PM	9.7	A	9.7	A	20.6	C	0.0	No
12	Project Driveway/Stonehill Dr[4]	Signal	AM	>50.0	F	20.0	C	20.8	C	-	No
			PM	>50.0	F	19.4	B	19.6	B	-	No

= exceeds City's Level of Service (LOS) criteria

HCM = Highway Capacity Manual. Delay is reported in seconds.

LOS = level of service

N/A = not applicable

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A cumulative impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point uses ICU not HCM for impact threshold).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

As shown in Table AC, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). However, Project Alternative 2 would not add 0.01 or greater to the v/c ratio at this intersection (0.008). Therefore, a significant Project Alternative 2 or cumulative impact would not occur at any study area intersection based on the ICU methodology.

As shown in Table AD, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Project Alternative 2 or cumulative impact would not occur at any study area intersection based on the HCM methodology.

Existing Plus Project Alternative 2 Plus Cumulative roadway segment ADT volumes, v/c ratios, and LOS are presented in Table AE. As Table AE indicates, all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS, with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the project driveway (LOS E), Stonehill Drive between the project driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street would increase by 0.049 and 0.011, respectively. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano and for Valle Road between San Juan Creek Road and the I-5 northbound ramps. Although a significant Project Alternative 2 impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

Project Alternative 3 (4,000 sf of Fast-Food Restaurant Use)

The Existing Plus Project Alternative 3 Plus Cumulative peak-hour traffic volumes are shown on Figure 11d.

Tables AF and AG summarize the results of the Existing Plus Project Alternative 3 Plus Cumulative peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. The Existing Plus Project Alternative 3 Plus Cumulative ICU and HCM worksheets are contained in Appendices B and C, respectively.

As shown in Table AF, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). Project Alternative 3 would add 0.01 to the v/c ratio at this intersection (0.010). This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Del Obispo Street or Stonehill Drive. Therefore, a significant Project Alternative 3 impact would occur at one study area intersection based on the ICU methodology.

LSA

Table AE: Existing Plus Project Alternative 2 Plus Cumulative Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes	LOS E Capacity	1 Existing ADT	1 Existing V/C	1 Existing LOS	Project ADT	2 Existing Plus Project ADT	2 Existing Plus Project V/C	2 Existing Plus Project LOS	3 Ex. + Proj. + Cumul. ADT	3 Ex. + Proj. + Cumul. V/C	3 Ex. + Proj. + Cumul. LOS	4 Project Impact[3] Δ V/C	4 Project Impact[3] Yes/No
	I-5 SB Ramps to Avenida Aeropuerto[1]	4D	37,500	23,755	0.633	B	99	23,854	0.636	B	26,326	0.702	C	0.003	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	184	24,349	0.649	B	26,725	0.713	C	0.005	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Dwys	4D	37,500	24,407	0.651	B	-106	24,301	0.648	B	26,680	0.711	C	-0.003	No
Camino Capistrano	Costco-AAMCO Dwys to Las Vegas - SR-1 NB Ramp[2]	4D	37,500	19,681	0.525	A	-174	19,507	0.520	A	21,744	0.580	A	-0.005	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-9	19,461	0.778	C	23,607	0.944	E	-0.001	No
	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	1,850	34,249	0.913	E	35,229	0.939	E	0.049	Yes
	AM Peak Hour eastbound	2	3,200	1,672	*0.523*	*A*	70	1,742	*0.544*	*A*	1,792	*0.560*	*A*	*0.021*	*No*
	westbound	2	3,200	904	*0.283*	*A*	93	997	*0.312*	*A*	1,024	*0.320*	*A*	*0.029*	*No*
	PM Peak Hour eastbound	2	3,200	1,300	*0.406*	*A*	60	1,360	*0.425*	*A*	1,400	*0.438*	*A*	*0.019*	*No*
	westbound	2	3,200	1,417	*0.443*	*A*	50	1,467	*0.458*	*A*	1,510	*0.472*	*A*	*0.015*	*No*
	Project Driveway to Del Obispo[2]	4D	37,500	32,399	0.864	D	426	32,825	0.875	D	33,805	0.901	E	0.011	Yes
	AM Peak Hour eastbound	2	3,200	1,612	*0.504*	*A*	22	1,634	*0.511*	*A*	1,682	*0.526*	*A*	*0.007*	*No*
	westbound	2	3,200	898	*0.281*	*A*	17	915	*0.286*	*A*	942	*0.294*	*A*	*0.005*	*No*
	PM Peak Hour eastbound	2	3,200	1,262	*0.394*	*A*	12	1,274	*0.398*	*A*	1,313	*0.410*	*A*	*0.004*	*No*
Stonehill Dr	*westbound*	2	3,200	1,406	*0.439*	*A*	15	1,421	*0.444*	*A*	1,463	*0.457*	*A*	*0.005*	*No*
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	13	12,714	1.017	F	16,940	1.355	F	0.001	No

= exceeds City's Level of Service criteria

Italics = peak-hour link analysis

For No. of Lanes, D = divided, and U = undivided

ADT = average daily trips

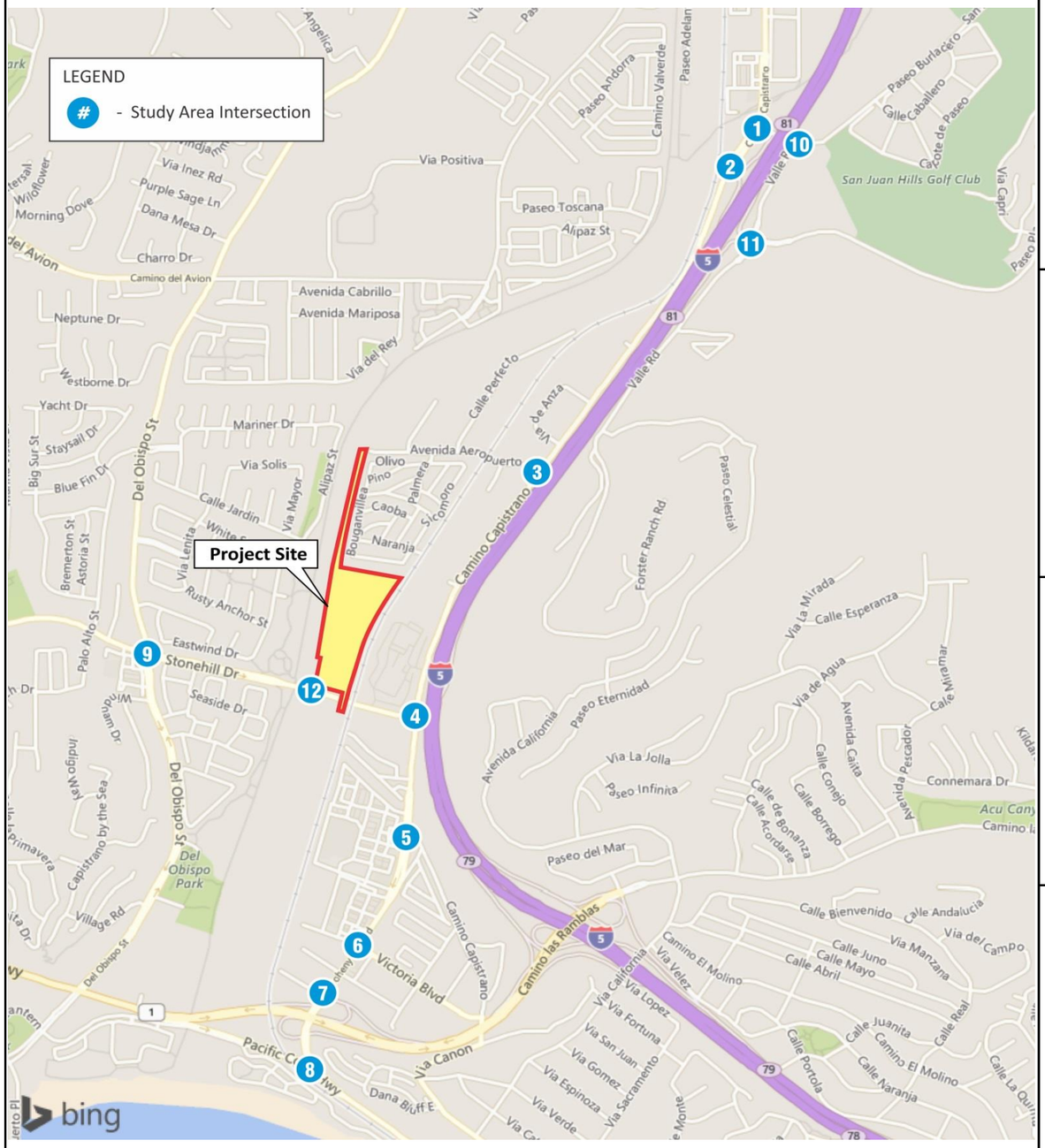
LOS = level of service

V/C = volume-to-capacity ratio

[1] Segment is considered a "Hot Spot" location (LOS E is acceptable).

[2] Segment is located in Dana Point (LOS C is acceptable).

[3] A cumulative impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (3) is E or F.



1 Camino Capistrano/San Juan Creek Rd	552 / 701 ↓ 249 / 473 ↳	↱ 485 / 595 ↰ 443 / 546	414 / 520 → 521 / 611 ↱
2 Camino Capistrano/I-5 SB Ramps	590 / 702 ↓ 403 / 547 ↳	↱ 390 / 490 ↰ 686 / 930	544 / 635 → 27 / 35 ↱
3 Camino Capistrano/Avenida Aeropuerto	248 / 184 ↲ 941 / 1450 ↓	120 / 239 ↳ 172 / 333 ↲	↰ 181 / 167 → 437 / 408
4 Camino Capistrano/Stonehill Dr	662 / 952 ↲ 310 / 700 ↓ 49 / 181 ↳	296 / 227 ↳ 1168 / 810 → 338 / 409 ↲	↰ 377 / 575 → 334 / 345 ↱ 232 / 335
5 Camino Capistrano/Costco Dwy	34 / 129 ↲ 431 / 602 ↓ 6 / 16 ↳	↱ 0 / 2 ↰ 1 / 0	164 / 430 ↳ 80 / 231 ↲	↰ 124 / 317 → 561 / 631 ↱ 1 / 1
6 Doheny Park Rd/Victoria Blvd	12 / 14 ↲ 469 / 858 ↓ 30 / 66 ↳	↱ 37 / 59 ← 21 / 32 ↰ 100 / 80	20 / 74 ↳ 9 / 39 → 42 / 70 ↲	↰ 50 / 65 ↑ 663 / 876 ↱ 82 / 95
7 Doheny Park Rd/Las Vegas Ave	11 / 12 ↲ 588 / 1004 ↓	↱ 449 / 568 ← 23 / 13 ↰ 81 / 78	8 / 15 ↳ 1 / 1 → 27 / 32 ↲	↰ 18 / 19 ↑ 377 / 504 ↱ 226 / 236
8 Doheny Park Rd/SR-1 SB Off Ramps	276 / 374 ↓	143 / 233 ↳ 237 / 357 ↲	→ 547 / 595
9 Del Obispo St/Stonehill Dr	209 / 119 ↲ 517 / 390 ↓ 388 / 279 ↳	↱ 238 / 416 ← 616 / 884 ↰ 97 / 168	148 / 159 ↳ 1139 / 878 → 118 / 114 ↲	↰ 121 / 153 ↑ 347 / 420 ↱ 137 / 169
10 Valle Rd/San Juan Creek Rd	← 475 / 486 ↰ 141 / 101	285 / 421 → 417 / 601 ↲	↰ 459 / 637 ↱ 116 / 169
11 Valle Rd/I-5 NB Ramps-La Novia Ave	201 / 277 ↲ 244 / 176 ↓ 113 / 240 ↳	↱ 175 / 215 ← 193 / 113 ↰ 21 / 24	300 / 393 ↳ 84 / 161 → 68 / 52 ↲	↰ 94 / 164 ↑ 105 / 210 ↱ 14 / 30
12 Project Driveway/Stonehill Dr	36 / 29 ↲ 131 / 107 ↳	↱ 149 / 97 ← 861 / 1412 ↰ 32 / 9	41 / 26 ↳ 1650 / 1262 → 16 / 20 ↲	↰ 22 / 3 ↱ 58 / 31

LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 11d

Ganahl Lumber Development Project

Existing Plus Project Alternative 3 Plus Cumulative Peak-Hour Volumes

LSA

Table AF: Existing Plus Project Alternative 3 Plus Cumulative Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	1 Existing ICU	1 Existing LOS	2 Existing Plus Project ICU	2 Existing Plus Project LOS	3 Ex. Plus Proj. Plus Cumul. ICU	3 Ex. Plus Proj. Plus Cumul. LOS	4 Cumulative Impact[2] Δ ICU	4 Cumulative Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	0.375	A	0.374	A	0.427	A	-0.001	No
			PM	0.495	A	0.496	A	0.566	A	0.001	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	0.477	A	0.481	A	0.530	A	0.004	No
			PM	0.615	B	0.618	B	0.671	B	0.007	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.500	A	0.534	A	0.011	No
			PM	0.721	C	0.729	C	0.771	C	0.008	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.632	B	0.694	A	0.013	No
			PM	0.695	B	0.708	C	0.767	C	0.013	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.235	A	0.262	A	-0.004	No
			PM	0.424	A	0.425	A	0.457	A	0.001	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	0.359	A	0.337	A	0.370	A	-0.022	No
			PM	0.460	A	0.432	A	0.463	A	-0.028	No
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	0.465	A	0.472	A	0.506	A	0.007	No
			PM	0.660	B	0.664	B	0.703	C	0.004	No
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	0.319	A	0.318	A	0.352	A	-0.001	No
			PM	0.427	A	0.426	A	0.480	A	-0.001	No
9	Del Obispo St/Stonehill Dr[3,4]	Signal	AM	0.758	C	0.768	C	0.813	D	0.010	Yes
			PM	0.694	B	0.702	C	0.744	C	0.007	No
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.571	A	0.000	No
			PM	0.614	B	0.614	B	0.732	C	0.000	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12	Project Driveway/Stonehill Dr[5]	Signal	AM	N/A	N/A	0.651	B	0.665	B	-	No
			PM	N/A	N/A	0.549	A	0.562	A	-	No

= exceeds City's Level of Service (LOS) criteria

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable (evaluated using the Highway Capacity Manual methodology)

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A cumulative impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point considers LOS C acceptable).

[4] Δ ICU is the difference between (3) and Existing plus Cumulative no Project (ICU= 0.803 AM, 0.737 PM).

[5] The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

LSA

Table AG: Existing Plus Project Alternative 3 Plus Cumulative Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	1 Existing Delay	1 Existing LOS	2 Existing Plus Project Delay	2 Existing Plus Project LOS	3 Ex. Plus Proj. Plus Cumul. Delay	3 Ex. Plus Proj. Plus Cumul. LOS	4 Cumulative Impact[2] Delay	4 Cumulative Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	13.1	B	13.1	B	14.1	B	0.0	No
			PM	15.2	B	15.2	B	17.8	B	0.0	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	18.4	B	18.6	B	19.0	B	0.2	No
			PM	24.5	C	24.6	C	26.0	C	0.1	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	23.4	C	23.9	C	0.1	No
			PM	27.7	C	28.1	C	31.7	C	0.4	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	28.3	C	30.1	C	0.7	No
			PM	31.2	C	33.3	C	36.8	D	2.1	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.6	B	14.8	B	0.1	No
			PM	29.4	C	29.5	C	29.9	C	0.1	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	12.0	B	0.0	No
			PM	19.9	B	19.9	B	18.2	B	0.0	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	7.7	A	7.7	A	11.4	B	0.0	No
			PM	9.7	A	9.7	A	20.6	C	0.0	No
12	Project Driveway/Stonehill Dr[4]	Signal	AM	>50.0	F	20.2	C	20.9	C	-	No
			PM	>50.0	F	19.2	B	19.4	B	-	No

= exceeds City's Level of Service (LOS) criteria

HCM = Highway Capacity Manual. Delay is reported in seconds.

LOS = level of service

N/A = not applicable

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A cumulative impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point uses ICU not HCM for impact threshold).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

As shown in Table AG, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Project Alternative 3 or cumulative impact would not occur at any study area intersection based on the HCM methodology.

Existing Plus Project Alternative 3 Plus Cumulative roadway segment ADT volumes, v/c ratios, and LOS are presented in Table AH. As Table AH indicates, all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS, with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the project driveway (LOS E), Stonehill Drive between the project driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street would increase by 0.059 and 0.014, respectively. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano and for Valle Road between San Juan Creek Road and the I-5 northbound ramps. Although a significant Project Alternative 3 impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

BUILD OUT CONDITION

LSA prepared future traffic forecasts (provided in Appendix F) for Buildout (Existing Plus Project [for all project alternatives] Plus General Plan Buildout) conditions using the long-range traffic modeling tool, the Orange County Transportation Analysis Model (OCTAM). Prior to preparation of this forecast data, LSA coordinated with City staff on the selection of a traffic model and the model inputs (i.e., land uses and highway network data). OCTAM is a travel demand model derived from the Southern California Association of Governments (SCAG) Regional Model that provides more specific land use and network information for Orange County.

The intersection and roadway segment traffic volumes for Year 2040 Without Project conditions were developed using the OCTAM base year (2012) and future year (2040) model unconstrained networks. Raw traffic model data from OCTAM base and future year model runs were post-processed using National Cooperative Highway Research Program (NCHRP) 255 methodologies to develop peak-hour turning movement volumes at each study area intersection and roadway segment. The following describes the methodology used to post-process model volumes to develop peak-hour intersection volumes for Year 2040 Buildout conditions:

LSA

Table AH: Existing Plus Project Alternative 3 Plus Cumulative Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes	LOS E Capacity	1 Existing ADT	1 Existing V/C	1 Existing LOS	Project ADT	2 Existing Plus Project ADT	2 Existing Plus Project V/C	2 Existing Plus Project LOS	3 Ex. + Proj. + Cumul. ADT	3 Ex. + Proj. + Cumul. V/C	3 Ex. + Proj. + Cumul. LOS	4 Project Impact[3] Δ V/C	4 Project Impact[3] Yes/No
	I-5 SB Ramps to Avenida Aeropuerto[1]	4D	37,500	23,755	0.633	B	192	23,947	0.639	B	26,419	0.705	C	0.006	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	306	24,471	0.653	B	26,847	0.716	C	0.009	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Dwys	4D	37,500	24,407	0.651	B	64	24,471	0.653	B	26,850	0.716	C	0.002	No
Camino Capistrano	Costco-AAMCO Dwys to Las Vegas - SR-1 NB Ramp[2]	4D	37,500	19,681	0.525	A	-38	19,643	0.524	A	21,880	0.583	A	-0.001	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-7	19,463	0.779	C	23,609	0.944	E	0.000	No
	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	2,218	34,617	0.923	E	35,597	0.949	E	0.059	Yes
	AM Peak Hour eastbound	2	3,200	1,672	*0.523*	*A*	87	1,759	*0.550*	*A*	1,808	*0.565*	*A*	*0.027*	*No*
	westbound	2	3,200	904	*0.283*	*A*	110	1,014	*0.317*	*A*	1,041	*0.325*	*A*	*0.034*	*No*
	PM Peak Hour eastbound	2	3,200	1,300	*0.406*	*A*	73	1,373	*0.429*	*A*	1,412	*0.441*	*A*	*0.023*	*No*
	westbound	2	3,200	1,417	*0.443*	*A*	63	1,480	*0.463*	*A*	1,523	*0.476*	*A*	*0.020*	*No*
	Project Driveway to Del Obispo[2]	4D	37,500	32,399	0.864	D	528	32,927	0.878	D	33,907	0.904	E	0.014	Yes
	AM Peak Hour eastbound	2	3,200	1,612	*0.504*	*A*	25	1,637	*0.512*	*A*	1,686	*0.527*	*A*	*0.008*	*No*
	westbound	2	3,200	898	*0.281*	*A*	22	920	*0.288*	*A*	946	*0.296*	*A*	*0.007*	*No*
	PM Peak Hour eastbound	2	3,200	1,262	*0.394*	*A*	16	1,278	*0.399*	*A*	1,317	*0.412*	*A*	*0.005*	*No*
Stonehill Dr	*westbound*	2	3,200	1,406	*0.439*	*A*	18	1,424	*0.445*	*A*	1,466	*0.458*	*A*	*0.006*	*No*
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	15	12,716	1.017	F	16,942	1.355	F	0.001	No

= exceeds City's Level of Service criteria

Italics = peak-hour link analysis

For No. of Lanes, D = divided, and U = undivided

ADT = average daily trips

LOS = level of service

V/C = volume-to-capacity ratio

[1] Segment is considered a "Hot Spot" location (LOS E is acceptable).

[2] Segment is located in Dana Point (LOS C is acceptable).

[3] A cumulative impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (3) is E or F.

1. The difference between the modeled 2012 and 2040 peak-period directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded network plots. This difference defines growth in traffic over the 28-year period.

2. The incremental growth in peak period approach and departure volumes between 2012 and 2040 was factored to develop the incremental change in peak-hour volumes. OCTAM uses a 3-hour a.m. peak period and a 4-hour p.m. peak period. SCAG has established that the a.m. peak hour comprises 38 percent of the peak period, and the p.m. peak hour comprises 28 percent of the peak period. Therefore, the incremental changes in peak-period volumes were multiplied by the appropriate factors to develop incremental changes in peak-hour volumes.

3. The incremental growth in approach and departure volumes between 2012 and 2040 was factored to reflect the forecast growth between the year of the existing traffic data (2017) and 2040. For this purpose, linear growth between the 2012 base condition and the forecast 2040 condition was assumed. Because the increment between Existing (2018) and Buildout (2040) is 22 years of the 28-year time span, a factor of 0.79 (i.e., 22/28) was used.

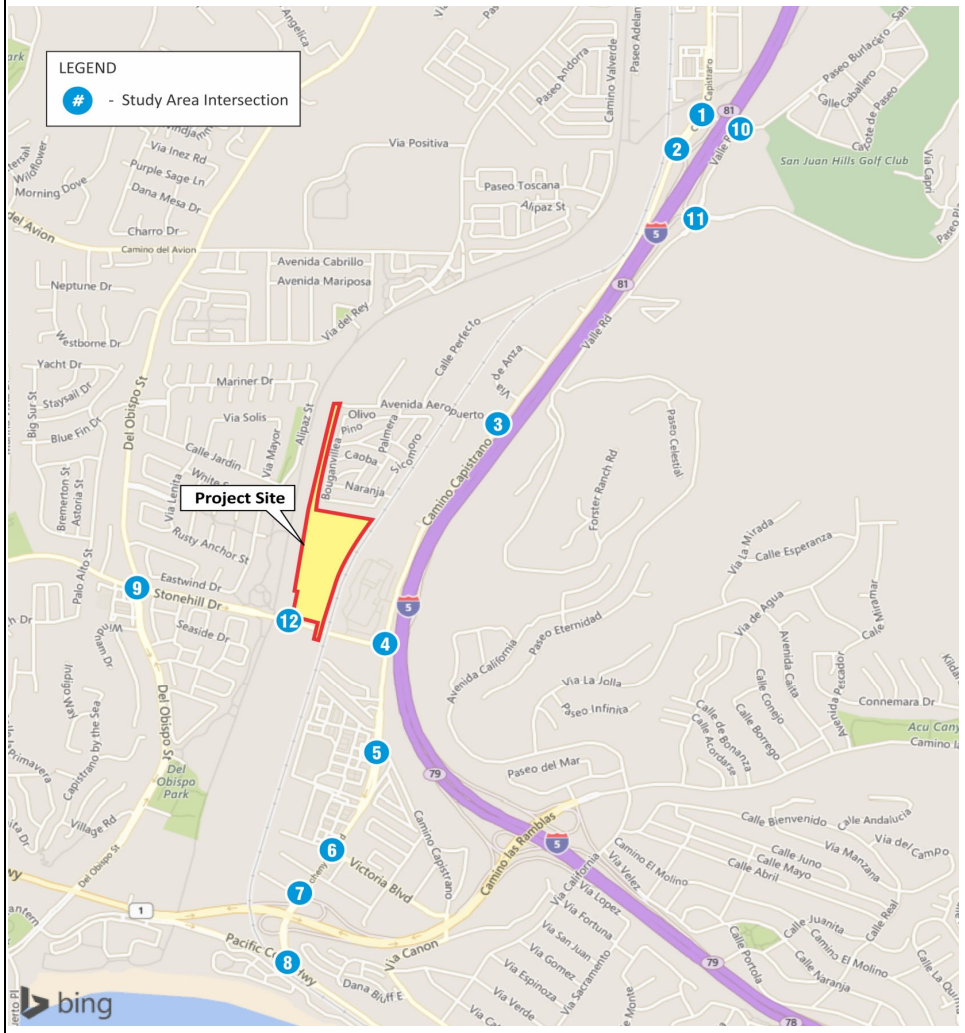
4. The forecast growth in approach and departure volumes through Buildout (2040) conditions was added to the existing 2018 traffic data, resulting in "post-processed" Buildout (2040) link volumes.

5. Year 2040 Buildout turn volumes were developed using existing (2017) turn volumes and the future approach and departure volumes, based on the methodologies contained in *NCHRP Report 255: Highway Traffic Data for Urbanized Area Project Planning and Design* (TRB 1982).

A similar methodology (steps 1 through 4) was applied to develop Year 2040 Buildout Without Project roadway segment traffic volumes. For intersections that did not exist in the traffic model or had missing legs, growth from adjacent Traffic Analysis Zones (TAZs) were used to develop traffic volumes for those locations.

It was observed that Year 2040 post-processed turn-movement volumes are lower compared to the Existing Plus Project (all project alternatives) Plus Cumulative conditions for certain movements at some of the study intersections. Similar results were observed for some of the study roadway segments. This could be due to the fact that the model has a higher inter-zonal trip capture due to productions and attraction compared to the methodology used to develop cumulative traffic volumes. Therefore, the higher of the Existing Plus Project (all project alternatives) Plus Cumulative and Buildout traffic volumes were used for these turn movements and segments to develop a conservative Year 2040 Buildout traffic forecast.

The Buildout (2040) condition includes all planned circulation improvements consistent with the City's General Plan and known cumulative projects in the project vicinity. Figure 12 illustrates the Buildout (2040) study area intersection geometrics.



1 Camino Capistrano/San Juan Creek Rd

2 Camino Capistrano/I-5 SB Ramps

3 Camino Capistrano/Avenida Aeropuerto

4 Camino Capistrano/Stonehill Dr

5 Camino Capistrano/Costco Dwy

6 Doheny Park Rd/Victoria Blvd

7 Doheny Park Rd/Las Vegas Ave

8 Doheny Park Rd/SR-1 SB Off Ramps

9 Del Obispo St/Stonehill Dr

10 Valle Rd/San Juan Creek Rd

11 Valle Rd/I-5 NB Ramps-La Novia Ave

12 Project Driveway/Stonehill Dr

LSA

N

LEGEND

- Signal
- Stop Sign
- O Roundabout
- F Free Right Turn
- New Signal
- New Turn Lane
- D Defacto Right Turn

FIGURE 12

Ganahl Lumber Development Project

Buildout Geometrics

P:\JCA1803\Traffic\xls\graphics\Fig 10 - Buildout Geometrics.xls 6/13/2019

Preferred Project (6,000 sf of Fast-Food Restaurant Use)

The Buildout (2040) (including the Preferred Project) peak-hour traffic volumes are shown on Figure 13a.

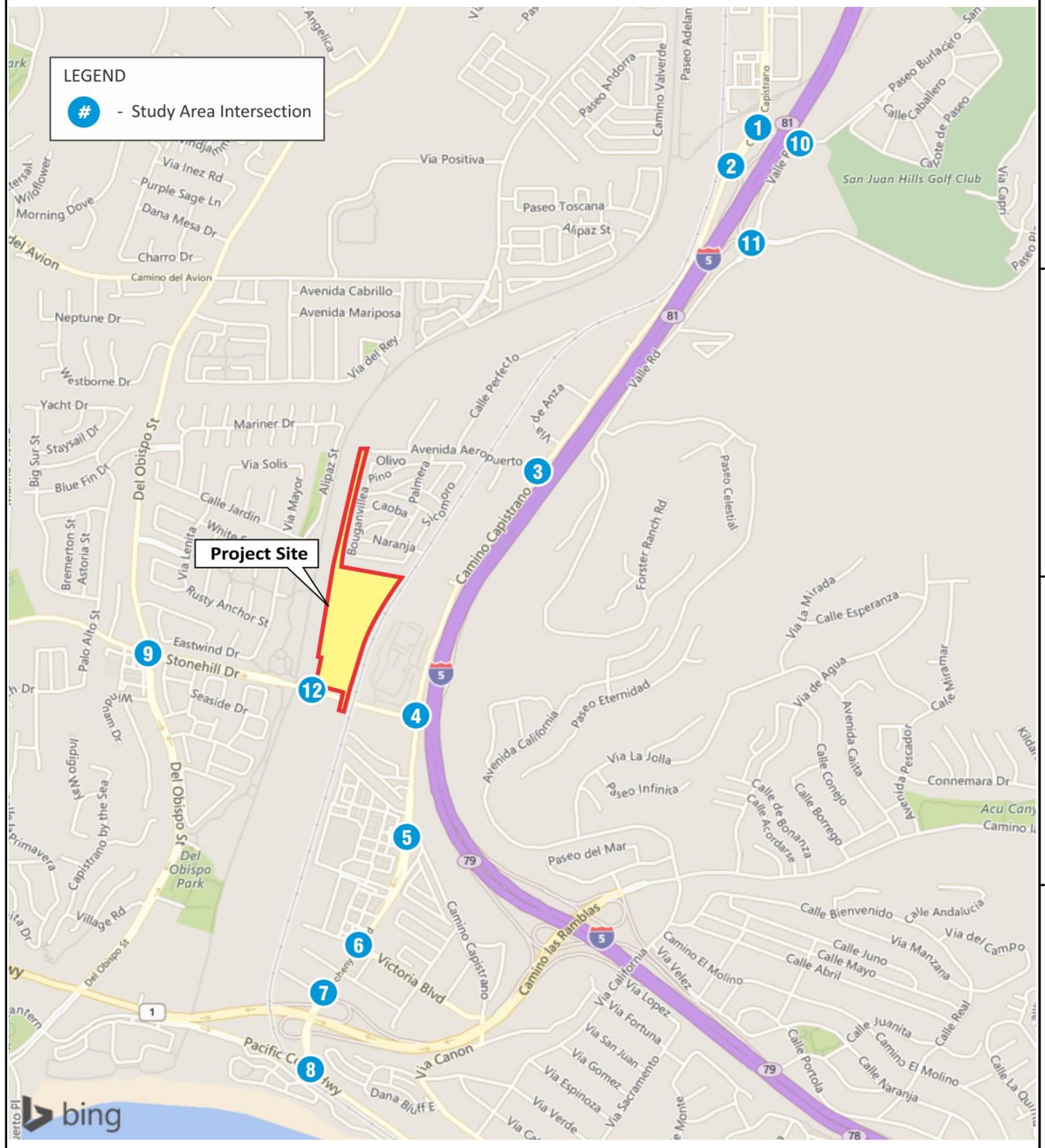
Tables AI and AJ summarize the results of the Buildout (2040) peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. The Buildout ICU and HCM worksheets are contained in Appendices B and C, respectively.

As shown in Table AI, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). The Preferred Project would add more than 0.01 to the v/c ratio at this intersection (0.012).

This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Del Obispo Street or Stonehill Drive. Therefore, a significant Preferred Project impact would occur at one study area intersection based on the ICU methodology.

As shown in Table AJ, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Preferred Project or buildout impact would not occur at any study area intersection based on the HCM methodology.

Buildout roadway segment ADT volumes, v/c ratios, and LOS are presented in Table AK. As Table AK indicates, all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the project driveway (LOS E), Stonehill Drive between the project driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street would increase by 0.069 and 0.017, respectively. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano and for Valle Road between San Juan Creek Road and the I-5 northbound ramps. Although a significant Preferred Project impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.



1 Camino Capistrano/San Juan Creek Rd

	↰ 511 / 625	
	↖ 466 / 583	
↓ 580 / 727		
↳ 261 / 497		
	↑ 436 / 565	↱ 547 / 654

2 Camino Capistrano/I-5 SB Ramps

	↰ 410 / 551	
	↖ 779 / 1163	
↓ 621 / 738		
↳ 424 / 574		
	↑ 573 / 668	↱ 30 / 37

3 Camino Capistrano/Avenida Aeropuerto

		↰ 200 / 176
		↑ 460 / 429
↲ 303 / 208		
↓ 994 / 1626		
↲ 132 / 272	↳	
↘ 181 / 359		

4 Camino Capistrano/Stonehill Dr

		↰ 389 / 608	↱ 245 / 353
		↑ 351 / 363	
↲ 719 / 1157			
↓ 327 / 736			
↳ 49 / 193			
↲ 335 / 240	↳		
→ 1230 / 854			
↘ 360 / 419			

5 Camino Capistrano/Costco Dwy

	↰ 0 / 2	
	↖ 1 / 0	
↲ 34 / 132		
↓ 459 / 637		
↳ 6 / 17		
↲ 172 / 452	↰ 130 / 333	↱ 1 / 1
↘ 84 / 234	↑ 595 / 668	

6 Doheny Park Rd/Victoria Blvd

	↰ 53 / 68	↱ 87 / 100
	↑ 703 / 925	
↲ 12 / 15	↰ 39 / 61	
↓ 496 / 904	← 21 / 33	
↳ 32 / 73	↖ 102 / 82	
↲ 21 / 78	↰	
→ 10 / 40	↑	
↘ 44 / 74	↱	

7 Doheny Park Rd/Las Vegas Ave

		↰ 475 / 600	
		← 24 / 14	
		↖ 85 / 82	
↲ 15 / 12	↳ 623 / 1058		
↲ 11 / 16	↳	↰ 19 / 20	↱ 246 / 240
→ 2 / 1		↑ 398 / 531	
↘ 28 / 32		↱	

8 Doheny Park Rd/SR-1 SB Off Ramps

	↓ 291 / 394	
↲ 150 / 236	↳	
↘ 249 / 375		↑ 575 / 626

9 Del Obispo St/Stonehill Dr

		↰ 250 / 439	
		← 676 / 1021	
		↖ 103 / 208	
↲ 210 / 125	↳ 543 / 410	↳ 408 / 293	
↲ 155 / 167	↳	↰ 135 / 159	↱ 152 / 171
→ 1199 / 915		↑ 364 / 441	
↘ 124 / 131		↱	

10 Valle Rd/San Juan Creek Rd

		← 492 / 510	
		↖ 149 / 112	
↲ 304 / 478	↳	↰ 559 / 702	↱ 134 / 185
↘ 440 / 665	↳		

11 Valle Rd/I-5 NB Ramps-La Novia Ave

		↰ 184 / 226	
		← 203 / 119	
		↖ 22 / 25	
↲ 214 / 291	↳ 256 / 234	↳ 119 / 252	
↲ 322 / 412	↳	↰ 120 / 172	↱ 15 / 32
→ 88 / 169		↑ 187 / 249	
↘ 72 / 84		↱	

12 Project Driveway/Stonehill Dr

		↰ 181 / 123	
		← 900 / 1596	
		↖ 33 / 10	
↲ 44 / 36	↳ 162 / 131		
↲ 50 / 34	↳	↰ 22 / 3	↱ 58 / 31
→ 1729 / 1269		↑	
↘ 17 / 21		↱	

LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 13a

Ganahl Lumber Development Project

Buildout (Preferred Project) Peak-Hour Volumes

LSA

Table AI: Buildout (Preferred Project) Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	1 Existing ICU	1 Existing LOS	2 Existing Plus Project ICU	2 Existing Plus Project LOS	3 Buildout ICU	3 Buildout LOS	4 Buildout Impact[2] Δ ICU	4 Buildout Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	0.375	A	0.374	A	0.447	A	-0.001	No
			PM	0.495	A	0.496	A	0.599	A	0.001	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	0.477	A	0.483	A	0.572	A	0.006	No
			PM	0.615	B	0.620	B	0.757	C	0.009	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.504	A	0.566	A	0.015	No
			PM	0.721	C	0.732	C	0.842	D	0.011	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.636	B	0.726	C	0.017	No
			PM	0.695	B	0.713	C	0.803	D	0.018	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.237	A	0.274	A	-0.002	No
			PM	0.424	A	0.426	A	0.474	A	0.002	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	0.359	A	0.339	A	0.387	A	-0.020	No
			PM	0.460	A	0.433	A	0.496	A	-0.027	No
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	0.465	A	0.476	A	0.535	A	0.011	No
			PM	0.660	B	0.667	B	0.739	C	0.007	No
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	0.319	A	0.319	A	0.368	A	0.000	No
			PM	0.427	A	0.427	A	0.502	A	0.000	No
9	Del Obispo St/Stonehill Dr[3,4]	Signal	AM	0.758	C	0.770	C	0.855	D	0.012	Yes
			PM	0.694	B	0.703	C	0.801	D	0.007	No
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.645	B	0.000	No
			PM	0.614	B	0.614	B	0.810	D	0.000	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12	Project Driveway/Stonehill Dr[5]	Signal	AM	N/A	N/A	0.668	B	0.707	C	-	N/A
			PM	N/A	N/A	0.564	A	0.635	B	-	N/A

= exceeds City's Level of Service (LOS) criteria

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable (evaluated using the Highway Capacity Manual methodology)

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A buildout impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point considers LOS C acceptable).

[4] Δ ICU is the difference between (3) and Buildout no Project (ICU= 0.843 AM, 0.794 PM).

[5] The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

LSA

Table AJ: Buildout (Preferred Project) Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	1 Existing Delay	1 Existing LOS	2 Existing Plus Project Delay	2 Existing Plus Project LOS	3 Buildout Delay	3 Buildout LOS	4 Buildout Impact[2] Delay	4 Buildout Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	13.1	B	13.1	B	14.6	B	0.0	No
			PM	15.2	B	15.2	B	18.9	B	0.0	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	18.4	B	18.6	B	20.5	C	0.2	No
			PM	24.5	C	24.7	C	31.5	C	0.2	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	23.4	C	24.9	C	0.1	No
			PM	27.7	C	28.3	C	49.1	D	0.6	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	28.4	C	32.4	C	0.8	No
			PM	31.2	C	33.9	C	40.9	D	2.7	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.5	B	14.8	B	0.0	No
			PM	29.4	C	29.4	C	32.3	C	0.0	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	13.1	B	0.0	No
			PM	19.9	B	19.9	B	19.8	B	0.0	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	7.7	A	7.7	A	14.0	B	0.0	No
			PM	9.7	A	9.7	A	31.9	D	0.0	No
12	Project Driveway/Stonehill Dr[4]	Signal	AM	>50.0	F	20.5	C	23.0	C	-	No
			PM	>50.0	F	19.0	B	21.2	C	-	No

= exceeds City's Level of Service (LOS) criteria

HCM = Highway Capacity Manual. Delay is reported in seconds.

LOS = level of service

N/A = not applicable

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A buildout impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point uses ICU not HCM for impact threshold).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

LSA

Table AK: Buildout (Preferred Project) Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes	LOS E Capacity	1 Existing ADT	1 Existing V/C	1 Existing LOS	Project ADT	2 Existing Plus Project ADT	2 Existing Plus Project V/C	2 Existing Plus Project LOS	3 Buildout ADT	3 Buildout V/C	3 Buildout LOS	4 Project Impact[3] Δ V/C	4 Project Impact[3] Yes/No
	I-5 SB Ramps to Avenida Aeropuerto[1]	4D	37,500	23,755	0.633	B	287	24,042	0.641	B	26,591	0.709	C	0.008	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	430	24,595	0.656	B	28,298	0.755	C	0.012	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Dwys	4D	37,500	24,407	0.651	B	232	24,639	0.657	B	28,358	0.756	C	0.006	No
Camino Capistrano	Costco-AAMCO Dwys to Las Vegas - SR-1 NB Ramp[2]	4D	37,500	19,681	0.525	A	98	19,779	0.527	A	23,112	0.616	B	0.002	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-5	19,465	0.779	C	24,790	0.992	E	0.000	No
	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	2,584	34,983	0.933	E	36,737	0.980	E	0.069	Yes
	AM Peak Hour eastbound	2	3,200	1,672	*0.523*	*A*	102	1,774	*0.554*	*A*	1,919	*0.600*	*A*	*0.031*	*No*
	westbound	2	3,200	904	*0.283*	*A*	126	1,030	*0.322*	*A*	1,111	*0.347*	*A*	*0.039*	*No*
	PM Peak Hour eastbound	2	3,200	1,300	*0.406*	*A*	85	1,385	*0.433*	*A*	1,457	*0.455*	*A*	*0.027*	*No*
	westbound	2	3,200	1,417	*0.443*	*A*	76	1,493	*0.467*	*A*	1,747	*0.546*	*A*	*0.024*	*No*
	Project Driveway to Del Obispo[2]	4D	37,500	32,399	0.864	D	632	33,031	0.881	D	34,728	0.926	E	0.017	Yes
	AM Peak Hour eastbound	2	3,200	1,612	*0.504*	*A*	31	1,643	*0.513*	*A*	1,778	*0.556*	*A*	*0.009*	*No*
	westbound	2	3,200	898	*0.281*	*A*	26	924	*0.289*	*A*	1,015	*0.317*	*A*	*0.008*	*No*
	PM Peak Hour eastbound	2	3,200	1,262	*0.394*	*A*	19	1,281	*0.400*	*A*	1,352	*0.423*	*A*	*0.006*	*No*
Stonehill Dr	*westbound*	2	3,200	1,406	*0.439*	*A*	22	1,428	*0.446*	*A*	1,667	*0.521*	*A*	*0.007*	*No*
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	17	12,718	1.017	F	17,788	1.423	F	0.001	No

= exceeds City's Level of Service criteria

Italics = peak-hour link analysis

For No. of Lanes, D = divided, and U = undivided

ADT = average daily trips

LOS = level of service

V/C = volume-to-capacity ratio

[1] Segment is considered a "Hot Spot" location (LOS E is acceptable).

[2] Segment is located in Dana Point (LOS C is acceptable).

[3] A buildout impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (3) is E or F.

Project Alternative 1 (No Fast-Food Restaurant Use)

The Buildout (2040) (including Project Alternative 1) peak-hour traffic volumes are shown on Figure 13b.

Tables AL and AM summarize the results of the Buildout (2040) peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. The Buildout ICU and HCM worksheets are contained in Appendices B and C, respectively.

As shown in Table AL, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). However, Project Alternative 1 would not add 0.01 or greater to the v/c ratio at this intersection (0.007). Therefore, a significant Project Alternative 1 impact would not occur at any study area intersection based on the ICU methodology.

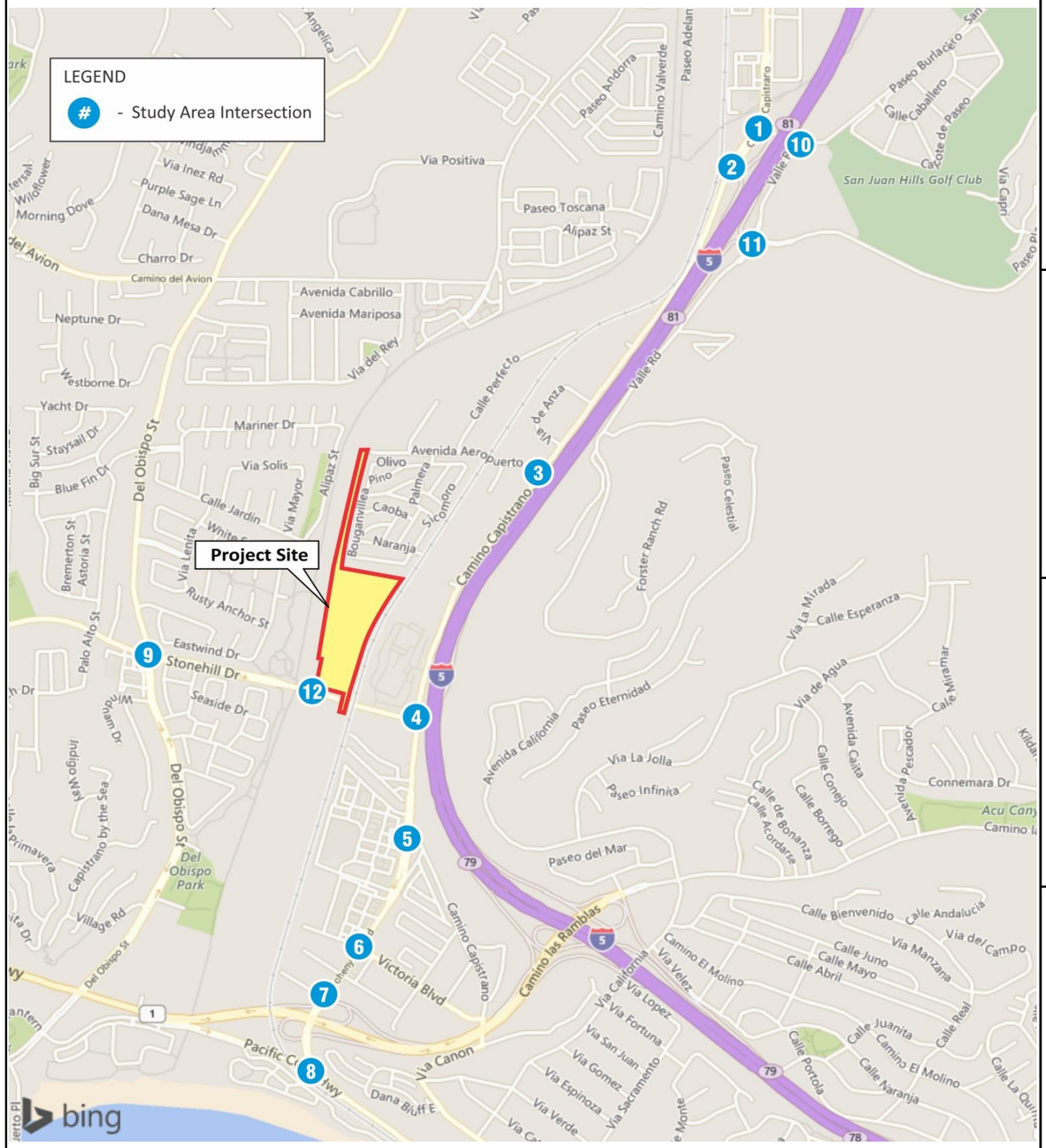
As shown in Table AM, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Project Alternative 1 or buildout impact would not occur at any study area intersection based on the HCM methodology.

Buildout roadway segment ADT volumes, v/c ratios, and LOS are presented in Table AN. As Table AN indicates, all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the project driveway (LOS E), Stonehill Drive between the project driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratio for Stonehill Drive between Camino Capistrano and the project driveway would increase by 0.040. This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano, Stonehill Drive between the project driveway and Del Obispo Street, and Valle Road between San Juan Creek Road and the I-5 northbound ramps. Although a significant Project Alternative 1 impact would occur at one study area roadway segment (Stonehill Drive between Camino Capistrano and the project driveway), a peak-hour link analysis shows that this segment would operate at satisfactory LOS in both directions during the peak hours.

Project Alternative 2 (2,000 sf of Fast-Food Restaurant Use)

The Buildout (2040) (including Project Alternative 2) peak-hour traffic volumes are shown on Figure 13c.

Tables AO and AP summarize the results of the Buildout (2040) peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. The Buildout ICU and HCM worksheets are contained in Appendices B and C, respectively.



1 Camino Capistrano/San Juan Creek Rd

577 / 725 ↓	261 / 497 ↳	↱ 511 / 625 ↰ 465 / 583
		433 / 563 ↑ 547 / 654 ↱

2 Camino Capistrano/I-5 SB Ramps

618 / 736 ↓	424 / 574 ↳	↱ 410 / 551 ↰ 760 / 1147
		570 / 666 ↑ 30 / 37 ↱

3 Camino Capistrano/Avenida Aeropuerto

	303 / 208 ↲ 972 / 1608 ↓	
132 / 272 ↳ 177 / 356 ↴		↰ ↑ 196 / 173 ↑ 457 / 427

4 Camino Capistrano/Stonehill Dr

693 / 1136 ↴ 327 / 736 ↓	49 / 193 ↳	
329 / 235 ↳ 1211 / 839 → 338 / 402 ↴		↰ 367 / 590 ↑ 351 / 363 ↱ 245 / 353

5 Camino Capistrano/Costco Dwy

34 / 132 ↴ 441 / 623 ↓	6 / 17 ↳	↱ 0 / 2 ↰ 1 / 0
172 / 452 ↳ 84 / 234 ↴		130 / 333 ↰ 576 / 653 ↑ 1 / 1 ↱

6 Doheny Park Rd/Victoria Blvd

12 / 15 ↴ 481 / 892 ↓	31 / 72 ↳	↱ 37 / 60 ← 21 / 33 ↰ 102 / 82
21 / 78 ↳ 10 / 40 → 44 / 74 ↴		↰ 53 / 68 ↑ 686 / 912 ↱ 87 / 100

7 Doheny Park Rd/Las Vegas Ave

15 / 12 ↴ 608 / 1046 ↓		↱ 462 / 589 ← 24 / 14 ↰ 85 / 82
11 / 16 ↳ 2 / 1 → 28 / 32 ↴		↰ 19 / 20 ↑ 395 / 529 ↱ 246 / 240

8 Doheny Park Rd/SR-1 SB Off Ramps

	288 / 391 ↓	
150 / 236 ↳ 249 / 375 ↴		572 / 624 →

9 Del Obispo St/Stonehill Dr

210 / 125 ↴ 543 / 410 ↓	406 / 292 ↳	↱ 249 / 438 ← 666 / 1013 ↰ 102 / 207
155 / 167 ↳ 1189 / 907 → 124 / 131 ↴		↰ 135 / 159 ↑ 364 / 441 ↱ 150 / 170

10 Valle Rd/San Juan Creek Rd

		← 491 / 510 ↰ 149 / 112
304 / 478 → 440 / 665 ↴		↰ 559 / 702 ↱ 134 / 185

11 Valle Rd/I-5 NB Ramps-La Novia Ave

214 / 291 ↴ 256 / 234 ↓	119 / 252 ↳	↱ 184 / 226 ← 203 / 119 ↰ 22 / 25
322 / 412 ↳ 88 / 169 → 72 / 84 ↴		↰ 120 / 172 ↑ 187 / 249 ↱ 15 / 32

12 Project Driveway/Stonehill Dr

18 / 15 ↴	70 / 58 ↳	↱ 85 / 44 ← 947 / 1636 ↰ 33 / 10
23 / 11 ↳ 1742 / 1280 → 17 / 21 ↴		↰ 22 / 3 ↱ 58 / 31

LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 13b

Ganahl Lumber Development Project

Buildout (Project Alternative 1) Peak-Hour Volumes

LSA

Table AL: Buildout (Project Alternative 1) Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	1 Existing ICU	1 Existing LOS	2 Existing Plus Project ICU	2 Existing Plus Project LOS	3 Buildout ICU	3 Buildout LOS	4 Buildout Impact[2] Δ ICU	4 Buildout Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	0.375	A	0.374	A	0.445	A	-0.001	No
			PM	0.495	A	0.495	A	0.599	A	0.000	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	0.477	A	0.477	A	0.566	A	0.000	No
			PM	0.615	B	0.615	B	0.752	C	0.004	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.493	A	0.555	A	0.004	No
			PM	0.721	C	0.723	C	0.834	D	0.002	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.624	B	0.714	C	0.005	No
			PM	0.695	B	0.699	B	0.794	C	0.004	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.232	A	0.269	A	-0.007	No
			PM	0.424	A	0.422	A	0.470	A	-0.002	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	0.359	A	0.334	A	0.381	A	-0.025	No
			PM	0.460	A	0.429	A	0.491	A	-0.031	No
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	0.465	A	0.464	A	0.523	A	-0.001	No
			PM	0.660	B	0.657	B	0.729	C	-0.003	No
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	0.319	A	0.318	A	0.366	A	-0.001	No
			PM	0.427	A	0.425	A	0.501	A	-0.002	No
9	Del Obispo St/Stonehill Dr[3,4]	Signal	AM	0.758	C	0.764	C	0.850	D	0.007	No
			PM	0.694	B	0.699	B	0.798	C	0.004	No
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.645	B	0.000	No
			PM	0.614	B	0.614	B	0.810	D	0.000	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12	Project Driveway/Stonehill Dr[5]	Signal	AM	N/A	N/A	0.618	B	0.657	B	-	N/A
			PM	N/A	N/A	0.520	A	0.590	A	-	N/A

= exceeds City's Level of Service (LOS) criteria

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable (evaluated using the Highway Capacity Manual methodology)

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A buildout impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point considers LOS C acceptable).

[4] Δ ICU is the difference between (3) and Buildout no Project (ICU= 0.843 AM, 0.794 PM).

[5] The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

LSA

Table AM: Buildout (Project Alternative 1) Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	1 Existing Delay	1 Existing LOS	2 Existing Plus Project Delay	2 Existing Plus Project LOS	3 Buildout Delay	3 Buildout LOS	4 Buildout Impact[2] Delay	4 Buildout Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	13.1	B	13.1	B	14.6	B	0.0	No
			PM	15.2	B	15.2	B	18.7	B	0.0	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	18.4	B	18.4	B	20.2	C	0.0	No
			PM	24.5	C	25.7	C	31.9	C	1.2	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	24.5	C	31.8	C	1.2	No
			PM	27.7	C	27.8	C	47.0	D	0.1	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	27.9	C	31.4	C	0.3	No
			PM	31.2	C	32.2	C	39.0	D	1.0	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.8	B	15.0	B	0.3	No
			PM	29.4	C	29.6	C	32.5	C	0.2	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	13.0	B	0.0	No
			PM	19.9	B	19.6	B	19.8	B	-0.3	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	7.7	A	7.7	A	14.0	B	0.0	No
			PM	9.7	A	9.7	A	31.9	D	0.0	No
12	Project Driveway/Stonehill Dr[4]	Signal	AM	>50.0	F	19.9	B	22.9	C	-	No
			PM	>50.0	F	19.4	B	20.3	C	-	No

= exceeds City's Level of Service (LOS) criteria

HCM = Highway Capacity Manual. Delay is reported in seconds.

LOS = level of service

N/A = not applicable

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A buildout impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point uses ICU not HCM for impact threshold).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

LSA

Table AN: Buildout (Project Alternative 1) Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes	LOS E Capacity	1 Existing ADT	1 Existing V/C	1 Existing LOS	Project ADT	2 Existing Plus Project ADT	2 Existing Plus Project V/C	2 Existing Plus Project LOS	3 Buildout ADT	3 Buildout V/C	3 Buildout LOS	4 Project Impact[3] Δ V/C	4 Project Impact[3] Yes/No
	I-5 SB Ramps to Avenida Aeropuerto[1]	4D	37,500	23,755	0.633	B	4	23,759	0.634	B	26,308	0.702	C	0.001	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	61	24,226	0.646	B	27,929	0.745	C	0.002	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Dwys	4D	37,500	24,407	0.651	B	-276	24,131	0.643	B	27,850	0.743	C	-0.008	No
Camino Capistrano	Costco-AAMCO Dwys to Las Vegas - SR-1 NB Ramp[2]	4D	37,500	19,681	0.525	A	-312	19,369	0.517	A	22,702	0.605	B	-0.008	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-12	19,458	0.778	C	24,783	0.991	E	-0.001	No
	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	1,483	33,882	0.904	E	35,636	0.950	E	0.040	Yes
	AM Peak Hour eastbound	2	3,200	1,672	*0.523*	*A*	55	1,727	*0.540*	*A*	1,872	*0.585*	*A*	*0.017*	*No*
	westbound	2	3,200	904	*0.283*	*A*	77	981	*0.307*	*A*	1,063	*0.332*	*A*	*0.024*	*No*
	PM Peak Hour eastbound	2	3,200	1,300	*0.406*	*A*	49	1,349	*0.422*	*A*	1,421	*0.444*	*A*	*0.016*	*No*
	westbound	2	3,200	1,417	*0.443*	*A*	37	1,454	*0.454*	*A*	1,708	*0.534*	*A*	*0.011*	*No*
	Project Driveway to Del Obispo[2]	4D	37,500	32,399	0.864	D	322	32,721	0.873	D	34,418	0.918	E	0.009	No
	AM Peak Hour eastbound	2	3,200	1,612	*0.504*	*A*	17	1,629	*0.509*	*A*	1,764	*0.551*	*A*	*0.005*	*No*
	westbound	2	3,200	898	*0.281*	*A*	13	911	*0.285*	*A*	1,002	*0.313*	*A*	*0.004*	*No*
	PM Peak Hour eastbound	2	3,200	1,262	*0.394*	*A*	8	1,270	*0.397*	*A*	1,341	*0.419*	*A*	*0.003*	*No*
Stonehill Dr	*westbound*	2	3,200	1,406	*0.439*	*A*	11	1,417	*0.443*	*A*	1,656	*0.518*	*A*	*0.004*	*No*
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	10	12,711	1.017	F	17,781	1.422	F	0.001	No

= exceeds City's Level of Service criteria

Italics = peak-hour link analysis

For No. of Lanes, D = divided, and U = undivided

ADT = average daily trips

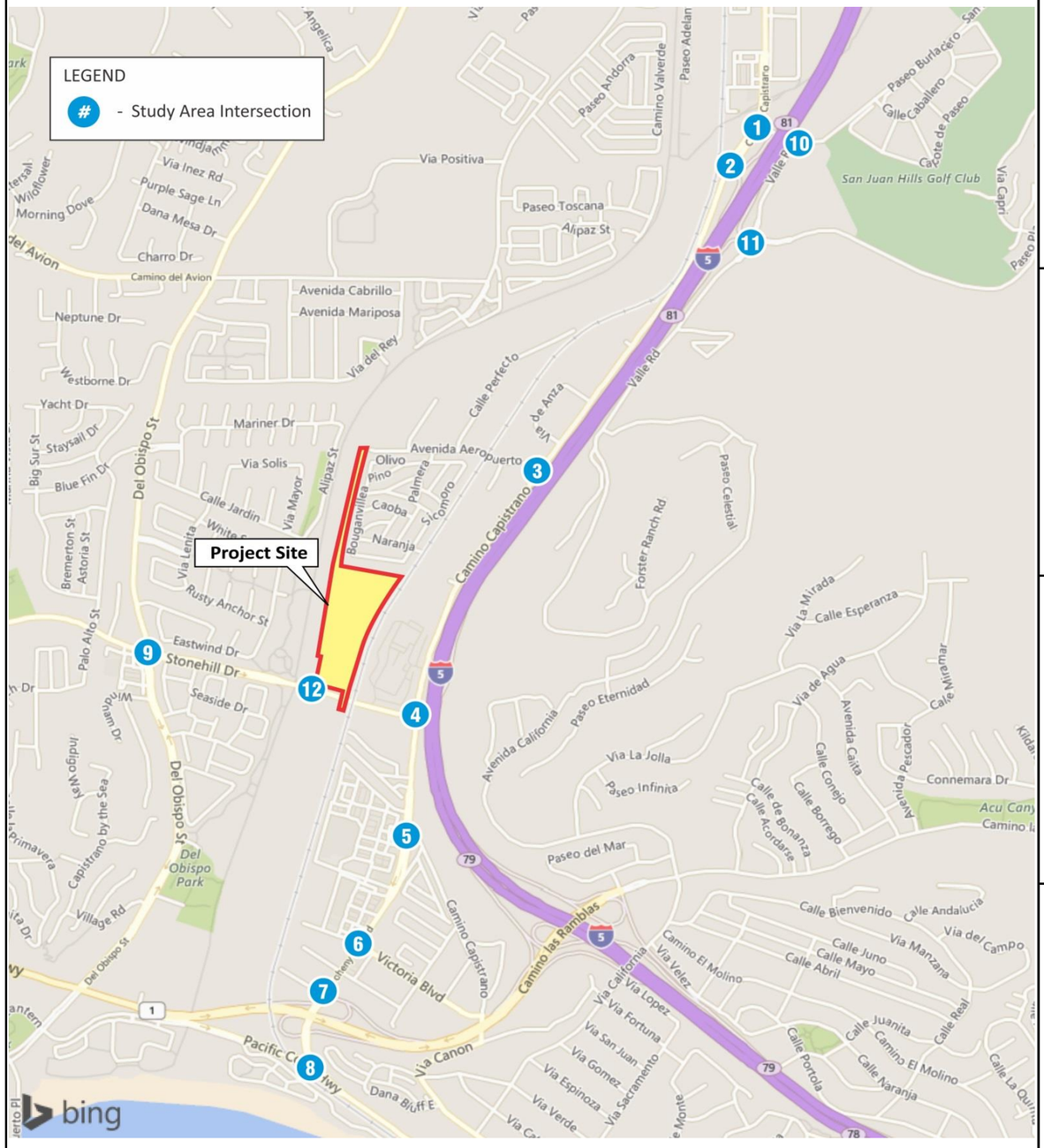
LOS = level of service

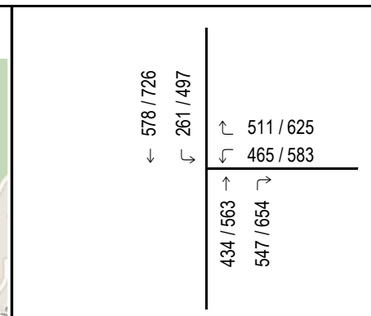
V/C = volume-to-capacity ratio

[1] Segment is considered a "Hot Spot" location (LOS E is acceptable).

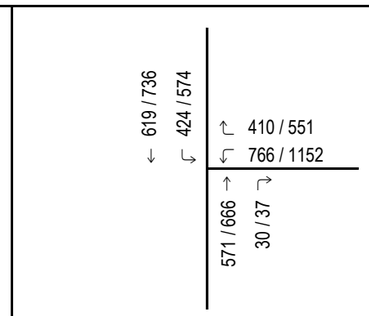
[2] Segment is located in Dana Point (LOS C is acceptable).

[3] A buildout impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (3) is E or F.

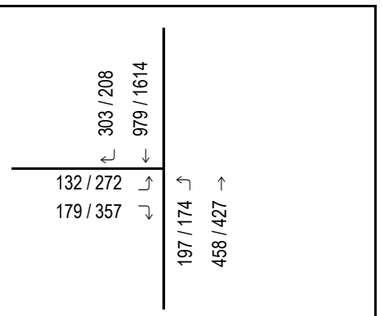




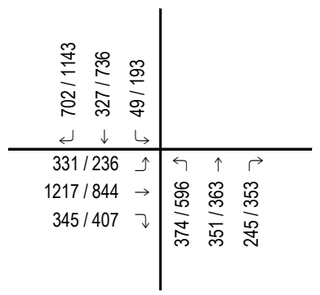
1 Camino Capistrano/San Juan Creek Rd



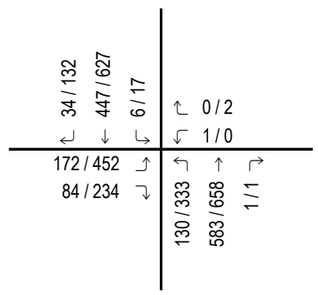
2 Camino Capistrano/I-5 SB Ramps



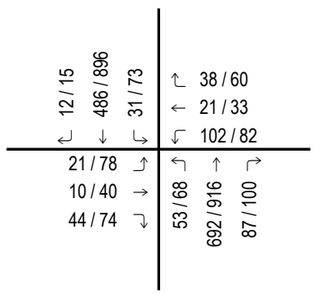
3 Camino Capistrano/Avenida Aeropuerto



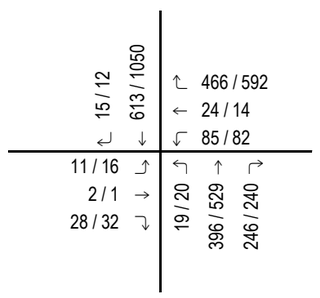
4 Camino Capistrano/Stonehill Dr



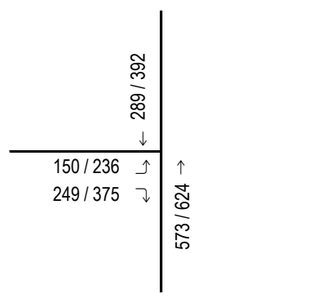
5 Camino Capistrano/Costco Dwy



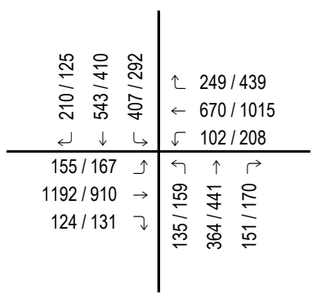
6 Doheny Park Rd/Victoria Blvd



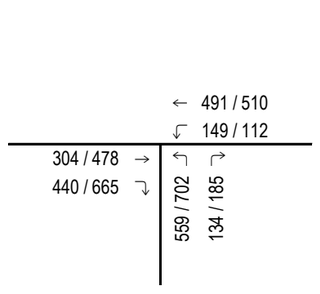
7 Doheny Park Rd/Las Vegas Ave



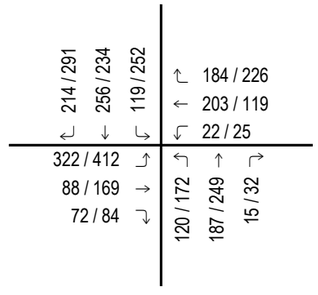
8 Doheny Park Rd/SR-1 SB Off Ramps



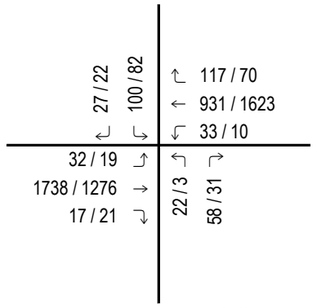
9 Del Obispo St/Stonehill Dr



10 Valle Rd/San Juan Creek Rd



11 Valle Rd/I-5 NB Ramps-La Novia Ave



12 Project Driveway/Stonehill Dr

LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 13c

Ganahl Lumber Development Project

Buildout (Project Alternative 2) Peak-Hour Volumes

LSA

Table AO: Buildout (Project Alternative 2) Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	1 Existing ICU	1 Existing LOS	2 Existing Plus Project ICU	2 Existing Plus Project LOS	3 Buildout ICU	3 Buildout LOS	4 Buildout Impact[2] Δ ICU	4 Buildout Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	0.375	A	0.374	A	0.446	A	-0.001	No
			PM	0.495	A	0.495	A	0.599	A	0.000	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	0.477	A	0.479	A	0.568	A	0.002	No
			PM	0.615	B	0.616	B	0.754	C	0.005	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.497	A	0.559	A	0.008	No
			PM	0.721	C	0.726	C	0.837	D	0.005	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.627	B	0.717	C	0.008	No
			PM	0.695	B	0.703	C	0.797	C	0.008	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.234	A	0.271	A	-0.005	No
			PM	0.424	A	0.424	A	0.471	A	0.000	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	0.359	A	0.335	A	0.383	A	-0.024	No
			PM	0.460	A	0.431	A	0.492	A	-0.029	No
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	0.465	A	0.468	A	0.526	A	0.003	No
			PM	0.660	B	0.660	B	0.732	C	0.000	No
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	0.319	A	0.318	A	0.366	A	-0.001	No
			PM	0.427	A	0.426	A	0.501	A	-0.001	No
9	Del Obispo St/Stonehill Dr[3,4]	Signal	AM	0.758	C	0.766	C	0.851	D	0.008	No
			PM	0.694	B	0.700	B	0.798	C	0.004	No
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.645	B	0.000	No
			PM	0.614	B	0.614	B	0.810	D	0.000	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12	Project Driveway/Stonehill Dr[5]	Signal	AM	N/A	N/A	0.634	B	0.674	B	-	N/A
			PM	N/A	N/A	0.535	A	0.605	B	-	N/A

= exceeds City's Level of Service (LOS) criteria

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable (evaluated using the Highway Capacity Manual methodology)

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A buildout impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point considers LOS C acceptable).

[4] Δ ICU is the difference between (3) and Buildout no Project (ICU= 0.843 AM, 0.794 PM).

[5] The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

LSA

Table AP: Buildout (Project Alternative 2) Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	1 Existing Delay	1 Existing LOS	2 Existing Plus Project Delay	2 Existing Plus Project LOS	3 Buildout Delay	3 Buildout LOS	4 Buildout Impact[2] Delay	4 Buildout Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	13.1	B	13.1	B	14.6	B	0.0	No
			PM	15.2	B	14.3	B	18.9	B	-0.9	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	18.4	B	18.5	B	20.3	C	0.1	No
			PM	24.5	C	24.8	C	32.1	C	0.3	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	24.6	C	32.6	C	1.3	No
			PM	27.7	C	27.0	C	47.8	D	-0.7	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	28.1	C	31.7	C	0.5	No
			PM	31.2	C	30.7	C	39.5	D	-0.5	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.7	B	14.9	B	0.2	No
			PM	29.4	C	26.3	C	32.3	C	-3.1	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	13.0	B	0.0	No
			PM	19.9	B	19.6	B	19.8	B	-0.3	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	7.7	A	7.7	A	14.0	B	0.0	No
			PM	9.7	A	9.7	A	31.9	D	0.0	No
12	Project Driveway/Stonehill Dr[4]	Signal	AM	>50.0	F	20.0	C	22.9	C	-	No
			PM	>50.0	F	19.4	B	22.2	C	-	No

= exceeds City's Level of Service (LOS) criteria

HCM = Highway Capacity Manual. Delay is reported in seconds.

LOS = level of service

N/A = not applicable

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A buildout impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point uses ICU not HCM for impact threshold).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

As shown in Table AO, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). However, Project Alternative 2 would not add 0.01 or greater to the v/c ratio at this intersection (0.008). Therefore, a significant Project Alternative 2 impact would not occur at any study area intersection based on the ICU methodology.

As shown in Table AP, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Project Alternative 2 or buildout impact would not occur at any study area intersection based on the HCM methodology.

Buildout roadway segment ADT volumes, v/c ratios, and LOS are presented in Table AQ. As Table AQ indicates, all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the project driveway (LOS E), Stonehill Drive between the project driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street would increase by 0.049 and 0.011, respectively.

These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano and for Valle Road between San Juan Creek Road and the I-5 northbound ramps. Although a significant Project Alternative 2 impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

Project Alternative 3 (4,000 sf of Fast-Food Restaurant Use)

The Buildout (2040) (including Project Alternative 3) peak-hour traffic volumes are shown on Figure 13d.

Tables AR and AS summarize the results of the Buildout (2040) peak-hour LOS analysis for the study area intersections using the ICU and HCM methodologies, respectively. The Buildout ICU and HCM worksheets are contained in Appendices B and C, respectively.

As shown in Table AR, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the ICU methodology, with the exception of Del Obispo Street/Stonehill Drive (LOS D in the a.m. peak hour). Project Alternative 3 would add 0.01 to the v/c ratio at this intersection (0.010). This is considered a significant unavoidable impact because there is no available right-of-way as a feasible improvement to widen Del Obispo Street or Stonehill Drive. Therefore, a significant Project Alternative 3 impact would occur at one study area intersection based on the ICU methodology.

LSA

Table AQ: Buildout (Project Alternative 2) Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes	LOS E Capacity	1 Existing ADT	1 Existing V/C	1 Existing LOS	Project ADT	2 Existing Plus Project ADT	2 Existing Plus Project V/C	2 Existing Plus Project LOS	3 Buildout ADT	3 Buildout V/C	3 Buildout LOS	4 Project Impact[3] Δ V/C	4 Project Impact[3] Yes/No
	I-5 SB Ramps to Avenida Aeropuerto[1]	4D	37,500	23,755	0.633	B	99	23,854	0.636	B	26,403	0.704	C	0.003	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	184	24,349	0.649	B	28,052	0.748	C	0.005	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Dwys	4D	37,500	24,407	0.651	B	-106	24,301	0.648	B	28,020	0.747	C	-0.003	No
Camino Capistrano	Costco-AAMCO Dwys to Las Vegas - SR-1 NB Ramp[2]	4D	37,500	19,681	0.525	A	-174	19,507	0.520	A	22,840	0.609	B	-0.005	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-9	19,461	0.778	C	24,786	0.991	E	-0.001	No
	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	1,850	34,249	0.913	E	36,003	0.960	E	0.049	Yes
	AM Peak Hour eastbound	2	3,200	1,672	*0.523*	*A*	70	1,742	*0.544*	*A*	1,887	*0.590*	*A*	*0.021*	*No*
	westbound	2	3,200	904	*0.283*	*A*	93	997	*0.312*	*A*	1,079	*0.337*	*A*	*0.029*	*No*
	PM Peak Hour eastbound	2	3,200	1,300	*0.406*	*A*	60	1,360	*0.425*	*A*	1,432	*0.448*	*A*	*0.019*	*No*
	westbound	2	3,200	1,417	*0.443*	*A*	50	1,467	*0.458*	*A*	1,721	*0.538*	*A*	*0.015*	*No*
	Project Driveway to Del Obispo[2]	4D	37,500	32,399	0.864	D	426	32,825	0.875	D	34,522	0.921	E	0.011	Yes
	AM Peak Hour eastbound	2	3,200	1,612	*0.504*	*A*	22	1,634	*0.511*	*A*	1,769	*0.553*	*A*	*0.007*	*No*
	westbound	2	3,200	898	*0.281*	*A*	17	915	*0.286*	*A*	1,007	*0.315*	*A*	*0.005*	*No*
	PM Peak Hour eastbound	2	3,200	1,262	*0.394*	*A*	12	1,274	*0.398*	*A*	1,344	*0.420*	*A*	*0.004*	*No*
Stonehill Dr	*westbound*	2	3,200	1,406	*0.439*	*A*	15	1,421	*0.444*	*A*	1,660	*0.519*	*A*	*0.005*	*No*
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	13	12,714	1.017	F	17,784	1.423	F	0.001	No

= exceeds City's Level of Service criteria

Italics = peak-hour link analysis

For No. of Lanes, D = divided, and U = undivided

ADT = average daily trips

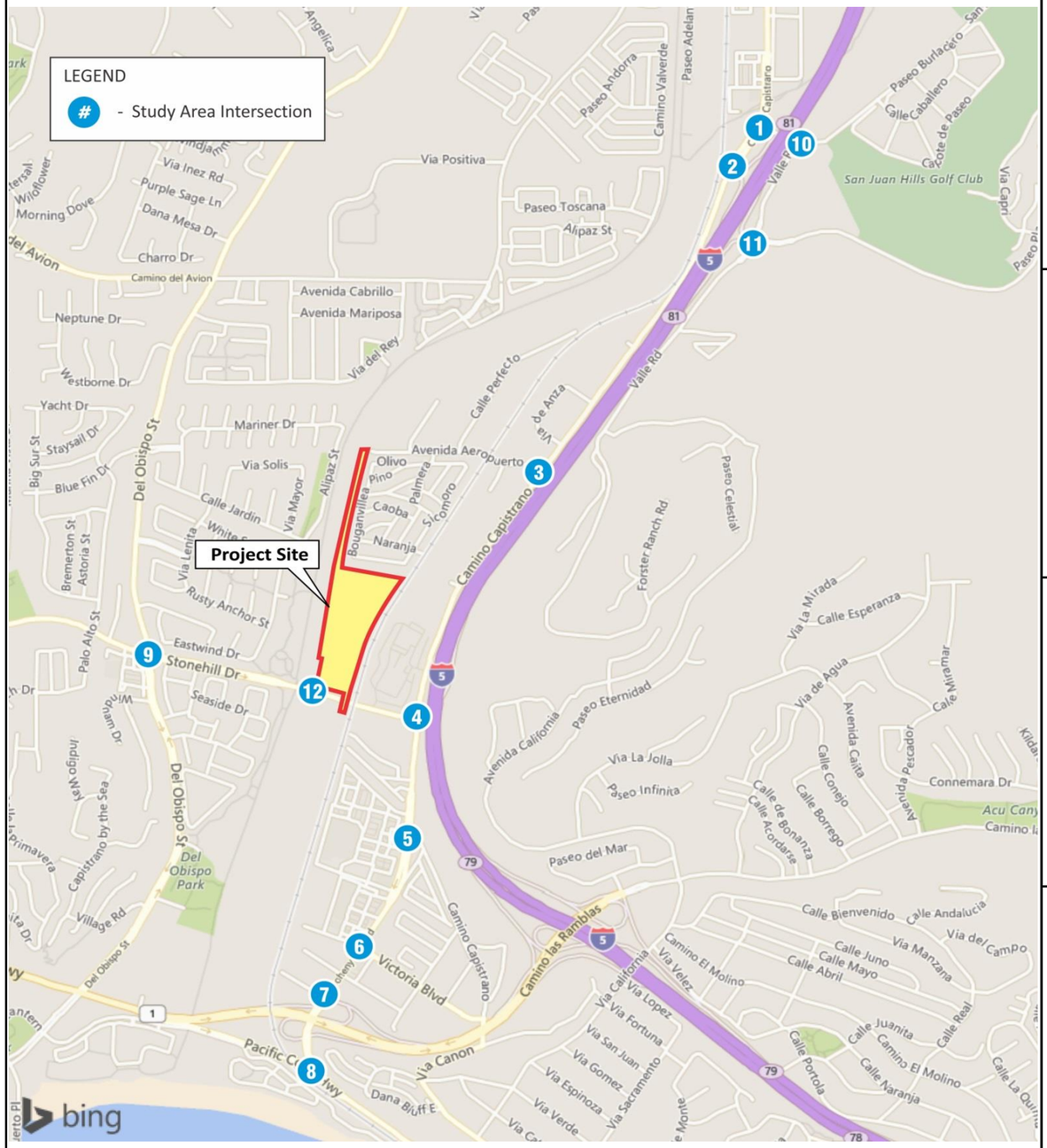
LOS = level of service

V/C = volume-to-capacity ratio

[1] Segment is considered a "Hot Spot" location (LOS E is acceptable).

[2] Segment is located in Dana Point (LOS C is acceptable).

[3] A buildout impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (3) is E or F.



1 Camino Capistrano/San Juan Creek Rd

	579 / 726 ↓	↱ 511 / 625
	261 / 497 ↳	↰ 465 / 583
435 / 564 ↑	547 / 654 ↱	

2 Camino Capistrano/I-5 SB Ramps

	620 / 737 ↓	↱ 410 / 551
	424 / 574 ↳	↰ 773 / 1158
572 / 667 ↑	30 / 37 ↱	

3 Camino Capistrano/Avenida Aeropuerto

	303 / 208 ↲	↓ 987 / 1620
132 / 272 ↲		
180 / 358 ↴		
	198 / 175 ↰	459 / 428 ↑

4 Camino Capistrano/Stonehill Dr

	711 / 1150 ↲	
	327 / 736 ↓	
	49 / 193 ↳	
333 / 238 ↲		
1224 / 849 →		
353 / 413 ↴		
	382 / 602 ↰	351 / 363 ↑ 245 / 353 ↱

5 Camino Capistrano/Costco Dwy

	34 / 132 ↲	
	453 / 632 ↓	
	6 / 17 ↳	
		↱ 0 / 2
172 / 452 ↲		↰ 1 / 0
84 / 234 ↴		
130 / 333 ↰	589 / 663 ↑	1 / 1 ↱

6 Doheny Park Rd/Victoria Blvd

	12 / 15 ↲	
	491 / 900 ↓	
	32 / 73 ↳	
		↱ 38 / 61
		← 21 / 33
21 / 78 ↲		↰ 102 / 82
10 / 40 →		
44 / 74 ↴		
53 / 68 ↰	697 / 920 ↑	87 / 100 ↱

7 Doheny Park Rd/Las Vegas Ave

	15 / 12 ↲	
	618 / 1054 ↓	
		↱ 471 / 596
		← 24 / 14
		↰ 85 / 82
11 / 16 ↲		
2 / 1 →		
28 / 32 ↴		
	19 / 20 ↰	397 / 530 ↑ 246 / 240 ↱

8 Doheny Park Rd/SR-1 SB Off Ramps

		290 / 393 ↓
150 / 236 ↲		
249 / 375 ↴		
	574 / 625 →	

9 Del Obispo St/Stonehill Dr

	210 / 125 ↲	
	543 / 410 ↓	
	407 / 293 ↳	
		↱ 250 / 439
		← 673 / 1018
		↰ 103 / 208
155 / 167 ↲		
1195 / 913 →		
124 / 131 ↴		
	135 / 159 ↰	364 / 441 ↑ 151 / 171 ↱

10 Valle Rd/San Juan Creek Rd

		← 491 / 510
		↰ 149 / 112
304 / 478 →		
440 / 665 ↴		
	559 / 702 ↰	134 / 185 ↱

11 Valle Rd/I-5 NB Ramps-La Novia Ave

	214 / 291 ↲	
	256 / 234 ↓	
	119 / 252 ↳	
		↱ 184 / 226
		← 203 / 119
		↰ 22 / 25
322 / 412 ↲		
88 / 169 →		
72 / 84 ↴		
	120 / 172 ↰	187 / 249 ↑ 15 / 32 ↱

12 Project Driveway/Stonehill Dr

	36 / 29 ↲	
	131 / 107 ↳	
		↱ 149 / 97
		← 916 / 1609
		↰ 33 / 10
41 / 26 ↲		
1733 / 1273 →		
17 / 21 ↴		
	22 / 3 ↰	58 / 31 ↱

LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 13d

Ganahl Lumber Development Project

Buildout (Project Alternative 3) Peak-Hour Volumes

P:\JCA1803\Traffic\Prefered Project & Alternatives\Alt 3 - 4 TSF Restaurant\xls\Figures\Fig 13d - Buildout Alt 3 Volumes.xlsx (8/15/2019)

LSA

Table AR: Buildout (Project Alternative 3) Intersection Level of Service Summary (ICU)

	Intersection	Control	Peak Hour	1 Existing ICU	1 Existing LOS	2 Existing Plus Project ICU	2 Existing Plus Project LOS	3 Buildout ICU	3 Buildout LOS	4 Buildout Impact[2] Δ ICU	4 Buildout Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	0.375	A	0.374	A	0.446	A	-0.001	No
			PM	0.495	A	0.496	A	0.599	A	0.001	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	0.477	A	0.481	A	0.570	A	0.004	No
			PM	0.615	B	0.618	B	0.756	C	0.007	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	0.489	A	0.500	A	0.563	A	0.011	No
			PM	0.721	C	0.729	C	0.840	D	0.008	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	0.619	B	0.632	B	0.722	C	0.013	No
			PM	0.695	B	0.708	C	0.800	C	0.013	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	0.239	A	0.235	A	0.273	A	-0.004	No
			PM	0.424	A	0.425	A	0.473	A	0.001	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	0.359	A	0.337	A	0.385	A	-0.022	No
			PM	0.460	A	0.432	A	0.494	A	-0.028	No
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	0.465	A	0.472	A	0.531	A	0.007	No
			PM	0.660	B	0.664	B	0.735	C	0.004	No
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	0.319	A	0.318	A	0.367	A	-0.001	No
			PM	0.427	A	0.426	A	0.502	A	-0.001	No
9	Del Obispo St/Stonehill Dr[3,4]	Signal	AM	0.758	C	0.768	C	0.853	D	0.010	Yes
			PM	0.694	B	0.702	C	0.800	C	0.006	No
10	Valle Rd/San Juan Creek Rd	Signal	AM	0.489	A	0.489	A	0.645	B	0.000	No
			PM	0.614	B	0.614	B	0.810	D	0.000	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12	Project Driveway/Stonehill Dr[5]	Signal	AM	N/A	N/A	0.651	B	0.690	B	-	N/A
			PM	N/A	N/A	0.549	A	0.620	B	-	N/A

= exceeds City's Level of Service (LOS) criteria

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable (evaluated using the Highway Capacity Manual methodology)

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A buildout impact occurs when the ICU in (2) minus the ICU in (1) is 0.01 or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point considers LOS C acceptable).

[4] Δ ICU is the difference between (3) and Buildout no Project (ICU= 0.843 AM, 0.794 PM).

[5] The intersection is currently two-way stop controlled. A signal is proposed as part of the project.

LSA

Table AS: Buildout (Project Alternative 3) Intersection Level of Service Summary (HCM)

	Intersection	Control	Peak Hour	1 Existing Delay	1 Existing LOS	2 Existing Plus Project Delay	2 Existing Plus Project LOS	3 Buildout Delay	3 Buildout LOS	4 Buildout Impact[2] Delay	4 Buildout Impact[2] Yes/No
1	Camino Capistrano/San Juan Creek Rd[1]	Signal	AM	13.1	B	13.1	B	14.6	B	0.0	No
			PM	15.2	B	15.2	B	18.9	B	0.0	No
2	Camino Capistrano/I-5 SB Ramps[1]	Signal	AM	18.4	B	18.6	B	20.4	C	0.2	No
			PM	24.5	C	24.6	C	31.4	C	0.1	No
3	Camino Capistrano/Avenida Aeropuerto	Signal	AM	23.3	C	23.4	C	24.7	C	0.1	No
			PM	27.7	C	28.1	C	48.6	D	0.4	No
4	Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	Signal	AM	27.6	C	28.3	C	32.0	C	0.7	No
			PM	31.2	C	33.3	C	40.2	D	2.1	No
5	Camino Capistrano/Costco - AAMCO Driveways	Signal	AM	15.5	B	15.6	B	14.8	B	0.1	No
			PM	29.4	C	29.5	C	32.3	C	0.1	No
6	Doheny Park Rd/Victoria Blvd[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	Doheny Park Rd/Las Vegas Ave - SR-1 NB Ramps[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	Doheny Park Rd/SR-1 SB Off-Ramp[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	Del Obispo St/Stonehill Dr[3]	Signal	AM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	Valle Rd/San Juan Creek Rd	Signal	AM	12.2	B	12.2	B	13.0	B	0.0	No
			PM	19.9	B	19.9	B	19.8	B	0.0	No
11	Valle Rd/I-5 NB Ramps - La Novia Avenue	Roundabout	AM	7.7	A	7.7	A	14.0	B	0.0	No
			PM	9.7	A	9.7	A	31.9	D	0.0	No
12	Project Driveway/Stonehill Dr[4]	Signal	AM	>50.0	F	20.2	C	22.9	C	-	No
			PM	>50.0	F	19.2	B	21.7	C	-	No

= exceeds City's Level of Service (LOS) criteria

HCM = Highway Capacity Manual. Delay is reported in seconds.

LOS = level of service

N/A = not applicable

[1] Intersection is considered a "Hot Spot" location (LOS E is acceptable).

[2] A buildout impact occurs when the delay in (2) minus the delay in (1) is 1.0 seconds or greater, and the LOS in (3) is E or F.

[3] Intersection is located in Dana Point (The City of Dana Point uses ICU not HCM for impact threshold).

[4] The intersection is currently two-way stop controlled. A signal is proposed as part of the project, which would provide an improvement to delay and LOS.

As shown in Table AS, all study area intersections, including the hot-spot intersections, are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant Project Alternative 3 or buildout impact would not occur at any study area intersection based on the HCM methodology.

Buildout roadway segment ADT volumes, v/c ratios, and LOS are presented in Table AT. As Table AT indicates, all study area roadway segments, including the hot-spot roadways, are forecast to operate at satisfactory LOS with the exception of San Juan Creek Road between Valle Road and Camino Capistrano (LOS E), Stonehill Drive between Camino Capistrano and the project driveway (LOS E), Stonehill Drive between the project driveway and Del Obispo Street (LOS E), and Valle Road between San Juan Creek Road and the I-5 northbound ramps (LOS F). The v/c ratios for Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street would increase by 0.059 and 0.014, respectively. These are considered significant unavoidable impacts because there is no available right-of-way as a feasible improvement to widen Stonehill Drive to provide additional roadway capacity. However, the v/c ratios do not increase by 0.01 or greater for San Juan Creek Road between Valle Road and Camino Capistrano and for Valle Road between San Juan Creek Road and the I-5 northbound ramps.

Although a significant Project Alternative 3 impact would occur at two study area roadway segments (Stonehill Drive between Camino Capistrano and the project driveway and between the project driveway and Del Obispo Street), a peak-hour link analysis shows that each segment would operate at satisfactory LOS in both directions during the peak hours.

ACCESS AND ON-SITE CIRCULATION ANALYSIS

Vehicle access to the project site will be provided via a proposed signalized driveway at Stonehill Drive and the southwestern corner of the project site. Due to the proximity of the proposed signal to the existing signal at Camino Capistrano/Stonehill Drive, the signal would be coordinated to minimize vehicle delays, stops, and queuing. A deceleration lane in the westbound direction would be constructed on Stonehill Drive to enhance safety and traffic flow for right-turn access to the project site. An LOS analysis has been conducted at the proposed traffic signal at Stonehill Drive and the southwestern corner of the project site. Based on the results of this analysis, this intersection is forecast to operate at LOS C or better during both peak hours for all scenarios using the ICU and HCM methodologies. Therefore, the proposed signalized driveway at Stonehill Drive is expected to operate at satisfactory LOS. In addition, two outbound lanes will be provided at the project driveway for left and right turns.

SIGNAL WARRANT ANALYSIS

A peak-hour traffic signal warrant analysis has been prepared to determine whether a traffic signal is justified at the project driveway and Stonehill Drive. The analysis is based on Warrant 3, Peak Hour Warrant (70% Factor), of the nine warrants presented in the California Manual on Uniform Traffic Control Devices (CAMUTCD). The 70 percent factor has been used because the speed limit along Stonehill Drive adjacent to the project site is 50 mph, which exceeds the 40 mph criteria along a major street (i.e., Stonehill Drive) per Warrant 3. The CAMUTCD signal warrant analysis worksheets are provided in Appendix G.

LSA

Table AT: Buildout (Project Alternative 3) Roadway Segment Level of Service Summary

Roadway	Segment	No. of Lanes	LOS E Capacity	1 Existing ADT	1 Existing V/C	1 Existing LOS	Project ADT	2 Existing Plus Project ADT	2 Existing Plus Project V/C	2 Existing Plus Project LOS	3 Buildout ADT	3 Buildout V/C	3 Buildout LOS	4 Project Impact[3] Δ V/C	4 Project Impact[3] Yes/No
	I-5 SB Ramps to Avenida Aeropuerto[1]	4D	37,500	23,755	0.633	B	192	23,947	0.639	B	26,496	0.707	C	0.006	No
	Avenida Aeropuerto to Stonehill - I-5 NB On-Ramp	4D	37,500	24,165	0.644	B	306	24,471	0.653	B	28,174	0.751	C	0.009	No
	Stonehill - I-5 NB On-Ramp to Costco-AAMCO Dwys	4D	37,500	24,407	0.651	B	64	24,471	0.653	B	28,190	0.752	C	0.002	No
Camino Capistrano	Costco-AAMCO Dwys to Las Vegas - SR-1 NB Ramp[2]	4D	37,500	19,681	0.525	A	-38	19,643	0.524	A	22,976	0.613	B	-0.001	No
San Juan Creek Rd	Valle to Camino Capistrano	4U	25,000	19,470	0.779	C	-7	19,463	0.779	C	24,788	0.992	E	0.000	No
	Camino Capistrano to Project Driveway	4D	37,500	32,399	0.864	D	2,218	34,617	0.923	E	36,371	0.970	E	0.059	Yes
	AM Peak Hour eastbound	2	3,200	1,672	*0.523*	*A*	87	1,759	*0.550*	*A*	1,904	*0.595*	*A*	*0.027*	*No*
	westbound	2	3,200	904	*0.283*	*A*	110	1,014	*0.317*	*A*	1,096	*0.343*	*A*	*0.034*	*No*
	PM Peak Hour eastbound	2	3,200	1,300	*0.406*	*A*	73	1,373	*0.429*	*A*	1,445	*0.452*	*A*	*0.023*	*No*
	westbound	2	3,200	1,417	*0.443*	*A*	63	1,480	*0.463*	*A*	1,734	*0.542*	*A*	*0.020*	*No*
	Project Driveway to Del Obispo[2]	4D	37,500	32,399	0.864	D	528	32,927	0.878	D	34,624	0.923	E	0.014	Yes
	AM Peak Hour eastbound	2	3,200	1,612	*0.504*	*A*	25	1,637	*0.512*	*A*	1,772	*0.554*	*A*	*0.008*	*No*
	westbound	2	3,200	898	*0.281*	*A*	22	920	*0.288*	*A*	1,011	*0.316*	*A*	*0.007*	*No*
	PM Peak Hour eastbound	2	3,200	1,262	*0.394*	*A*	16	1,278	*0.399*	*A*	1,349	*0.422*	*A*	*0.005*	*No*
Stonehill Dr	*westbound*	2	3,200	1,406	*0.439*	*A*	18	1,424	*0.445*	*A*	1,663	*0.520*	*A*	*0.006*	*No*
Valle Rd	San Juan Creek to I-5 NB Ramps - La Novia	2U	12,500	12,701	1.016	F	15	12,716	1.017	F	17,786	1.423	F	0.001	No

= exceeds City's Level of Service criteria

Italics = peak-hour link analysis

For No. of Lanes, D = divided, and U = undivided

ADT = average daily trips

LOS = level of service

V/C = volume-to-capacity ratio

[1] Segment is considered a "Hot Spot" location (LOS E is acceptable).

[2] Segment is located in Dana Point (LOS C is acceptable).

[3] A buildout impact occurs when the V/C in (2) minus the V/C in (1) is 0.01 or greater, and the LOS in (3) is E or F.

Tables AU, AV, AW, and AX summarize the signal warrant analysis for the Preferred Project, Project Alternative 1, Project Alternative 2, and Project Alternative 3, respectively.

As shown in Table AU, based on the forecasted peak-hour volumes at the project driveway under Existing Plus Preferred Project, Existing Plus Preferred Project Plus Cumulative, and Buildout (Preferred Project) conditions, installation of a traffic signal would be warranted. A traffic signal would be installed at the project driveway/Stonehill Drive as a Preferred Project design feature.

As shown in Table AV, based on the forecasted peak-hour volumes at the project driveway under Existing Plus Project Alternative 1, Existing Plus Project Alternative 1 Plus Cumulative, and Buildout (Project Alternative 1) conditions, installation of a traffic signal would not be warranted. Although a traffic signal is not warranted based on the forecast peak-hour traffic volumes at this intersection, a traffic signal is recommended based on engineering judgment to ensure safe inbound and outbound access to/from the project site along Stonehill Drive.

As shown in Table AW, based on the forecasted peak-hour volumes at the project driveway under Existing Plus Project Alternative 2, Existing Plus Project Alternative 2 Plus Cumulative, and Buildout (Project Alternative 2) conditions, installation of a traffic signal would be warranted. A traffic signal would be installed at the project driveway/Stonehill Drive as a Project Alternative 2 design feature.

As shown in Table AX, based on the forecasted peak-hour volumes at the project driveway under Existing Plus Project Alternative 3, Existing Plus Project Alternative 3 Plus Cumulative, and Buildout (Project Alternative 3) conditions, installation of a traffic signal would be warranted. A traffic signal would be installed at the project driveway/Stonehill Drive as a Project Alternative 3 design feature.

CONSTRUCTION ANALYSIS

Project construction (for each project alternative) would take up to 1.5 years. It is assumed that the total workers per day would be 32 (8 hours per day per person). Assuming that all 32 workers drive to the site during the a.m. peak hour and leave during the p.m. peak hour, with half of the workers leaving for lunch and the other half remaining on site for lunch, the resultant construction worker trip generation would be 96 ADT, 32 a.m. peak-hour trips (all inbound), and 32 p.m. peak-hour trips (all outbound). Assuming 32 trucks per day, applying a passenger car equivalent (PCE) factor of 2.5 and a uniform arrival/departure of the trucks during an 8-hour day, the resultant construction truck generation (in PCEs) would be 160 ADT, 20 a.m. peak-hour trips (10 inbound and 10 outbound), and 20 p.m. peak-hour trips (10 inbound and 10 outbound). The total construction worker and truck trip generation (in PCEs) would be 256 ADT, 52 a.m. peak-hour trips (42 inbound and 10 outbound), and 52 p.m. peak-hour trips (10 inbound and 42 outbound). Because the construction trip generation would be less than the net trip generation of the proposed project alternatives (each generating at least 2,073 ADT, 189 a.m. peak-hour trips [105 inbound and 84 outbound], and 121 p.m. peak-hour trips [52 inbound and 69 outbound]), no further analysis is required.

LSA

Table AU: Preferred Project Signal Warrant Analysis Summary

Street	Name	Approach/ Turn Lane	Existing Plus Project		Existing Plus Cumulative Plus Project		Buildout Plus Project	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Minor (2 Lane)	**South Coast Water District Driveway**	NBL	22	3	22	3	22	3
		NBT	0	0	0	0	0	0
		NBR	58	31	58	31	58	31
		Total	**80**	**34**	**80**	**34**	**80**	**34**
Minor (2 Lane)	**Project Driveway**	SBL	162	131	162	131	162	131
		SBT	0	0	0	0	0	0
		SBR	44	36	44	36	44	36
		Total	**206**	**167**	**206**	**167**	**206**	**167**
Major (2 Lanes)	**Stonehill Drive**	EBL	50	34	50	34	50	34
		EBT	1,597	1,220	1,646	1,258	1,729	1,269
		EBR	16	20	16	20	17	21
		WBL	32	9	32	9	33	10
		WBT	819	1,357	845	1,399	900	1,596
		WBR	181	123	181	123	181	123
		Total	**2,695**	**2,763**	**2,770**	**2,843**	**2,910**	**3,053**
Signal Warranted?[1]			**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**

[1] A signal is warranted when the highest approach volume of the Minor Street exceeds 100 peak-hour vehicles and the total approach volume of the Major Street exceeds 1,200 peak-hour vehicles.

EBL = eastbound left, EBR = eastbound right, EBT = eastbound through,

NBL = northbound left, NBR = northbound right, NBT = northbound through,

SBL = southbound left, SBR = southbound right, SBT = southbound through,

WBL = westbound left, WBR = westbound right, WBT = westbound through

LSA

Table AV: Project Alternative 1 Signal Warrant Analysis Summary

Street	Name	Approach/ Turn Lane	Existing Plus Project		Existing Plus Cumulative Plus Project		Buildout Plus Project	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Minor (2 Lane)	**South Coast Water District Driveway**	NBL	22	3	22	3	22	3
		NBT	0	0	0	0	0	0
		NBR	58	31	58	31	58	31
		Total	**80**	**34**	**80**	**34**	**80**	**34**
Minor (2 Lane)	**Project Driveway**	SBL	70	58	70	58	70	58
		SBT	0	0	0	0	0	0
		SBR	18	15	18	15	18	15
		Total	**88**	**73**	**88**	**73**	**88**	**73**
Major (2 Lanes)	**Stonehill Drive**	EBL	23	11	23	11	23	11
		EBT	1,610	1,231	1,659	1,269	1,742	1,280
		EBR	16	20	16	20	17	21
		WBL	32	9	32	9	33	10
		WBT	865	1,397	892	1,439	947	1,636
		WBR	85	44	85	44	85	44
		Total	**2,631**	**2,712**	**2,707**	**2,792**	**2,847**	**3,002**
Signal Warranted?[1]			**No**	**No**	**No**	**No**	**No**	**No**

[1] A signal is warranted when the highest approach volume of the Minor Street exceeds 100 peak-hour vehicles and the total approach volume of the Major Street exceeds 1,200 peak-hour vehicles.

EBL = eastbound left, EBR = eastbound right, EBT = eastbound through,

NBL = northbound left, NBR = northbound right, NBT = northbound through,

SBL = southbound left, SBR = southbound right, SBT = southbound through,

WBL = westbound left, WBR = westbound right, WBT = westbound through

LSA

Table AW: Project Alternative 2 Signal Warrant Analysis Summary

Street	Name	Approach/ Turn Lane	Existing Plus Project		Existing Plus Cumulative Plus Project		Buildout Plus Project	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Minor (2 Lane)	**South Coast Water District Driveway**	NBL	22	3	22	3	22	3
		NBT	0	0	0	0	0	0
		NBR	58	31	58	31	58	31
		Total	**80**	**34**	**80**	**34**	**80**	**34**
Minor (2 Lane)	**Project Driveway**	SBL	100	82	100	82	100	82
		SBT	0	0	0	0	0	0
		SBR	27	22	27	22	27	22
		Total	**127**	**104**	**127**	**104**	**127**	**104**
Major (2 Lanes)	**Stonehill Drive**	EBL	32	19	32	19	32	19
		EBT	1,606	1,227	1,655	1,265	1,738	1,276
		EBR	16	20	16	20	17	21
		WBL	32	9	32	9	33	10
		WBT	850	1,384	876	1,426	931	1,623
		WBR	117	70	117	70	117	70
		Total	**2,653**	**2,729**	**2,728**	**2,809**	**2,868**	**3,019**
Signal Warranted?[1]			**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**

[1] A signal is warranted when the highest approach volume of the Minor Street exceeds 100 peak-hour vehicles and the total approach volume of the Major Street exceeds 1,200 peak-hour vehicles.

EBL = eastbound left, EBR = eastbound right, EBT = eastbound through,

NBL = northbound left, NBR = northbound right, NBT = northbound through,

SBL = southbound left, SBR = southbound right, SBT = southbound through,

WBL = westbound left, WBR = westbound right, WBT = westbound through

LSA

Table AX: Project Alternative 3 Signal Warrant Analysis Summary

Street	Name	Approach/ Turn Lane	Existing Plus Project		Existing Plus Cumulative Plus Project		Buildout Plus Project	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Minor (2 Lane)	**South Coast Water District Driveway**	NBL	22	3	22	3	22	3
		NBT	0	0	0	0	0	0
		NBR	58	31	58	31	58	31
		Total	**80**	**34**	**80**	**34**	**80**	**34**
Minor (2 Lane)	**Project Driveway**	SBL	131	107	131	107	131	107
		SBT	0	0	0	0	0	0
		SBR	36	29	36	29	36	29
		Total	**167**	**136**	**167**	**136**	**167**	**136**
Major (2 Lanes)	**Stonehill Drive**	EBL	41	26	41	26	41	26
		EBT	1,601	1,224	1,650	1,262	1,733	1,273
		EBR	16	20	16	20	17	21
		WBL	32	9	32	9	33	10
		WBT	835	1,370	861	1,412	916	1,609
		WBR	149	97	149	97	149	97
		Total	**2,674**	**2,746**	**2,749**	**2,826**	**2,889**	**3,036**
Signal Warranted?[1]			**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**

[1] A signal is warranted when the highest approach volume of the Minor Street exceeds 100 peak-hour vehicles and the total approach volume of the Major Street exceeds 1,200 peak-hour vehicles.

EBL = eastbound left, EBR = eastbound right, EBT = eastbound through,

NBL = northbound left, NBR = northbound right, NBT = northbound through,

SBL = southbound left, SBR = southbound right, SBT = southbound through,

WBL = westbound left, WBR = westbound right, WBT = westbound through

CONCLUSIONS

Based on the results of this analysis, implementation of the proposed project would result in significant unavoidable project-related impacts at one intersection (Del Obispo Street/Stonehill Drive) under Existing Plus Project Plus Cumulative and Buildout conditions, and two roadway segments (Stonehill Drive between Del Obispo Street and the project driveway and between the project driveway and Camino Capistrano) under Existing Plus Project, Existing Plus Project Plus Cumulative, and Buildout conditions. There are no feasible improvements (i.e., adding intersection lanes or roadway widening) for Del Obispo Street/Stonehill Drive and Stonehill Drive between Del Obispo Street and the project driveway and between the project driveway and Camino Capistrano, based on available right-of-way.

More specifically, the intersection of Del Obispo Street/Stonehill Drive would be significantly impacted under the Preferred Project (6,000 sf of fast-food restaurant use) and Project Alternative 3 (4,000 sf of fast-food restaurant use) conditions. This intersection would not be significantly impacted by Project Alternative 1 (no fast-food restaurant use) or Project Alternative 2 (2,000 sf of fast-food restaurant use). The two roadway segments along Stonehill Drive (between Del Obispo Street and the project driveway and between the project driveway and Camino Capistrano) would be significantly impacted by all four project alternatives.

Based on the site plan layout, adequate access and on-site circulation would be provided. A traffic signal is warranted at the project driveway for the Preferred Project, Project Alternative 2, and Project Alternative 3. A traffic signal is not warranted under Project Alternative 1.

REFERENCES

City of Dana Point. 1995. General Plan, Circulation Element. 1995. Circulation Element.

City of San Juan Capistrano. 1998. Administrative Policy No. 310. (Adopted June 27, 1989, revised April 7, 1998).

_____. 1999. General Plan. Circulation Element. Adopted December 14, 1999.

Institute of Transportation Engineers (ITE). 2017. *Trip Generation* Manual, 10th Edition.

Orange County Transportation Authority (OCTA). 2017. *Congestion Management Program*.

Transportation Research Board (TRB). 1982. *NCHRP Report 255: Highway Traffic Data for Urbanized Area Project Planning and Design.* December.

_____. 2017. *Highway Capacity Manual*, 6th Edition.

APPENDIX A

EXISTING TRAFFIC VOLUMES

National Data & Surveying Services

Intersection Turning Movement Count

Location: Camino Capistrano & San Juan Creek Rd
City: San Juan Capistrano
Control: Signalized

Project ID: 18-01238-017
Date: 11/13 - 11/15/2018

3-Day Average Total

NS/EW Streets:	Camino Capistrano				Camino Capistrano				San Juan Creek Rd				San Juan Creek Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	2	2	0	0	0	0	0	0	1.5	0	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	43	53	0	23	76	0	0	0	0	0	0	54	0	65	0	314
7:15 AM	0	63	72	0	39	94	0	0	0	0	0	0	81	0	89	0	438
7:30 AM	0	86	80	0	51	105	0	0	0	0	0	0	105	0	105	0	532
7:45 AM	0	78	114	0	49	139	0	0	0	0	0	0	83	0	117	0	580
8:00 AM	0	89	110	0	55	104	0	0	0	0	0	0	99	0	97	0	554
8:15 AM	0	77	82	0	46	96	0	0	0	0	0	0	101	0	105	0	507
8:30 AM	0	72	75	0	44	94	0	0	0	0	0	0	82	0	86	0	453
8:45 AM	0	79	72	0	35	99	0	0	0	0	0	0	82	0	114	0	481
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	587	658	0	342	807	0	0	0	0	0	0	687	0	778	0	3859
APPROACH %'s :	0.00%	47.15%	52.85%	0.00%	29.77%	70.23%	0.00%	0.00%					46.89%	0.00%	53.11%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	330	386	0	201	444	0	0	0	0	0	0	388	0	424	0	2173
PEAK HR FACTOR :	0.000	0.927	0.846	0.000	0.914	0.799	0.000	0.000	0.000	0.000	0.000	0.000	0.924	0.000	0.906	0.000	0.937
		0.899				0.858								0.967			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	2	2	0	0	0	0	0	0	1.5	0	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	107	99	0	103	157	0	0	0	0	0	0	108	0	116	0	690
4:15 PM	0	112	96	0	87	129	0	0	0	0	0	0	106	0	130	0	660
4:30 PM	0	106	103	0	88	141	0	0	0	0	0	0	110	0	120	0	668
4:45 PM	0	115	111	0	106	157	0	0	0	0	0	0	108	0	135	0	732
5:00 PM	0	112	120	0	100	163	0	0	0	0	0	0	111	0	125	0	731
5:15 PM	0	119	115	0	82	142	0	0	0	0	0	0	94	0	120	0	672
5:30 PM	0	95	108	0	102	129	0	0	0	0	0	0	79	0	97	0	610
5:45 PM	0	98	92	0	90	131	0	0	0	0	0	0	69	0	102	0	582
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	864	844	0	758	1149	0	0	0	0	0	0	785	0	945	0	5345
APPROACH %'s :	0.00%	50.59%	49.41%	0.00%	39.75%	60.25%	0.00%	0.00%					45.38%	0.00%	54.62%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	452	449	0	376	603	0	0	0	0	0	0	423	0	500	0	2803
PEAK HR FACTOR :	0.000	0.950	0.935	0.000	0.887	0.925	0.000	0.000	0.000	0.000	0.000	0.000	0.953	0.000	0.926	0.000	0.957
		0.963				0.931								0.950			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Camino Capistrano & I-5 SB ramps
City: San Juan Capistrano
Control: Signalized

Project ID: 18-01241-001
Date: 11/13 - 11/15/2018

3-Day Average Total

NS/EW Streets:	Camino Capistrano				Camino Capistrano				I-5 SB ramps				I-5 SB ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	2	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	47	5	0	57	74	0	0	0	0	0	0	132	0	45	0	360
7:15 AM	0	75	7	0	69	109	0	0	0	0	0	0	167	0	64	0	491
7:30 AM	0	88	5	0	98	111	0	0	0	0	0	0	166	0	80	0	548
7:45 AM	0	105	5	0	90	134	0	0	0	0	0	0	175	0	87	0	596
8:00 AM	0	115	8	0	87	115	0	0	0	0	0	0	151	0	79	0	555
8:15 AM	0	96	7	0	80	111	0	0	0	0	0	0	148	0	64	0	506
8:30 AM	0	87	9	0	77	99	0	0	0	0	0	0	129	0	60	0	461
8:45 AM	0	89	9	0	79	110	0	0	0	0	0	0	157	0	64	0	508
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	702	55	0	637	863	0	0	0	0	0	0	1225	0	543	0	4025
APPROACH %'s :	0.00%	92.73%	7.27%	0.00%	42.47%	57.53%	0.00%	0.00%					69.29%	0.00%	30.71%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	404	25	0	355	471	0	0	0	0	0	0	640	0	310	0	2205
PEAK HR FACTOR :	0.000	0.878	0.781	0.000	0.906	0.879	0.000	0.000	0.000	0.000	0.000	0.000	0.914	0.000	0.891	0.000	0.925
		0.872				0.922								0.906			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	2	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	128	14	0	113	147	0	0	0	0	0	0	233	0	77	0	712
4:15 PM	0	135	23	0	90	149	0	0	0	0	0	0	226	0	78	0	701
4:30 PM	0	132	12	0	110	147	0	0	0	0	0	0	221	0	78	0	700
4:45 PM	0	129	10	0	113	152	0	0	0	0	0	0	219	0	101	0	724
5:00 PM	0	145	17	0	127	150	0	0	0	0	0	0	227	0	90	0	756
5:15 PM	0	127	10	0	101	133	0	0	0	0	0	0	236	0	98	0	705
5:30 PM	0	107	7	0	99	119	0	0	0	0	0	0	223	0	87	0	642
5:45 PM	0	94	8	0	90	106	0	0	0	0	0	0	214	0	95	0	607
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	997	101	0	843	1103	0	0	0	0	0	0	1799	0	704	0	5547
APPROACH %'s :	0.00%	90.80%	9.20%	0.00%	43.32%	56.68%	0.00%	0.00%					71.87%	0.00%	28.13%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	533	49	0	451	582	0	0	0	0	0	0	903	0	367	0	2885
PEAK HR FACTOR :	0.000	0.919	0.721	0.000	0.888	0.957	0.000	0.000	0.000	0.000	0.000	0.000	0.957	0.000	0.908	0.000	0.954
		0.898				0.932								0.951			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Camino Capistrano & Avenida Aeropuerto
City: San Juan Capistrano
Control: Signalized

Project ID: 18-01241-002
Date: 11/13 - 11/15/2018

3-Day Average Total

NS/EW Streets:	Camino Capistrano				Camino Capistrano				Avenida Aeropuerto				Avenida Aeropuerto				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	1	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	30	39	0	0	0	142	44	0	15	0	31	0	0	0	0	0	301
7:15 AM	36	61	0	1	0	197	49	0	22	0	31	0	0	0	0	0	397
7:30 AM	34	72	0	0	0	211	49	0	28	0	39	0	0	0	0	0	433
7:45 AM	41	91	0	0	0	228	73	0	26	0	40	0	0	0	0	0	499
8:00 AM	50	96	0	0	0	188	62	0	35	0	39	0	0	0	0	0	470
8:15 AM	47	86	0	0	0	201	54	0	25	0	43	0	0	0	0	0	456
8:30 AM	44	67	0	0	0	164	45	0	33	0	46	0	0	0	0	0	399
8:45 AM	48	82	0	0	0	188	62	0	26	0	45	0	0	0	0	0	451
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	330	594	0	1	0	1519	438	0	210	0	314	0	0	0	0	0	3406
APPROACH %'s :	35.68%	64.22%	0.00%	0.11%	0.00%	77.62%	22.38%	0.00%	40.08%	0.00%	59.92%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	172	345	0	0	0	828	238	0	114	0	161	0	0	0	0	0	1858
PEAK HR FACTOR :	0.860	0.898	0.000	0.000	0.000	0.908	0.815	0.000	0.814	0.000	0.936	0.000	0.000	0.000	0.000	0.000	0.931
	0.885				0.885				0.929								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	1	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	44	84	0	0	0	328	53	0	56	0	85	0	0	0	0	0	650
4:15 PM	35	91	0	0	0	342	47	0	45	0	73	0	0	0	0	0	633
4:30 PM	41	84	0	0	0	319	45	0	56	0	77	0	0	0	0	0	622
4:45 PM	45	80	0	0	0	329	45	0	54	0	65	0	0	0	0	0	618
5:00 PM	37	78	0	0	0	335	38	0	70	0	105	0	0	0	0	0	663
5:15 PM	41	82	0	0	0	330	38	0	44	0	63	0	0	0	0	0	598
5:30 PM	32	54	0	0	0	311	35	0	44	0	52	0	0	0	0	0	528
5:45 PM	39	68	0	0	0	285	44	0	34	0	47	0	0	0	0	0	517
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	314	621	0	0	0	2579	345	0	403	0	567	0	0	0	0	0	4829
APPROACH %'s :	33.58%	66.42%	0.00%	0.00%	0.00%	88.20%	11.80%	0.00%	41.55%	0.00%	58.45%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	158	333	0	0	0	1325	175	0	225	0	320	0	0	0	0	0	2536
PEAK HR FACTOR :	0.878	0.915	0.000	0.000	0.000	0.969	0.931	0.000	0.804	0.000	0.762	0.000	0.000	0.000	0.000	0.000	0.956
	0.974				0.964				0.779								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Camino Capistrano & Stonehill Dr/I-5 NB on-ramp
City: San Juan Capistrano
Control: Signalized

Project ID: 18-01241-003
Date: 11/13 - 11/15/2018

3-Day Average Total

NS/EW Streets:	Camino Capistrano				Camino Capistrano				Stonehill Dr/I-5 NB on-ramp				Stonehill Dr/I-5 NB on-ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	0.5	1	0	1	2	2	0	1	2	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	51	37	50	0	10	56	95	0	42	267	69	0	0	0	0	0	677
7:15 AM	91	58	66	0	11	54	132	0	52	273	67	0	0	0	0	0	804
7:30 AM	71	47	62	0	12	60	172	0	67	302	71	0	0	0	0	0	864
7:45 AM	95	72	63	0	12	77	148	0	79	263	77	0	0	0	0	0	886
8:00 AM	62	74	59	0	13	79	131	0	78	257	76	0	0	0	0	0	829
8:15 AM	71	63	59	0	14	74	144	0	71	234	73	0	0	0	0	0	803
8:30 AM	66	66	65	0	15	70	117	0	60	242	85	0	0	0	0	0	786
8:45 AM	67	82	62	0	12	76	128	0	68	206	96	0	0	0	0	0	797
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	574	499	486	0	99	546	1067	0	517	2044	614	0	0	0	0	0	6446
APPROACH %'s :	36.82%	32.01%	31.17%	0.00%	5.78%	31.89%	62.32%	0.00%	16.28%	64.38%	19.34%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	319	251	250	0	48	270	583	0	276	1095	291	0	0	0	0	0	3383
PEAK HR FACTOR :	0.839	0.848	0.947	0.000	0.923	0.854	0.847	0.000	0.873	0.906	0.945	0.000	0.000	0.000	0.000	0.000	0.955
	0.891				0.923				0.944								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	0.5	1	0	1	2	2	0	1	2	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	124	73	82	0	43	166	213	0	59	198	106	0	0	0	0	0	1064
4:15 PM	122	74	86	0	41	178	207	0	57	183	102	0	0	0	0	0	1050
4:30 PM	132	74	87	0	45	151	205	0	49	189	90	0	0	0	0	0	1022
4:45 PM	145	70	81	0	30	144	234	0	54	186	85	0	0	0	0	0	1029
5:00 PM	133	60	92	0	60	155	243	0	51	196	88	0	0	0	0	0	1078
5:15 PM	138	69	88	0	31	149	228	0	52	175	93	0	0	0	0	0	1023
5:30 PM	126	47	89	0	31	132	216	0	45	185	87	0	0	0	0	0	958
5:45 PM	115	64	69	0	27	112	195	0	41	133	75	0	0	0	0	0	831
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1035	531	674	0	308	1187	1741	0	408	1445	726	0	0	0	0	0	8055
APPROACH %'s :	46.21%	23.71%	30.09%	0.00%	9.52%	36.68%	53.80%	0.00%	15.82%	56.03%	28.15%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	532	278	346	0	176	628	889	0	211	754	365	0	0	0	0	0	4179
PEAK HR FACTOR :	0.917	0.939	0.940	0.000	0.733	0.882	0.915	0.000	0.925	0.962	0.895	0.000	0.000	0.000	0.000	0.000	0.969
	0.976				0.924				0.972								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Camino Capistrano & Costco drwy/AAMCO drwy
City: Capistrano Beach
Control: Signalized

Project ID: 18-01241-004
Date: 11/13 - 11/15/2018

3-Day Average Total

NS/EW Streets:	Camino Capistrano				Camino Capistrano				Costco drwy/AAMCO drwy				Costco drwy/AAMCO drwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	1	2	1	0	1.5	0.5	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	17	80	0	0	0	69	5	0	21	0	12	0	0	0	0	0	204
7:15 AM	21	107	1	0	0	68	5	0	27	0	13	0	0	0	0	0	242
7:30 AM	21	99	0	0	0	80	5	1	32	0	12	0	0	0	0	0	250
7:45 AM	27	128	0	0	1	77	9	1	34	0	15	0	0	0	0	0	292
8:00 AM	30	111	0	0	1	87	6	1	37	0	20	0	1	0	0	0	294
8:15 AM	32	114	0	0	1	83	6	0	43	0	25	0	0	0	0	0	304
8:30 AM	29	119	0	0	0	92	9	1	36	0	17	0	0	0	0	0	303
8:45 AM	29	120	1	0	0	101	12	2	43	0	16	0	0	0	0	0	324
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	206	878	2	0	3	657	57	6	273	0	130	0	1	0	0	0	2213
APPROACH %'s :	18.97%	80.85%	0.18%	0.00%	0.41%	90.87%	7.88%	0.83%	67.74%	0.00%	32.26%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	120	464	1	0	2	363	33	4	159	0	78	0	1	0	0	0	1225
PEAK HR FACTOR :	0.938	0.967	0.250	0.000	0.500	0.899	0.688	0.500	0.924	0.000	0.780	0.000	0.250	0.000	0.000	0.000	0.945
	0.975				0.874				0.871				0.250				

	Camino Capistrano				Camino Capistrano				Costco drwy/AAMCO drwy				Costco drwy/AAMCO drwy				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	1	2	1	0	1.5	0.5	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	83	136	0	1	1	134	28	4	108	0	57	0	0	0	1	0	553
4:15 PM	74	135	0	0	0	146	34	4	104	0	51	0	0	0	0	0	548
4:30 PM	75	139	1	1	0	118	32	3	97	0	53	0	0	0	0	0	519
4:45 PM	73	148	0	1	0	113	31	4	108	0	63	0	0	0	1	0	542
5:00 PM	70	157	1	1	0	112	27	3	106	0	53	0	0	0	1	0	531
5:15 PM	77	138	0	1	0	107	32	3	112	0	51	0	0	0	1	0	522
5:30 PM	74	135	0	0	1	106	31	3	107	0	51	0	0	0	0	0	508
5:45 PM	60	116	0	0	0	87	30	3	96	0	53	0	0	0	1	0	446
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	586	1104	2	5	2	923	245	27	838	0	432	0	0	0	5	0	4169
APPROACH %'s :	34.53%	65.06%	0.12%	0.29%	0.17%	77.11%	20.47%	2.26%	65.98%	0.00%	34.02%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	305	558	1	3	1	511	125	15	417	0	224	0	0	0	2	0	2162
PEAK HR FACTOR :	0.919	0.943	0.250	0.750	0.250	0.875	0.919	0.938	0.965	0.000	0.889	0.000	0.000	0.000	0.500	0.000	0.977
	0.976				0.886				0.937				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Doheny Park Rd & Victoria Blvd
City: Capistrano Beach
Control: Signalized

Project ID: 18-01241-005
Date: 11/13 - 11/15/2018

3-Day Average Total

NS/EW Streets:	Doheny Park Rd				Doheny Park Rd				Victoria Blvd				Victoria Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	1	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	95	8	0	4	71	2	0	4	1	5	0	25	2	13	0	236
7:15 AM	9	130	19	0	3	67	1	0	7	2	6	0	33	6	12	0	295
7:30 AM	9	106	22	0	4	74	2	0	5	4	7	0	39	3	16	0	291
7:45 AM	13	156	27	0	7	81	3	0	4	1	7	0	39	5	23	0	366
8:00 AM	11	135	19	0	7	89	1	0	4	3	12	0	32	4	17	0	334
8:15 AM	12	146	19	1	6	91	3	0	6	3	11	0	36	6	22	0	362
8:30 AM	12	135	15	0	5	94	5	0	5	2	11	0	26	5	23	0	338
8:45 AM	15	144	13	0	7	100	1	1	8	3	9	0	25	4	22	0	352
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	87	1047	142	1	43	667	18	1	43	19	68	0	255	35	148	0	2574
APPROACH %'s :	6.81%	81.99%	11.12%	0.08%	5.90%	91.50%	2.47%	0.14%	33.08%	14.62%	52.31%	0.00%	58.22%	7.99%	33.79%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	48	572	80	1	25	355	12	0	19	9	41	0	133	20	85	0	1400
PEAK HR FACTOR :	0.923	0.917	0.741	0.250	0.893	0.944	0.600	0.000	0.792	0.750	0.854	0.000	0.853	0.833	0.924	0.000	0.956
		0.894				0.942				0.863				0.888			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	1	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	16	205	25	1	13	203	2	1	14	12	15	0	23	7	28	0	565
4:15 PM	13	198	22	1	19	177	6	1	18	7	18	0	29	7	24	0	540
4:30 PM	17	187	23	1	12	181	3	0	24	10	19	0	26	8	20	0	531
4:45 PM	14	198	22	0	14	177	3	1	16	9	16	0	29	9	21	0	529
5:00 PM	15	211	24	2	13	171	3	1	16	7	17	0	21	7	19	0	527
5:15 PM	12	203	24	1	17	151	3	1	15	11	11	0	23	8	14	0	494
5:30 PM	11	185	23	0	10	164	1	0	17	7	11	0	18	5	18	0	470
5:45 PM	9	155	16	1	12	144	1	0	10	5	8	0	21	5	12	0	399
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	107	1542	179	7	110	1368	22	5	130	68	115	0	190	56	156	0	4055
APPROACH %'s :	5.83%	84.03%	9.75%	0.38%	7.31%	90.90%	1.46%	0.33%	41.53%	21.73%	36.74%	0.00%	47.26%	13.93%	38.81%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	60	788	92	3	58	738	14	3	72	38	68	0	107	31	93	0	2165
PEAK HR FACTOR :	0.882	0.961	0.920	0.750	0.763	0.909	0.583	0.750	0.750	0.792	0.895	0.000	0.922	0.861	0.830	0.000	0.958
		0.954				0.928				0.840				0.963			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Doheny Park Rd & Las Vegas Ave/SR-1 NB ramps
City: Capistrano Beach
Control: Signalized

Project ID: 18-01241-006
Date: 11/13 - 11/15/2018

3-Day Average Total

NS/EW Streets:	Doheny Park Rd				Doheny Park Rd				Las Vegas Ave/SR-1 NB ramps				Las Vegas Ave/SR-1 NB ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	0	2	0	0	0	1	0	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	47	31	1	0	96	4	0	2	0	4	0	16	4	69	0	274
7:15 AM	2	71	50	1	0	106	3	0	1	0	4	0	16	8	93	0	355
7:30 AM	1	58	45	2	0	113	2	0	3	0	5	0	14	4	89	0	336
7:45 AM	2	96	50	1	0	122	2	0	3	0	4	0	19	4	115	0	418
8:00 AM	3	77	57	1	0	129	3	0	2	0	7	0	15	4	105	0	403
8:15 AM	2	70	53	1	0	125	3	0	2	0	6	0	22	9	108	0	401
8:30 AM	3	79	55	1	1	127	2	0	3	1	5	0	19	2	94	0	392
8:45 AM	5	81	54	1	0	126	3	0	1	0	8	0	23	7	115	0	424
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	18	579	395	9	1	944	22	0	17	1	43	0	144	42	788	0	3003
APPROACH %'s :	1.80%	57.84%	39.46%	0.90%	0.10%	97.62%	2.28%	0.00%	27.87%	1.64%	70.49%	0.00%	14.78%	4.31%	80.90%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	13	307	219	4	1	507	11	0	8	1	26	0	79	22	422	0	1620
PEAK HR FACTOR :	0.650	0.948	0.961	1.000	0.250	0.983	0.917	0.000	0.667	0.250	0.813	0.000	0.859	0.611	0.917	0.000	0.955
	0.963				0.983				0.972				0.902				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	0	2	0	0	0	1	0	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	121	50	3	0	231	3	0	4	1	10	0	21	3	139	0	590
4:15 PM	1	104	57	1	0	239	4	0	4	0	6	0	19	4	142	0	581
4:30 PM	2	104	64	3	1	209	3	0	4	0	8	0	20	3	125	0	546
4:45 PM	2	108	58	2	0	230	2	0	3	0	7	0	16	3	137	0	568
5:00 PM	2	121	56	2	1	209	1	0	2	0	8	0	18	2	139	0	561
5:15 PM	1	105	56	3	1	189	3	0	6	0	6	0	15	2	143	0	530
5:30 PM	3	103	51	2	0	190	2	0	4	0	5	0	13	2	127	0	502
5:45 PM	1	80	44	2	0	173	1	0	4	0	4	0	13	0	115	0	437
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	846	436	18	3	1670	19	0	31	1	54	0	135	19	1067	0	4315
APPROACH %'s :	1.22%	64.29%	33.13%	1.37%	0.18%	98.70%	1.12%	0.00%	36.05%	1.16%	62.79%	0.00%	11.06%	1.56%	87.39%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	9	437	229	9	1	909	12	0	15	1	31	0	76	13	543	0	2285
PEAK HR FACTOR :	0.563	0.903	0.895	0.750	0.250	0.951	0.750	0.000	0.938	0.250	0.775	0.000	0.905	0.813	0.956	0.000	0.968
	0.961				0.949				0.783				0.958				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Doheny Park Rd & SR-1 SB off-ramp
City: Dana Point
Control: Signalized

Project ID: 18-01241-007
Date: 11/13 - 11/15/2018

3-Day Average Total

NS/EW Streets:	Doheny Park Rd				Doheny Park Rd				SR-1 SB off-ramp				SR-1 SB off-ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	67	0	0	0	33	0	0	19	0	33	0	0	0	0	0	152
7:15 AM	0	105	0	0	0	42	0	0	27	0	38	0	0	0	0	0	212
7:30 AM	0	95	0	0	0	41	0	0	30	0	63	0	0	0	0	0	229
7:45 AM	0	115	0	0	0	49	0	0	47	0	66	0	0	0	0	0	277
8:00 AM	0	118	0	0	0	42	0	0	37	0	60	0	0	0	0	0	257
8:15 AM	0	106	0	0	0	48	0	0	34	0	56	0	0	0	0	0	244
8:30 AM	0	112	0	0	0	54	0	0	42	0	48	0	0	0	0	0	256
8:45 AM	0	118	0	0	0	56	0	0	44	0	66	0	0	0	0	0	284
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	836	0	0	0	365	0	0	280	0	430	0	0	0	0	0	1911
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	39.44%	0.00%	60.56%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	454	0	0	0	200	0	0	157	0	230	0	0	0	0	0	1041
PEAK HR FACTOR :	0.000	0.962	0.000	0.000	0.000	0.893	0.000	0.000	0.892	0.000	0.871	0.000	0.000	0.000	0.000	0.000	0.916
		0.962				0.893				0.880							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	133	0	0	0	81	0	0	61	0	94	0	0	0	0	0	369
4:15 PM	0	124	0	0	0	76	0	0	55	0	85	0	0	0	0	0	340
4:30 PM	0	130	0	0	0	68	0	0	64	0	82	0	0	0	0	0	344
4:45 PM	0	129	0	0	0	69	0	0	55	0	86	0	0	0	0	0	339
5:00 PM	0	137	0	0	0	69	0	0	62	0	89	0	0	0	0	0	357
5:15 PM	0	126	0	0	0	61	0	0	58	0	88	0	0	0	0	0	333
5:30 PM	0	117	0	0	0	58	0	0	50	0	73	0	0	0	0	0	298
5:45 PM	0	93	0	0	0	55	0	0	44	0	69	0	0	0	0	0	261
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	989	0	0	0	537	0	0	449	0	666	0	0	0	0	0	2641
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	40.27%	0.00%	59.73%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	516	0	0	0	294	0	0	235	0	347	0	0	0	0	0	1392
PEAK HR FACTOR :	0.000	0.970	0.000	0.000	0.000	0.907	0.000	0.000	0.918	0.000	0.923	0.000	0.000	0.000	0.000	0.000	0.943
		0.970				0.907				0.939							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Del Obispo St & Stonehill Dr
City: Dana Point
Control: Signalized

Project ID: 18-01241-008
Date: 11/13 - 11/15/2018

3-Day Average Total

NS/EW Streets:	Del Obispo St				Del Obispo St				Stonehill Dr				Stonehill Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	16	31	32	0	71	66	19	0	18	233	15	0	18	95	38	0	652
7:15 AM	31	75	28	0	99	86	47	0	32	257	24	0	17	129	60	0	885
7:30 AM	35	62	34	0	98	117	65	0	41	284	31	0	21	184	59	0	1031
7:45 AM	30	70	37	0	96	137	55	0	32	284	33	0	26	139	66	0	1005
8:00 AM	21	52	30	0	83	92	36	0	39	261	27	0	26	130	45	0	842
8:15 AM	28	65	35	0	79	96	28	0	38	229	31	0	24	132	51	0	836
8:30 AM	16	45	36	0	73	82	40	0	40	287	40	0	26	119	38	0	842
8:45 AM	21	57	35	0	82	95	22	0	26	220	42	0	27	108	43	0	778
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	198	457	267	0	681	771	312	0	266	2055	243	0	185	1036	400	0	6871
APPROACH %'s :	21.48%	49.57%	28.96%	0.00%	38.61%	43.71%	17.69%	0.00%	10.37%	80.15%	9.48%	0.00%	11.41%	63.91%	24.68%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	117	259	129	0	376	432	203	0	144	1086	115	0	90	582	230	0	3763
PEAK HR FACTOR :	0.836	0.863	0.872	0.000	0.949	0.788	0.781	0.000	0.878	0.956	0.871	0.000	0.865	0.791	0.871	0.000	0.912
	0.922				0.878				0.945				0.854				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	30	66	40	0	73	82	28	0	39	233	25	0	36	213	100	0	965
4:15 PM	37	90	41	0	79	98	27	0	36	194	29	0	35	179	96	0	941
4:30 PM	30	72	42	0	66	80	30	0	37	227	29	0	39	200	86	0	938
4:45 PM	42	84	40	0	73	91	28	0	38	194	31	0	39	203	114	0	977
5:00 PM	32	85	42	0	65	72	29	0	42	225	28	0	46	228	104	0	998
5:15 PM	45	93	37	0	66	79	29	0	37	193	23	0	36	214	99	0	951
5:30 PM	35	70	38	0	62	61	29	0	46	195	34	0	35	216	111	0	932
5:45 PM	34	84	29	0	53	68	25	0	34	164	24	0	29	172	87	1	804
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	285	644	309	0	537	631	225	0	309	1625	223	0	295	1625	797	1	7506
APPROACH %'s :	23.02%	52.02%	24.96%	0.00%	38.55%	45.30%	16.15%	0.00%	14.33%	75.34%	10.34%	0.00%	10.85%	59.79%	29.32%	0.04%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	149	334	161	0	270	322	116	0	154	839	111	0	160	845	403	0	3864
PEAK HR FACTOR :	0.828	0.898	0.958	0.000	0.925	0.885	0.967	0.000	0.917	0.924	0.895	0.000	0.870	0.927	0.884	0.000	0.968
	0.920				0.922				0.936				0.931				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Valle Rd & San Juan Creek Rd
City: San Juan Capistrano
Control: Signalized

Project ID: 18-01238-018
Date: 11/13 - 11/15/2018

3-Day Average Total

NS/EW Streets:	Valle Rd				Valle Rd				San Juan Creek Rd				San Juan Creek Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	65	0	18	0	0	0	0	0	0	34	40	0	21	53	0	0	231
7:15 AM	86	0	25	0	0	0	0	0	0	59	51	0	30	93	0	0	344
7:30 AM	86	0	22	0	0	0	0	0	0	79	54	0	36	122	0	0	399
7:45 AM	89	0	21	0	0	0	0	0	0	68	95	0	33	107	0	0	413
8:00 AM	91	0	23	0	0	0	0	0	0	75	94	0	29	103	0	0	415
8:15 AM	85	0	21	0	0	0	0	0	0	50	74	0	25	115	0	0	370
8:30 AM	88	0	17	0	0	0	0	0	0	57	62	0	19	87	0	0	330
8:45 AM	105	0	28	0	0	0	0	0	0	51	63	0	22	91	0	0	360
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	695	0	175	0	0	0	0	0	0	473	533	0	215	771	0	0	2862
APPROACH %'s :	79.89%	0.00%	20.11%	0.00%					0.00%	47.02%	52.98%	0.00%	21.81%	78.19%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	351	0	87	0	0	0	0	0	0	272	317	0	123	447	0	0	1597
PEAK HR FACTOR :	0.964	0.000	0.946	0.000	0.000	0.000	0.000	0.000	0.000	0.861	0.834	0.000	0.854	0.916	0.000	0.000	0.962
	0.961								0.871				0.902				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	122	0	41	0	0	0	0	0	0	102	98	0	15	109	0	0	487
4:15 PM	118	0	34	0	0	0	0	0	0	93	95	0	18	106	0	0	464
4:30 PM	126	0	32	0	0	0	0	0	0	105	93	0	17	116	0	0	489
4:45 PM	132	0	36	0	0	0	0	0	0	109	102	0	21	112	0	0	512
5:00 PM	105	0	35	0	0	0	0	0	0	95	127	0	19	128	0	0	509
5:15 PM	110	0	35	0	0	0	0	0	0	94	99	0	17	103	0	0	458
5:30 PM	92	0	32	0	0	0	0	0	0	103	103	0	10	93	0	0	433
5:45 PM	83	0	29	0	0	0	0	0	0	97	89	0	10	79	0	0	387
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	888	0	274	0	0	0	0	0	0	798	806	0	127	846	0	0	3739
APPROACH %'s :	76.42%	0.00%	23.58%	0.00%					0.00%	49.75%	50.25%	0.00%	13.05%	86.95%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	481	0	137	0	0	0	0	0	0	402	417	0	75	462	0	0	1974
PEAK HR FACTOR :	0.911	0.000	0.951	0.000	0.000	0.000	0.000	0.000	0.000	0.922	0.821	0.000	0.893	0.902	0.000	0.000	0.964
	0.920								0.922				0.913				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Valle Rd & I-5 NB ramps/La Novia Ave
City: San Juan Capistrano
Control: 4-Way Yield

Project ID: 18-01238-019
Date: 11/13 - 11/15/2018

3-Day Average Total

NS/EW Streets:	Valle Rd				Valle Rd				I-5 NB ramps/La Novia Ave				I-5 NB ramps/La Novia Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	18	1	0	3	28	27	0	55	6	9	0	1	30	15	0	203
7:15 AM	11	24	4	0	6	31	45	0	66	7	16	1	1	48	18	0	278
7:30 AM	12	26	2	0	5	40	48	0	70	11	13	1	5	41	19	0	293
7:45 AM	14	20	2	0	9	67	49	0	81	11	22	1	2	32	16	0	326
8:00 AM	19	17	0	0	11	62	51	0	62	13	18	1	2	41	22	0	319
8:15 AM	10	19	1	0	8	46	46	0	70	11	13	1	3	38	18	0	284
8:30 AM	12	21	2	0	8	36	40	0	63	11	18	1	3	33	17	0	265
8:45 AM	9	23	1	0	7	38	40	0	96	14	20	1	1	28	19	0	297
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	97	168	13	0	57	348	346	0	563	84	129	7	18	291	144	0	2265
APPROACH %'s :	34.89%	60.43%	4.68%	0.00%	7.59%	46.34%	46.07%	0.00%	71.90%	10.73%	16.48%	0.89%	3.97%	64.24%	31.79%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	55	82	5	0	33	215	194	0	283	46	66	4	12	152	75	0	1222
PEAK HR FACTOR :	0.724	0.788	0.625	0.000	0.750	0.802	0.951	0.000	0.873	0.885	0.750	1.000	0.600	0.927	0.852	0.000	0.937
	0.888				0.884				0.867				0.919				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	32	51	4	0	23	34	56	1	90	21	19	1	2	15	14	0	363
4:15 PM	29	47	4	0	19	35	57	0	92	22	13	0	3	13	15	0	349
4:30 PM	36	51	4	0	20	28	62	1	93	22	18	1	3	16	19	0	374
4:45 PM	36	50	4	0	32	25	68	0	97	25	11	0	2	16	18	0	384
5:00 PM	35	42	3	0	30	26	82	0	87	25	8	1	1	11	15	0	366
5:15 PM	21	33	3	0	27	28	63	1	95	28	13	1	2	12	15	0	342
5:30 PM	22	30	3	0	22	24	67	1	80	24	8	0	1	14	14	0	310
5:45 PM	21	26	3	1	27	28	45	0	74	19	9	1	1	15	11	0	281
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	232	330	28	1	200	228	500	4	708	186	99	5	15	112	121	0	2769
APPROACH %'s :	39.26%	55.84%	4.74%	0.17%	21.46%	24.46%	53.65%	0.43%	70.94%	18.64%	9.92%	0.50%	6.05%	45.16%	48.79%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	136	190	15	0	101	114	269	1	369	94	50	2	9	56	67	0	1473
PEAK HR FACTOR :	0.944	0.931	0.938	0.000	0.789	0.814	0.820	0.250	0.951	0.940	0.694	0.500	0.750	0.875	0.882	0.000	0.959
	0.937				0.879				0.961				0.868				

National Data & Surveying Services

Intersection Turning Movement Count

Location: South Coast Water District Dwy & Stonehill Dr
City: Dana Point
Control: 1-Way Stop(NB)

Project ID: 19-01068-001
Date: 4/11/2019

Total

NS/EW Streets:	South Coast Water District Dwy				South Coast Water District Dwy				Stonehill Dr				Stonehill Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	11	0	21	0	0	0	0	0	0	320	1	0	13	135	1	0	502
7:15 AM	8	0	24	0	1	0	0	0	0	365	5	0	6	221	1	0	631
7:30 AM	4	0	19	0	2	0	0	0	0	429	2	0	13	239	1	0	709
7:45 AM	8	0	10	0	1	0	0	0	0	414	3	0	4	224	0	0	664
8:00 AM	2	0	5	0	0	0	0	0	0	409	6	0	9	187	1	0	619
8:15 AM	5	0	4	0	2	0	0	0	0	312	1	0	5	220	0	0	549
8:30 AM	2	0	4	0	1	0	0	0	0	371	3	0	2	188	1	0	572
8:45 AM	4	0	8	0	2	0	0	0	0	373	7	0	2	191	0	0	587
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	44	0	95	0	9	0	0	0	0	2993	28	0	54	1605	5	0	4833
APPROACH %'s :	31.65%	0.00%	68.35%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	99.07%	0.93%	0.00%	3.25%	96.45%	0.30%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	22	0	58	0	4	0	0	0	0	1617	16	0	32	871	3	0	2623
PEAK HR FACTOR :	0.688	0.000	0.604	0.000	0.500	0.000	0.000	0.000	0.000	0.942	0.667	0.000	0.615	0.911	0.750	0.000	0.925
	0.625				0.500				0.947				0.895				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	0	9	0	0	0	0	0	0	343	2	0	3	311	0	0	671
4:15 PM	2	0	8	0	0	0	0	0	0	303	4	0	9	330	0	0	656
4:30 PM	5	0	8	0	0	0	0	0	0	323	4	0	18	329	0	0	687
4:45 PM	3	0	7	0	0	0	0	0	0	321	7	0	4	323	0	0	665
5:00 PM	0	0	6	0	1	0	0	0	0	322	5	0	3	352	1	0	690
5:15 PM	0	0	6	0	1	0	0	0	0	298	3	0	1	340	0	0	649
5:30 PM	0	0	12	0	2	0	0	0	0	293	5	0	1	386	2	0	701
5:45 PM	1	0	3	0	1	0	0	0	0	275	0	0	3	313	0	0	596
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14	0	59	0	5	0	0	0	0	2478	30	0	42	2684	3	0	5315
APPROACH %'s :	19.18%	0.00%	80.82%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	98.80%	1.20%	0.00%	1.54%	98.35%	0.11%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	3	0	31	0	4	0	0	0	0	1234	20	0	9	1401	3	0	2705
PEAK HR FACTOR :	0.250	0.000	0.646	0.000	0.500	0.000	0.000	0.000	0.000	0.958	0.714	0.000	0.563	0.907	0.375	0.000	0.965
	0.708				0.500				0.956				0.908				

Prepared by NDS/ATD

VOLUME

Camino Capistrano Bet. I-5 SB Ramps & Avenida Aeropuerto

Day: Tue - Thu
Date: 11/13 - 11/15

AVERAGE

City: San Juan Capistrano
Project #: CA18_1242_001

DAILY TOTALS	NB	SB	EB	WB	Total
	6,435	17,320	0	0	23,755

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	7		20		0	0	27		12:00	134		316		0	0	450	
00:15	3		17		0	0	20		12:15	133		325		0	0	458	
00:30	3		10		0	0	13		12:30	138		299		0	0	437	
00:45	4	17	7	54	0	0	11	71	12:45	123	528	307	1247	0	0	430	1775
01:00	5		9		0	0	14		13:00	135		311		0	0	446	
01:15	2		9		0	0	11		13:15	126		327		0	0	453	
01:30	0		10		0	0	10		13:30	131		328		0	0	459	
01:45	1	8	9	37	0	0	10	45	13:45	121	513	299	1265	0	0	420	1778
02:00	1		11		0	0	12		14:00	121		321		0	0	442	
02:15	2		6		0	0	8		14:15	117		336		0	0	453	
02:30	0		5		0	0	5		14:30	133		319		0	0	452	
02:45	1	4	4	26	0	0	5	30	14:45	119	490	354	1330	0	0	473	1820
03:00	0		6		0	0	6		15:00	148		331		0	0	479	
03:15	0		6		0	0	6		15:15	144		363		0	0	507	
03:30	1		9		0	0	10		15:30	177		363		0	0	540	
03:45	1	2	8	29	0	0	9	31	15:45	135	604	366	1423	0	0	501	2027
04:00	1		19		0	0	20		16:00	146		368		0	0	514	
04:15	4		11		0	0	15		16:15	156		374		0	0	530	
04:30	3		22		0	0	25		16:30	147		344		0	0	491	
04:45	4	12	29	81	0	0	33	93	16:45	135	584	361	1447	0	0	496	2031
05:00	5		32		0	0	37		17:00	169		348		0	0	517	
05:15	10		54		0	0	64		17:15	133		367		0	0	500	
05:30	9		57		0	0	66		17:30	122		330		0	0	452	
05:45	18	42	94	237	0	0	112	279	17:45	100	524	314	1359	0	0	414	1883
06:00	24		105		0	0	129		18:00	108		293		0	0	401	
06:15	29		160		0	0	189		18:15	81		240		0	0	321	
06:30	38		179		0	0	217		18:30	75		247		0	0	322	
06:45	52	143	224	668	0	0	276	811	18:45	58	322	222	1002	0	0	280	1324
07:00	57		207		0	0	264		19:00	50		208		0	0	258	
07:15	80		251		0	0	331		19:15	53		183		0	0	236	
07:30	99		276		0	0	375		19:30	63		174		0	0	237	
07:45	107	343	301	1035	0	0	408	1378	19:45	42	208	167	732	0	0	209	940
08:00	130		266		0	0	396		20:00	41		140		0	0	181	
08:15	103		258		0	0	361		20:15	36		137		0	0	173	
08:30	95		221		0	0	316		20:30	33		105		0	0	138	
08:45	98	426	253	998	0	0	351	1424	20:45	21	131	110	492	0	0	131	623
09:00	105		239		0	0	344		21:00	26		104		0	0	130	
09:15	103		231		0	0	334		21:15	19		106		0	0	125	
09:30	96		245		0	0	341		21:30	23		83		0	0	106	
09:45	101	405	263	978	0	0	364	1383	21:45	17	85	62	355	0	0	79	440
10:00	100		274		0	0	374		22:00	18		65		0	0	83	
10:15	107		266		0	0	373		22:15	14		62		0	0	76	
10:30	125		265		0	0	390		22:30	16		45		0	0	61	
10:45	115	447	273	1078	0	0	388	1525	22:45	43	91	44	216	0	0	87	307
11:00	120		256		0	0	376		23:00	12		35		0	0	47	
11:15	130		263		0	0	393		23:15	6		30		0	0	36	
11:30	114		294		0	0	408		23:30	4		27		0	0	31	
11:45	115	479	302	1115	0	0	417	1594	23:45	5	27	24	116	0	0	29	143
TOTALS		2328		6336				8664	TOTALS		4107		10984				15091
SPLIT %		26.9%		73.1%				36.5%	SPLIT %		27.2%		72.8%				63.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	6,435	17,320	0	0	23,755

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	15:30	15:30			15:30
AM Pk Volume	520	1242			1762	PM Pk Volume	614	1471			2085
Pk Hr Factor	0.942	0.955			0.962	Pk Hr Factor	0.867	0.983			0.965
7 - 9 Volume	769	2033	0	0	2802	4 - 6 Volume	1108	2806	0	0	3914
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:15	16:00			16:15
7 - 9 Pk Volume	439	1101	0	0	1540	4 - 6 Pk Volume	607	1447	0	0	2034
Pk Hr Factor	0.844	0.914	0.000	0.000	0.944	Pk Hr Factor	0.898	0.967	0.000	0.000	0.959

Prepared by NDS/ATD

VOLUME

Camino Capistrano Bet. Avenida Aeropuerto & Stonehill Dr/I-5 NB On-Ramp

Day: Tue - Thu | **AVERAGE** | **City:** San Juan Capistrano

Date: 11/13 - 11/15 | **Project #:** CA18_1242_002

DAILY TOTALS	NB	SB	EB	WB	Total
	6,043	18,122	0	0	24,165

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	2		23		0	0	25		12:00	105		357		0	0	462	
00:15	2		17		0	0	19		12:15	120		353		0	0	473	
00:30	4		14		0	0	18		12:30	129		344		0	0	473	
00:45	5	13	6	60	0	0	11	73	12:45	117	471	338	1392	0	0	455	1863
01:00	2		9		0	0	11		13:00	117		346		0	0	463	
01:15	0		9		0	0	9		13:15	117		352		0	0	469	
01:30	0		10		0	0	10		13:30	120		349		0	0	469	
01:45	2	4	8	36	0	0	10	40	13:45	123	477	334	1381	0	0	457	1858
02:00	1		9		0	0	10		14:00	107		366		0	0	473	
02:15	1		4		0	0	5		14:15	121		363		0	0	484	
02:30	1		6		0	0	7		14:30	114		346		0	0	460	
02:45	1	4	5	24	0	0	6	28	14:45	122	464	359	1434	0	0	481	1898
03:00	1		5		0	0	6		15:00	125		362		0	0	487	
03:15	1		7		0	0	8		15:15	144		379		0	0	523	
03:30	1		7		0	0	8		15:30	139		398		0	0	537	
03:45	1	4	10	29	0	0	11	33	15:45	142	550	382	1521	0	0	524	2071
04:00	0		16		0	0	16		16:00	124		413		0	0	537	
04:15	3		10		0	0	13		16:15	124		408		0	0	532	
04:30	3		24		0	0	27		16:30	120		384		0	0	504	
04:45	6	12	24	74	0	0	30	86	16:45	124	492	397	1602	0	0	521	2094
05:00	5		21		0	0	26		17:00	109		440		0	0	549	
05:15	9		42		0	0	51		17:15	120		402		0	0	522	
05:30	16		48		0	0	64		17:30	93		369		0	0	462	
05:45	25	55	77	188	0	0	102	243	17:45	104	426	316	1527	0	0	420	1953
06:00	31		87		0	0	118		18:00	75		337		0	0	412	
06:15	31		132		0	0	163		18:15	80		260		0	0	340	
06:30	48		152		0	0	200		18:30	62		258		0	0	320	
06:45	72	182	168	539	0	0	240	721	18:45	55	272	227	1082	0	0	282	1354
07:00	72		175		0	0	247		19:00	47		201		0	0	248	
07:15	94		208		0	0	302		19:15	51		186		0	0	237	
07:30	104		260		0	0	364		19:30	53		177		0	0	230	
07:45	116	386	249	892	0	0	365	1278	19:45	48	199	160	724	0	0	208	923
08:00	146		238		0	0	384		20:00	29		162		0	0	191	
08:15	130		236		0	0	366		20:15	32		144		0	0	176	
08:30	109		218		0	0	327		20:30	23		125		0	0	148	
08:45	130	515	217	909	0	0	347	1424	20:45	20	104	123	554	0	0	143	658
09:00	100		249		0	0	349		21:00	17		124		0	0	141	
09:15	102		249		0	0	351		21:15	16		110		0	0	126	
09:30	102		246		0	0	348		21:30	14		88		0	0	102	
09:45	110	414	254	998	0	0	364	1412	21:45	14	61	76	398	0	0	90	459
10:00	106		275		0	0	381		22:00	9		79		0	0	88	
10:15	108		280		0	0	388		22:15	11		72		0	0	83	
10:30	106		280		0	0	386		22:30	5		55		0	0	60	
10:45	111	431	292	1127	0	0	403	1558	22:45	10	35	76	282	0	0	86	317
11:00	111		299		0	0	410		23:00	5		43		0	0	48	
11:15	118		280		0	0	398		23:15	7		34		0	0	41	
11:30	108		335		0	0	443		23:30	2		28		0	0	30	
11:45	117	454	304	1218	0	0	421	1672	23:45	4	18	26	131	0	0	30	149
TOTALS		2474		6094				8568	TOTALS		3569		12028				15597
SPLIT %		28.9%		71.1%				35.5%	SPLIT %		22.9%		77.1%				64.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	6,043	18,122	0	0	24,165

AM Peak Hour	08:00	11:45			11:45	PM Peak Hour	15:00	16:15			15:30
AM Pk Volume	515	1358			1829	PM Pk Volume	550	1629			2130
Pk Hr Factor	0.882	0.951			0.967	Pk Hr Factor	0.955	0.926			0.992
7 - 9 Volume	901	1801	0	0	2702	4 - 6 Volume	918	3129	0	0	4047
7 - 9 Peak Hour	08:00	07:30			07:30	4 - 6 Peak Hour	16:00	16:15			16:15
7 - 9 Pk Volume	515	983	0	0	1479	4 - 6 Pk Volume	492	1629	0	0	2106
Pk Hr Factor	0.882	0.945	0.000	0.000	0.963	Pk Hr Factor	0.992	0.926	0.000	0.000	0.959

Prepared by NDS/ATD

VOLUME

Camino Capistrano Bet. Stonehill Dr/I-5 NB On-Ramp & Costco/AAMCO Dwys

Day: Tue - Thu
Date: 11/13 - 11/15

AVERAGE

City: San Juan Capistrano
Project #: CA18_1242_003

DAILY TOTALS	NB	SB	EB	WB	Total
	12,543	11,864	0	0	24,407

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	10		9		0	0	19		12:00	215		248		0	0	463	
00:15	8		5		0	0	13		12:15	233		260		0	0	493	
00:30	6		4		0	0	10		12:30	217		266		0	0	483	
00:45	8	32	2	20	0	0	10	52	12:45	246	911	241	1015	0	0	487	1926
01:00	5		1		0	0	6		13:00	240		246		0	0	486	
01:15	3		3		0	0	6		13:15	251		250		0	0	501	
01:30	3		6		0	0	9		13:30	257		236		0	0	493	
01:45	4	15	4	14	0	0	8	29	13:45	259	1007	247	979	0	0	506	1986
02:00	5		6		0	0	11		14:00	240		247		0	0	487	
02:15	4		3		0	0	7		14:15	253		255		0	0	508	
02:30	5		2		0	0	7		14:30	280		239		0	0	519	
02:45	4	18	3	14	0	0	7	32	14:45	269	1042	250	991	0	0	519	2033
03:00	2		1		0	0	3		15:00	256		265		0	0	521	
03:15	4		3		0	0	7		15:15	246		250		0	0	496	
03:30	6		4		0	0	10		15:30	248		267		0	0	515	
03:45	4	16	6	14	0	0	10	30	15:45	242	992	258	1040	0	0	500	2032
04:00	6		11		0	0	17		16:00	244		275		0	0	519	
04:15	10		6		0	0	16		16:15	257		280		0	0	537	
04:30	13		12		0	0	25		16:30	251		240		0	0	491	
04:45	14	43	14	43	0	0	28	86	16:45	266	1018	231	1026	0	0	497	2044
05:00	21		8		0	0	29		17:00	260		237		0	0	497	
05:15	16		19		0	0	35		17:15	269		242		0	0	511	
05:30	34		34		0	0	68		17:30	254		220		0	0	474	
05:45	48	119	47	108	0	0	95	227	17:45	236	1019	196	895	0	0	432	1914
06:00	69		39		0	0	108		18:00	217		190		0	0	407	
06:15	91		50		0	0	141		18:15	184		161		0	0	345	
06:30	104		72		0	0	176		18:30	175		151		0	0	326	
06:45	129	393	112	273	0	0	241	666	18:45	157	733	140	642	0	0	297	1375
07:00	140		132		0	0	272		19:00	122		114		0	0	236	
07:15	186		123		0	0	309		19:15	129		105		0	0	234	
07:30	181		142		0	0	323		19:30	123		100		0	0	223	
07:45	203	710	150	547	0	0	353	1257	19:45	116	490	81	400	0	0	197	890
08:00	179		159		0	0	338		20:00	94		76		0	0	170	
08:15	176		148		0	0	324		20:15	102		68		0	0	170	
08:30	169		152		0	0	321		20:30	96		59		0	0	155	
08:45	190	714	178	637	0	0	368	1351	20:45	81	373	52	255	0	0	133	628
09:00	174		157		0	0	331		21:00	75		54		0	0	129	
09:15	183		192		0	0	375		21:15	60		39		0	0	99	
09:30	197		187		0	0	384		21:30	49		29		0	0	78	
09:45	193	747	221	757	0	0	414	1504	21:45	44	228	23	145	0	0	67	373
10:00	192		217		0	0	409		22:00	45		26		0	0	71	
10:15	212		233		0	0	445		22:15	25		25		0	0	50	
10:30	206		239		0	0	445		22:30	29		19		0	0	48	
10:45	227	837	245	934	0	0	472	1771	22:45	26	125	27	97	0	0	53	222
11:00	222		249		0	0	471		23:00	23		17		0	0	40	
11:15	232		243		0	0	475		23:15	16		11		0	0	27	
11:30	214		253		0	0	467		23:30	13		9		0	0	22	
11:45	230	898	226	971	0	0	456	1869	23:45	11	63	10	47	0	0	21	110
TOTALS		4542		4332				8874	TOTALS		8001		7532				15533
SPLIT %		51.2%		48.8%				36.4%	SPLIT %		51.5%		48.5%				63.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	12,543	11,864	0	0	24,407

AM Peak Hour	11:00	11:45			11:45	PM Peak Hour	14:15	15:30			15:30
AM Pk Volume	898	1000			1895	PM Pk Volume	1058	1080			2071
Pk Hr Factor	0.968	0.940			0.961	Pk Hr Factor	0.945	0.964			0.964
7 - 9 Volume	1424	1184	0	0	2608	4 - 6 Volume	2037	1921	0	0	3958
7 - 9 Peak Hour	07:15	08:00			08:00	4 - 6 Peak Hour	16:45	16:00			16:00
7 - 9 Pk Volume	749	637	0	0	1351	4 - 6 Pk Volume	1049	1026	0	0	2044
Pk Hr Factor	0.922	0.895	0.000	0.000	0.918	Pk Hr Factor	0.975	0.916	0.000	0.000	0.952

Prepared by NDS/ATD

VOLUME

Camino Capistrano-Doheny Park Rd, Bet. Costco/AAMCO Dwys & Las Vegas Ave/SR-1 NB Ramp

Day: Tue - Thu | **AVERAGE** | **City:** San Juan Capistrano

Date: 11/13 - 11/15 | **Project #:** CA18_1242_004

DAILY TOTALS	NB	SB	EB	WB	Total
	10,985	8,696	0	0	19,681

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	7		4		0	0	11		12:00	220		181		0	0	401	
00:15	7		1		0	0	8		12:15	231		223		0	0	454	
00:30	5		2		0	0	7		12:30	219		208		0	0	427	
00:45	6	25	2	9	0	0	8	34	12:45	237	907	206	818	0	0	443	1725
01:00	5		1		0	0	6		13:00	222		196		0	0	418	
01:15	3		2		0	0	5		13:15	210		187		0	0	397	
01:30	3		1		0	0	4		13:30	218		181		0	0	399	
01:45	6	17	1	5	0	0	7	22	13:45	214	864	196	760	0	0	410	1624
02:00	5		2		0	0	7		14:00	211		181		0	0	392	
02:15	4		2		0	0	6		14:15	242		171		0	0	413	
02:30	2		1		0	0	3		14:30	282		196		0	0	478	
02:45	3	14	1	6	0	0	4	20	14:45	231	966	195	743	0	0	426	1709
03:00	1		1		0	0	2		15:00	233		207		0	0	440	
03:15	4		1		0	0	5		15:15	219		182		0	0	401	
03:30	5		3		0	0	8		15:30	227		193		0	0	420	
03:45	4	14	3	8	0	0	7	22	15:45	230	909	184	766	0	0	414	1675
04:00	4		2		0	0	6		16:00	225		210		0	0	435	
04:15	4		2		0	0	6		16:15	221		202		0	0	423	
04:30	6		6		0	0	12		16:30	216		182		0	0	398	
04:45	15	29	6	16	0	0	21	45	16:45	224	886	197	791	0	0	421	1677
05:00	13		4		0	0	17		17:00	228		180		0	0	408	
05:15	11		14		0	0	25		17:15	230		168		0	0	398	
05:30	23		19		0	0	42		17:30	205		173		0	0	378	
05:45	40	87	31	68	0	0	71	155	17:45	176	839	149	670	0	0	325	1509
06:00	55		32		0	0	87		18:00	163		144		0	0	307	
06:15	62		30		0	0	92		18:15	136		126		0	0	262	
06:30	63		46		0	0	109		18:30	114		120		0	0	234	
06:45	94	274	74	182	0	0	168	456	18:45	111	524	117	507	0	0	228	1031
07:00	104		84		0	0	188		19:00	96		97		0	0	193	
07:15	140		81		0	0	221		19:15	106		83		0	0	189	
07:30	118		84		0	0	202		19:30	89		90		0	0	179	
07:45	159	521	84	333	0	0	243	854	19:45	77	368	65	335	0	0	142	703
08:00	148		102		0	0	250		20:00	71		70		0	0	141	
08:15	154		100		0	0	254		20:15	62		60		0	0	122	
08:30	162		99		0	0	261		20:30	59		61		0	0	120	
08:45	158	622	111	412	0	0	269	1034	20:45	57	249	40	231	0	0	97	480
09:00	141		109		0	0	250		21:00	44		38		0	0	82	
09:15	166		127		0	0	293		21:15	42		23		0	0	65	
09:30	194		115		0	0	309		21:30	30		23		0	0	53	
09:45	231	732	116	467	0	0	347	1199	21:45	31	147	16	100	0	0	47	247
10:00	229		124		0	0	353		22:00	32		19		0	0	51	
10:15	230		162		0	0	392		22:15	16		15		0	0	31	
10:30	227		156		0	0	383		22:30	20		15		0	0	35	
10:45	236	922	182	624	0	0	418	1546	22:45	16	84	22	71	0	0	38	155
11:00	227		192		0	0	419		23:00	16		11		0	0	27	
11:15	243		182		0	0	425		23:15	12		7		0	0	19	
11:30	233		175		0	0	408		23:30	8		5		0	0	13	
11:45	237	940	193	742	0	0	430	1682	23:45	9	45	9	32	0	0	18	77
TOTALS		4197		2872				7069	TOTALS		6788		5824				12612
SPLIT %		59.4%		40.6%				35.9%	SPLIT %		53.8%		46.2%				64.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,985	8,696	0	0	19,681

AM Peak Hour	11:00	11:45			11:45	PM Peak Hour	14:15	12:15			14:15
AM Pk Volume	940	805			1712	PM Pk Volume	988	833			1757
Pk Hr Factor	0.967	0.902			0.943	Pk Hr Factor	0.876	0.934			0.919
7 - 9 Volume	1143	745	0	0	1888	4 - 6 Volume	1725	1461	0	0	3186
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	16:30	16:00			16:00
7 - 9 Pk Volume	623	412	0	0	1034	4 - 6 Pk Volume	898	791	0	0	1677
Pk Hr Factor	0.961	0.928	0.000	0.000	0.961	Pk Hr Factor	0.976	0.942	0.000	0.000	0.964

Prepared by NDS/ATD

VOLUME

San Juan Creek Rd Bet. Camino Capistrano & Valle Rd

Day: Tue - Thu
Date: 11/13 - 11/15/2018

AVERAGE

City: San Juan Capistrano
Project #: CA18_1240_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,530	10,940	19,470

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	7		7		14		12:00	0	0	155		206		361	
00:15	0	0	6		7		13		12:15	0	0	144		209		353	
00:30	0	0	3		3		6		12:30	0	0	154		212		366	
00:45	0	0	3	19	6	23	9	42	12:45	0	0	138	591	226	853	364	1444
01:00	0	0	5		3		8		13:00	0	0	155		227		382	
01:15	0	0	3		3		6		13:15	0	0	164		227		391	
01:30	0	0	2		3		5		13:30	0	0	165		202		367	
01:45	0	0	2	12	3	12	5	24	13:45	0	0	150	634	216	872	366	1506
02:00	0	0	2		3		5		14:00	0	0	153		222		375	
02:15	0	0	2		2		4		14:15	0	0	174		244		418	
02:30	0	0	5		2		7		14:30	0	0	182		213		395	
02:45	0	0	2	11	2	9	4	20	14:45	0	0	181	690	213	892	394	1582
03:00	0	0	1		2		3		15:00	0	0	199		245		444	
03:15	0	0	1		1		2		15:15	0	0	219		278		497	
03:30	0	0	2		3		5		15:30	0	0	233		257		490	
03:45	0	0	2	6	3	9	5	15	15:45	0	0	217	868	253	1033	470	1901
04:00	0	0	1		5		6		16:00	0	0	200		229		429	
04:15	0	0	4		7		11		16:15	0	0	183		238		421	
04:30	0	0	4		5		9		16:30	0	0	193		225		418	
04:45	0	0	4	13	11	28	15	41	16:45	0	0	212	788	247	939	459	1727
05:00	0	0	8		17		25		17:00	0	0	223		223		446	
05:15	0	0	10		27		37		17:15	0	0	198		220		418	
05:30	0	0	16		22		38		17:30	0	0	207		184		391	
05:45	0	0	25	59	35	101	60	160	17:45	0	0	186	814	163	790	349	1604
06:00	0	0	31		46		77		18:00	0	0	156		147		303	
06:15	0	0	32		58		90		18:15	0	0	126		131		257	
06:30	0	0	40		59		99		18:30	0	0	123		112		235	
06:45	0	0	78	181	100	263	178	444	18:45	0	0	110	515	105	495	215	1010
07:00	0	0	79		119		198		19:00	0	0	96		92		188	
07:15	0	0	108		175		283		19:15	0	0	75		83		158	
07:30	0	0	128		217		345		19:30	0	0	74		74		148	
07:45	0	0	166	481	195	706	361	1187	19:45	0	0	76	321	61	310	137	631
08:00	0	0	167		191		358		20:00	0	0	64		65		129	
08:15	0	0	127		204		331		20:15	0	0	61		56		117	
08:30	0	0	117		169		286		20:30	0	0	65		54		119	
08:45	0	0	108	519	198	762	306	1281	20:45	0	0	45	235	40	215	85	450
09:00	0	0	109		182		291		21:00	0	0	58		29		87	
09:15	0	0	108		182		290		21:15	0	0	38		38		76	
09:30	0	0	109		210		319		21:30	0	0	47		26		73	
09:45	0	0	109	435	215	789	324	1224	21:45	0	0	31	174	26	119	57	293
10:00	0	0	108		198		306		22:00	0	0	30		20		50	
10:15	0	0	122		182		304		22:15	0	0	25		16		41	
10:30	0	0	127		197		324		22:30	0	0	19		16		35	
10:45	0	0	128	485	202	779	330	1264	22:45	0	0	38	112	12	64	50	176
11:00	0	0	126		183		309		23:00	0	0	19		14		33	
11:15	0	0	132		212		344		23:15	0	0	10		8		18	
11:30	0	0	132		220		352		23:30	0	0	9		5		14	
11:45	0	0	130	520	229	844	359	1364	23:45	0	0	9	47	6	33	15	80
TOTALS				2741		4325		7066	TOTALS				5789		6615		12404
SPLIT %				38.8%		61.2%		36.3%	SPLIT %				46.7%		53.3%		63.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,530	10,940	19,470

AM Peak Hour			07:30	11:15	11:45	PM Peak Hour	15:15	15:00	15:00
AM Pk Volume			588	867	1439	PM Pk Volume	869	1033	1901
Pk Hr Factor			0.880	0.947	0.983	Pk Hr Factor	0.932	0.929	0.956
7 - 9 Volume	0	0	1000	1468	2468	4 - 6 Volume	1602	1729	3331
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour	16:45	16:00	16:15
7 - 9 Pk Volume	0	0	588	807	1395	4 - 6 Pk Volume	840	939	1744
Pk Hr Factor	0.000	0.000	0.880	0.930	0.966	Pk Hr Factor	0.942	0.950	0.950

Prepared by NDS/ATD

VOLUME

Stonehill Dr Bet. Del Obispo St & Camino Capistrano

Day: Tue - Thu
Date: 12/4 - 12/6/2(

AVERAGE

City: San Juan Capistrano
Project #: CA18_1242_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,758	13,641	32,399

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			22		15		37		12:00			322		244		566	
00:15			11		19		30		12:15			316		213		529	
00:30			12		17		29		12:30			361		234		595	
00:45			12	57	9	60	21	117	12:45			304	1303	241	932	545	2235
01:00			7		7		14		13:00			308		225		533	
01:15			7		8		15		13:15			313		230		543	
01:30			8		7		15		13:30			307		238		545	
01:45			5	27	4	26	9	53	13:45			309	1237	244	937	553	2174
02:00			8		4		12		14:00			297		226		523	
02:15			6		5		11		14:15			328		250		578	
02:30			6		4		10		14:30			347		268		615	
02:45			7	27	6	19	13	46	14:45			351	1323	291	1035	642	2358
03:00			6		6		12		15:00			401		288		689	
03:15			7		3		10		15:15			390		285		675	
03:30			13		6		19		15:30			382		314		696	
03:45			12	38	7	22	19	60	15:45			330	1503	300	1187	630	2690
04:00			23		5		28		16:00			346		304		650	
04:15			28		5		33		16:15			317		314		631	
04:30			41		13		54		16:30			332		308		640	
04:45			53	145	15	38	68	183	16:45			306	1301	343	1269	649	2570
05:00			58		14		72		17:00			332		351		683	
05:15			92		22		114		17:15			301		333		634	
05:30			119		26		145		17:30			304		299		603	
05:45			128	397	27	89	155	486	17:45			240	1177	273	1256	513	2433
06:00			153		51		204		18:00			251		264		515	
06:15			225		67		292		18:15			242		249		491	
06:30			259		85		344		18:30			203		215		418	
06:45			327	964	115	318	442	1282	18:45			199	895	202	930	401	1825
07:00			341		134		475		19:00			162		163		325	
07:15			368		206		574		19:15			145		174		319	
07:30			410		225		635		19:30			142		144		286	
07:45			413	1532	225	790	638	2322	19:45			126	575	145	626	271	1201
08:00			391		182		573		20:00			111		133		244	
08:15			346		205		551		20:15			94		137		231	
08:30			386		157		543		20:30			88		125		213	
08:45			355	1478	159	703	514	2181	20:45			86	379	127	522	213	901
09:00			311		157		468		21:00			88		109		197	
09:15			318		187		505		21:15			80		116		196	
09:30			337		149		486		21:30			69		86		155	
09:45			326	1292	162	655	488	1947	21:45			54	291	76	387	130	678
10:00			330		163		493		22:00			55		72		127	
10:15			311		185		496		22:15			58		63		121	
10:30			343		189		532		22:30			45		52		97	
10:45			304	1288	169	706	473	1994	22:45			33	191	43	230	76	421
11:00			311		178		489		23:00			37		41		78	
11:15			302		194		496		23:15			30		31		61	
11:30			325		185		510		23:30			18		26		44	
11:45			291	1229	226	783	517	2012	23:45			24	109	23	121	47	230
TOTALS				8474		4209		12683	TOTALS				10284		9432		19716
SPLIT %				66.8%		33.2%		39.1%	SPLIT %				52.2%		47.8%		60.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,758	13,641	32,399

AM Peak Hour			07:15	11:45	07:15	PM Peak Hour	14:45	16:30	14:45
AM Pk Volume			1582	917	2420	PM Pk Volume	1524	1335	2702
Pk Hr Factor			0.958	0.940	0.948	Pk Hr Factor	0.950	0.951	0.971
7 - 9 Volume	0	0	3010	1493	4503	4 - 6 Volume	2478	2525	5003
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour	16:00	16:30	16:30
7 - 9 Pk Volume	0	0	1582	838	2420	4 - 6 Pk Volume	1301	1335	2606
Pk Hr Factor	0.000	0.000	0.958	0.931	0.948	Pk Hr Factor	0.940	0.951	0.954

Prepared by NDS/ATD

VOLUME

Valle Rd Bet. San Juan Creek Rd & I-5 NB Ramps–La Novia Ave

Day: Tue - Thu
Date: 11/13 - 11/15/2018

AVERAGE

City: San Juan Capistrano
Project #: CA18_1240_011

DAILY TOTALS	NB	SB	EB	WB	Total
	7,128	5,573	0	0	12,701

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	5		5		0	0	10		12:00	148		95		0	0	243	
00:15	6		4		0	0	10		12:15	134		99		0	0	233	
00:30	3		4		0	0	7		12:30	138		105		0	0	243	
00:45	5	19	2	15	0	0	7	34	12:45	147	567	108	407	0	0	255	974
01:00	2		4		0	0	6		13:00	140		110		0	0	250	
01:15	3		2		0	0	5		13:15	146		114		0	0	260	
01:30	2		2		0	0	4		13:30	125		110		0	0	235	
01:45	2	9	2	10	0	0	4	19	13:45	144	555	87	421	0	0	231	976
02:00	3		1		0	0	4		14:00	149		109		0	0	258	
02:15	2		2		0	0	4		14:15	141		117		0	0	258	
02:30	2		3		0	0	5		14:30	148		101		0	0	249	
02:45	2	9	1	7	0	0	3	16	14:45	151	589	104	431	0	0	255	1020
03:00	2		1		0	0	3		15:00	149		118		0	0	267	
03:15	1		1		0	0	2		15:15	152		144		0	0	296	
03:30	3		1		0	0	4		15:30	149		149		0	0	298	
03:45	2	8	1	4	0	0	3	12	15:45	161	611	138	549	0	0	299	1160
04:00	4		1		0	0	5		16:00	155		117		0	0	272	
04:15	6		1		0	0	7		16:15	149		120		0	0	269	
04:30	4		7		0	0	11		16:30	158		107		0	0	265	
04:45	7	21	4	13	0	0	11	34	16:45	169	631	128	472	0	0	297	1103
05:00	12		6		0	0	18		17:00	146		138		0	0	284	
05:15	16		12		0	0	28		17:15	150		115		0	0	265	
05:30	16		15		0	0	31		17:30	120		106		0	0	226	
05:45	26	70	17	50	0	0	43	120	17:45	114	530	105	464	0	0	219	994
06:00	30		17		0	0	47		18:00	105		83		0	0	188	
06:15	33		24		0	0	57		18:15	91		76		0	0	167	
06:30	40		38		0	0	78		18:30	76		74		0	0	150	
06:45	74	177	57	136	0	0	131	313	18:45	74	346	57	290	0	0	131	636
07:00	94		65		0	0	159		19:00	72		60		0	0	132	
07:15	105		80		0	0	185		19:15	64		36		0	0	100	
07:30	114		96		0	0	210		19:30	50		46		0	0	96	
07:45	118	431	128	369	0	0	246	800	19:45	44	230	39	181	0	0	83	411
08:00	100		115		0	0	215		20:00	49		41		0	0	90	
08:15	107		100		0	0	207		20:15	38		33		0	0	71	
08:30	102		84		0	0	186		20:30	43		39		0	0	82	
08:45	134	443	81	380	0	0	215	823	20:45	35	165	25	138	0	0	60	303
09:00	110		78		0	0	188		21:00	23		35		0	0	58	
09:15	117		77		0	0	194		21:15	37		24		0	0	61	
09:30	117		80		0	0	197		21:30	27		29		0	0	56	
09:45	120	464	80	315	0	0	200	779	21:45	18	105	18	106	0	0	36	211
10:00	124		85		0	0	209		22:00	18		18		0	0	36	
10:15	127		80		0	0	207		22:15	12		17		0	0	29	
10:30	131		91		0	0	222		22:30	17		14		0	0	31	
10:45	126	508	85	341	0	0	211	849	22:45	11	58	24	73	0	0	35	131
11:00	121		91		0	0	212		23:00	11		12		0	0	23	
11:15	147		93		0	0	240		23:15	9		7		0	0	16	
11:30	147		89		0	0	236		23:30	7		8		0	0	15	
11:45	135	550	95	368	0	0	230	918	23:45	5	32	6	33	0	0	11	65
TOTALS		2709		2008				**4717**	**TOTALS**		4419		3565				**7984**
SPLIT %		57.4%		42.6%				**37.1%**	**SPLIT %**		55.3%		44.7%				**62.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	7,128	5,573	0	0	12,701

AM Peak Hour	11:15	07:30			**11:15**	**PM Peak Hour**	16:00	15:00			**15:15**
AM Pk Volume	577	439			**949**	**PM Pk Volume**	631	549			**1165**
Pk Hr Factor	0.975	0.857			**0.976**	**Pk Hr Factor**	0.933	0.921			**0.974**
7 - 9 Volume	874	749	0	0	**1623**	**4 - 6 Volume**	1161	936	0	0	**2097**
7 - 9 Peak Hour	08:00	07:30			**07:30**	**4 - 6 Peak Hour**	16:00	16:15			**16:15**
7 - 9 Pk Volume	443	439	0	0	**878**	**4 - 6 Pk Volume**	631	493	0	0	**1115**
Pk Hr Factor	0.826	0.857	0.000	0.000	**0.892**	**Pk Hr Factor**	0.933	0.893	0.000	0.000	**0.939**

APPENDIX B

ICU WORKSHEETS

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
# 2 Camino Capistrano/I-5 SB Ramp	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 3 Camino Capistrano/Avenida Aeop	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 4 Camino Capistrano/Stonehill	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 5 Camino Capistrano/Costco	A	xxxxx	0.239	A	xxxxx	0.239	+ 0.000 V/C
# 6 Doheny Park/Victoria	A	xxxxx	0.359	A	xxxxx	0.359	+ 0.000 V/C
# 7 Doheny Park/SR-1 Ramps	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.319	A	xxxxx	0.319	+ 0.000 V/C
# 9 Del Obispo/Stonehill	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000 V/C
# 10 Valle/San Juan Creek	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.375
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1.0	2.0	2.0	0.0	0.0	0.0	0.0	1.0	0.0	1!0 1.0
Volume Module:												
Base Vol:	0	334	448	208	486	0	0	0	0	364	0	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	334	448	208	486	0	0	0	0	364	0	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	334	448	208	486	0	0	0	0	364	0	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	334	448	208	486	0	0	0	0	364	0	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	334	448	208	486	0	0	0	0	364	0	428
OvlAdjVol:			184									259
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.38	0.00	1.62
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2344	0	2756
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.26	0.06	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.16
OvlAdjV/S:			0.11									0.09
Crit Moves:			****	****						****		

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	446	26	353	497	0	0	0	0	652	0	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	446	26	353	497	0	0	0	0	652	0	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	446	26	353	497	0	0	0	0	652	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	446	26	353	497	0	0	0	0	652	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	446	26	353	497	0	0	0	0	652	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.02	0.10	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Crit Moves:		****		****						****		

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	172	345	0	0	828	238	114	0	161	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	345	0	0	828	238	114	0	161	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	345	0	0	828	238	114	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	345	0	0	828	238	114	0	161	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	345	0	0	828	238	114	0	161	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.24	0.14	0.07	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	319	251	250	48	270	583	276	1095	291	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	251	250	48	270	583	276	1095	291	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	251	250	48	270	583	276	1095	291	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	251	250	48	270	583	276	1095	291	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	319	251	250	48	270	583	276	1095	291	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.12	0.88	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1903	1497	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.15	0.03	0.08	0.17	0.16	0.32	0.17	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.239
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 1	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	120	464	1	6	363	33	159	0	78	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	464	1	6	363	33	159	0	78	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	464	1	6	363	33	159	0	78	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	464	1	6	363	33	159	0	78	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	464	1	6	363	33	159	0	78	1	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	3400	3393	7	1700	3400	1700	3400	0	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.00	0.11	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.359
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	49	572	80	25	355	12	19	9	41	133	20	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	572	80	25	355	12	19	9	41	133	20	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	572	80	25	355	12	19	9	41	133	20	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	572	80	25	355	12	19	9	41	133	20	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	572	80	25	355	12	19	9	41	133	20	85
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.93	0.07	1.00	1.00	1.00	1.00	0.19	0.81
Final Sat.:	1700	2983	417	1700	3289	111	1700	1700	1700	1700	324	1376
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.01	0.11	0.11	0.01	0.01	0.02	0.08	0.06	0.06
Crit Moves:		****		****					****	****		

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	17	307	219	0	507	11	8	1	26	79	22	422
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	307	219	0	507	11	8	1	26	79	22	422
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	307	219	0	507	11	8	1	26	79	22	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	307	219	0	507	11	8	1	26	79	22	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	307	219	0	507	11	8	1	26	79	22	422
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.96	0.04	0.23	0.03	0.74	0.78	0.22	1.00
Final Sat.:	1700	3400	1700	0	3328	72	389	49	1263	1330	370	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.13	0.00	0.15	0.15	0.00	0.02	0.02	0.05	0.06	0.25
Crit Moves:	****				****		****					****

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.319
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 0	0	0 1	0 0	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	454	0	0	200	0	157	0	230	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	454	0	0	200	0	157	0	230	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	454	0	0	200	0	157	0	230	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	454	0	0	200	0	157	0	230	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	454	0	0	200	0	157	0	230	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.12	0.00	0.05	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	117	259	129	376	432	203	144	1086	115	90	582	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	259	129	376	432	203	144	1086	115	90	582	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	259	129	376	432	203	144	1086	115	90	582	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	259	129	376	432	203	144	1086	115	90	582	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	259	129	376	432	203	144	1086	115	90	582	230
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.34	0.66	1.00	1.36	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2270	1130	1700	2313	1087	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.22	0.19	0.19	0.08	0.32	0.07	0.05	0.17	0.14
Crit Moves:		****		****				****		****		

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	1 0 1	0	1	1 0 0
Volume Module:												
Base Vol:	351	0	87	0	0	0	0	272	317	123	447	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	0	87	0	0	0	0	272	317	123	447	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	0	87	0	0	0	0	272	317	123	447	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	0	87	0	0	0	0	272	317	123	447	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	0	87	0	0	0	0	272	317	123	447	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.43	1.57	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	734	2666	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.05	0.00	0.00	0.00	0.00	0.16	0.19	0.07	0.17	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C
# 2 Camino Capistrano/I-5 SB Ramp	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000 V/C
# 3 Camino Capistrano/Avenida Aeop	C	xxxxx	0.721	C	xxxxx	0.721	+ 0.000 V/C
# 4 Camino Capistrano/Stonehill	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
# 5 Camino Capistrano/Costco	A	xxxxx	0.424	A	xxxxx	0.424	+ 0.000 V/C
# 6 Doheny Park/Victoria	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 7 Doheny Park/SR-1 Ramps	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000 V/C
# 9 Del Obispo/Stonehill	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 10 Valle/San Juan Creek	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2	0 2	0 0	0	0	0 0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	461	469	412	644	0	0	0	0	440	0	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	461	469	412	644	0	0	0	0	440	0	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	461	469	412	644	0	0	0	0	440	0	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	461	469	412	644	0	0	0	0	440	0	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	461	469	412	644	0	0	0	0	440	0	520
OvlAdjVol:			149									185
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.38	0.00	1.62
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2338	0	2763
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.28	0.12	0.19	0.00	0.00	0.00	0.00	0.19	0.00	0.19
OvlAdjV/S:			0.09									0.07
Crit Moves:	****			****						****		

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	548	34	480	604	0	0	0	0	892	0	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	548	34	480	604	0	0	0	0	892	0	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	548	34	480	604	0	0	0	0	892	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	548	34	480	604	0	0	0	0	892	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	548	34	480	604	0	0	0	0	892	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.14	0.18	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Crit Moves:		****		****						****		

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	158	333	0	0	1325	175	225	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	333	0	0	1325	175	225	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	333	0	0	1325	175	225	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	333	0	0	1325	175	225	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	333	0	0	1325	175	225	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.00	0.00	0.39	0.10	0.13	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	532	278	346	176	628	889	211	754	365	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	532	278	346	176	628	889	211	754	365	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	532	278	346	176	628	889	211	754	365	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	278	346	176	628	889	211	754	365	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	532	278	346	176	628	889	211	754	365	0	0	0
OvlAdjVol:						135						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.31	0.69	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2233	1167	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.20	0.10	0.18	0.26	0.12	0.22	0.21	0.00	0.00	0.00
OvlAdjV/S:						0.04						
Crit Moves:	****			****			****					

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	1 0		2 0 1	1 1 0		0 1	0 0 0		0 1
Volume Module:												
Base Vol:	308	558	1	16	511	125	417	0	224	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	558	1	16	511	125	417	0	224	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	558	1	16	511	125	417	0	224	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	558	1	16	511	125	417	0	224	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	558	1	16	511	125	417	0	224	0	0	2
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3400	3394	6	1700	3400	1700	3400	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.01	0.15	0.07	0.12	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****					****			****

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	63	788	92	61	738	14	72	38	68	107	31	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	788	92	61	738	14	72	38	68	107	31	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	788	92	61	738	14	72	38	68	107	31	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	788	92	61	738	14	72	38	68	107	31	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	788	92	61	738	14	72	38	68	107	31	93
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.96	0.04	1.00	1.00	1.00	1.00	0.25	0.75
Final Sat.:	1700	3045	355	1700	3337	63	1700	1700	1700	1700	425	1275
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.04	0.22	0.22	0.04	0.02	0.04	0.06	0.07	0.07
Crit Moves:		****		****			****				****	

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	18	437	229	0	909	12	15	1	31	76	13	543
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	437	229	0	909	12	15	1	31	76	13	543
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	437	229	0	909	12	15	1	31	76	13	543
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	437	229	0	909	12	15	1	31	76	13	543
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	437	229	0	909	12	15	1	31	76	13	543
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.97	0.03	0.32	0.02	0.66	0.85	0.15	1.00
Final Sat.:	1700	3400	1700	0	3356	44	543	36	1121	1452	248	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.00	0.27	0.27	0.01	0.03	0.03	0.04	0.05	0.32
Crit Moves:	****				****		****					****

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 0	0	0 1	0 0	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	516	0	0	294	0	235	0	347	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	516	0	0	294	0	235	0	347	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	516	0	0	294	0	235	0	347	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	516	0	0	294	0	235	0	347	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	516	0	0	294	0	235	0	347	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.17	0.00	0.07	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	149	334	161	270	322	116	154	839	111	160	845	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	334	161	270	322	116	154	839	111	160	845	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	334	161	270	322	116	154	839	111	160	845	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	334	161	270	322	116	154	839	111	160	845	403
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	334	161	270	322	116	154	839	111	160	845	403
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.47	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2294	1106	1700	2500	900	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.16	0.13	0.13	0.09	0.25	0.07	0.09	0.25	0.24
Crit Moves:		****		****			****				****	

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	0 1	1 0	0
Volume Module:												
Base Vol:	481	0	137	0	0	0	0	402	417	75	462	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	0	137	0	0	0	0	402	417	75	462	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	0	137	0	0	0	0	402	417	75	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	0	137	0	0	0	0	402	417	75	462	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	481	0	137	0	0	0	0	402	417	75	462	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.28	1.72	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	475	2925	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.08	0.00	0.00	0.00	0.00	0.24	0.25	0.04	0.16	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Preferred Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000 V/C
# 2 Camino Capistrano/I-5 SB Ramp	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
# 3 Camino Capistrano/Avenida Aeop	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C
# 4 Camino Capistrano/Stonehill	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
# 5 Camino Capistrano/Costco	A	xxxxx	0.237	A	xxxxx	0.237	+ 0.000 V/C
# 6 Doheny Park/Victoria	A	xxxxx	0.339	A	xxxxx	0.339	+ 0.000 V/C
# 7 Doheny Park/SR-1 Ramps	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000 V/C
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.319	A	xxxxx	0.319	+ 0.000 V/C
# 9 Del Obispo/Stonehill	C	xxxxx	0.770	C	xxxxx	0.770	+ 0.000 V/C
# 10 Valle/San Juan Creek	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Preferred Project

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0	0	1	0 1!0	1
Volume Module:												
Base Vol:	0	337	447	208	490	0	0	0	0	365	0	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	337	447	208	490	0	0	0	0	365	0	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	337	447	208	490	0	0	0	0	365	0	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	337	447	208	490	0	0	0	0	365	0	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	337	447	208	490	0	0	0	0	365	0	428
OvlAdjVol:			183									260
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.38	xxxx	1.62
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2347	0	2753
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.26	0.06	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.16
OvlAdjV/S:			0.11									0.09
Crit Moves:			****	****						****		

Preferred Project

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	448	26	353	501	0	0	0	0	672	0	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	448	26	353	501	0	0	0	0	672	0	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	448	26	353	501	0	0	0	0	672	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	448	26	353	501	0	0	0	0	672	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	448	26	353	501	0	0	0	0	672	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.02	0.10	0.15	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Crit Moves:		****		****						****		

Preferred Project

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	178	347	0	0	852	238	114	0	168	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	347	0	0	852	238	114	0	168	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	347	0	0	852	238	114	0	168	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	347	0	0	852	238	114	0	168	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	347	0	0	852	238	114	0	168	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.25	0.14	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****			

Preferred Project

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	374	245	224	48	231	653	290	1141	336	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	245	224	48	231	653	290	1141	336	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	245	224	48	231	653	290	1141	336	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	245	224	48	231	653	290	1141	336	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	245	224	48	231	653	290	1141	336	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.21	0.79	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2054	1346	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.13	0.03	0.07	0.19	0.17	0.34	0.20	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					

Preferred Project

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.237
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	1 0	0	0 0
Volume Module:												
Base Vol:	120	472	1	6	355	33	159	0	78	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	472	1	6	355	33	159	0	78	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	472	1	6	355	33	159	0	78	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	472	1	6	355	33	159	0	78	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	472	1	6	355	33	159	0	78	1	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	3400	3393	7	1700	3400	1700	3400	0	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.00	0.10	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Preferred Project

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.339
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	49	571	80	29	392	12	19	9	41	96	20	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	571	80	29	392	12	19	9	41	96	20	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	571	80	29	392	12	19	9	41	96	20	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	571	80	29	392	12	19	9	41	96	20	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	571	80	29	392	12	19	9	41	96	20	35
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1700	2982	418	1700	3299	101	1700	1700	1700	1700	618	1082
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.02	0.12	0.12	0.01	0.01	0.02	0.06	0.03	0.03
Crit Moves:		****		****					****	****		

Preferred Project

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	17	288	219	0	507	11	8	1	26	79	22	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	288	219	0	507	11	8	1	26	79	22	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	288	219	0	507	11	8	1	26	79	22	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	288	219	0	507	11	8	1	26	79	22	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	288	219	0	507	11	8	1	26	79	22	440
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.96	0.04	0.23	0.03	0.74	0.78	0.22	1.00
Final Sat.:	1700	3400	1700	0	3328	72	389	49	1263	1330	370	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.13	0.00	0.15	0.15	0.00	0.02	0.02	0.05	0.06	0.26
Crit Moves:	****				****		****					****

Preferred Project

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.319
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	453	0	0	200	0	138	0	230	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	453	0	0	200	0	138	0	230	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	453	0	0	200	0	138	0	230	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	453	0	0	200	0	138	0	230	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	453	0	0	200	0	138	0	230	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.12	0.00	0.04	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			

Preferred Project

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	117	259	134	378	432	203	144	1110	115	94	602	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	259	134	378	432	203	144	1110	115	94	602	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	259	134	378	432	203	144	1110	115	94	602	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	259	134	378	432	203	144	1110	115	94	602	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	259	134	378	432	203	144	1110	115	94	602	231
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.36	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2241	1159	1700	2313	1087	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.22	0.19	0.19	0.08	0.33	0.07	0.06	0.18	0.14
Crit Moves:		****		****				****		****		

Preferred Project

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 1	0 1	0	1 1	0 0
Volume Module:												
Base Vol:	351	0	88	0	0	0	0	272	317	123	448	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	0	88	0	0	0	0	272	317	123	448	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	0	88	0	0	0	0	272	317	123	448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	0	88	0	0	0	0	272	317	123	448	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	0	88	0	0	0	0	272	317	123	448	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.43	1.57	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	732	2668	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.05	0.00	0.00	0.00	0.00	0.16	0.19	0.07	0.17	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Preferred Project

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	58	162	0	44	50	1597	16	32	819	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	58	162	0	44	50	1597	16	32	819	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	58	162	0	44	50	1597	16	32	819	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	58	162	0	44	50	1597	16	32	819	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	58	162	0	44	50	1597	16	32	819	181
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.10	0.00	0.03	0.03	0.47	0.01	0.02	0.24	0.11
Crit Moves:			****	****				****		****		

Preferred Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
# 2 Camino Capistrano/I-5 SB Ramp	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000 V/C
# 3 Camino Capistrano/Avenida Aeop	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 4 Camino Capistrano/Stonehill	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
# 5 Camino Capistrano/Costco	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 6 Doheny Park/Victoria	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C
# 7 Doheny Park/SR-1 Ramps	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000 V/C
# 9 Del Obispo/Stonehill	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
# 10 Valle/San Juan Creek	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C
# 12 Project Driveway/Stonehill Dri	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Preferred Project

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0	0	1	0 1.0!	0 1
Volume Module:												
Base Vol:	0	464	468	412	646	0	0	0	0	440	0	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	464	468	412	646	0	0	0	0	440	0	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	464	468	412	646	0	0	0	0	440	0	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	464	468	412	646	0	0	0	0	440	0	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	464	468	412	646	0	0	0	0	440	0	520
OvlAdjVol:			148									185
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.38	0.00	1.62
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2338	0	2763
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.28	0.12	0.19	0.00	0.00	0.00	0.00	0.19	0.00	0.19
OvlAdjV/S:			0.09									0.07
Crit Moves:	****			****						****		

Preferred Project

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	550	34	480	607	0	0	0	0	908	0	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	550	34	480	607	0	0	0	0	908	0	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	550	34	480	607	0	0	0	0	908	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	550	34	480	607	0	0	0	0	908	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	550	34	480	607	0	0	0	0	908	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.14	0.18	0.00	0.00	0.00	0.00	0.27	0.00	0.00
Crit Moves:		****		****						****		

Preferred Project

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	163	335	0	0	1344	175	225	0	324	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	335	0	0	1344	175	225	0	324	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	335	0	0	1344	175	225	0	324	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	335	0	0	1344	175	225	0	324	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	335	0	0	1344	175	225	0	324	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.40	0.10	0.13	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			

Preferred Project

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	565	273	325	176	609	932	223	791	404	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	565	273	325	176	609	932	223	791	404	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	565	273	325	176	609	932	223	791	404	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	565	273	325	176	609	932	223	791	404	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	565	273	325	176	609	932	223	791	404	0	0	0
OvlAdjVol:						124						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.35	0.65	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2292	1108	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.19	0.10	0.18	0.27	0.13	0.23	0.24	0.00	0.00	0.00
OvlAdjV/S:						0.04						
Crit Moves:	****			****					****			

Preferred Project

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	0 0	0	0 1
Volume Module:												
Base Vol:	308	555	1	16	520	125	417	0	224	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	555	1	16	520	125	417	0	224	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	555	1	16	520	125	417	0	224	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	555	1	16	520	125	417	0	224	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	555	1	16	520	125	417	0	224	0	0	2
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3400	3394	6	1700	3400	1700	3400	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.01	0.15	0.07	0.12	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****					****			****

Preferred Project

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	63	793	92	64	768	14	72	38	68	77	31	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	793	92	64	768	14	72	38	68	77	31	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	793	92	64	768	14	72	38	68	77	31	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	793	92	64	768	14	72	38	68	77	31	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	793	92	64	768	14	72	38	68	77	31	56
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.96	0.04	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1700	3047	353	1700	3339	61	1700	1700	1700	1700	606	1094
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.04	0.23	0.23	0.04	0.02	0.04	0.05	0.05	0.05
Crit Moves:		****		****					****	****		

Preferred Project

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	18	428	229	0	909	12	15	1	31	76	13	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	428	229	0	909	12	15	1	31	76	13	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	428	229	0	909	12	15	1	31	76	13	556
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	428	229	0	909	12	15	1	31	76	13	556
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	428	229	0	909	12	15	1	31	76	13	556
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.97	0.03	0.32	0.02	0.66	0.85	0.15	1.00
Final Sat.:	1700	3400	1700	0	3356	44	543	36	1121	1452	248	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.00	0.27	0.27	0.01	0.03	0.03	0.04	0.05	0.33
Crit Moves:	****				****		****					****

Preferred Project

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	517	0	0	294	0	226	0	347	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	517	0	0	294	0	226	0	347	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	517	0	0	294	0	226	0	347	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	517	0	0	294	0	226	0	347	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	517	0	0	294	0	226	0	347	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.17	0.00	0.07	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			

Preferred Project

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	149	334	164	271	322	116	154	853	111	163	862	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	334	164	271	322	116	154	853	111	163	862	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	334	164	271	322	116	154	853	111	163	862	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	334	164	271	322	116	154	853	111	163	862	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	334	164	271	322	116	154	853	111	163	862	404
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.34	0.66	1.00	1.47	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2280	1120	1700	2500	900	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.16	0.13	0.13	0.09	0.25	0.07	0.10	0.25	0.24
Crit Moves:		****		****				****		****		

Preferred Project

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 1	0 1	0	1 1	0 0
Volume Module:												
Base Vol:	481	0	138	0	0	0	0	402	417	75	462	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	0	138	0	0	0	0	402	417	75	462	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	0	138	0	0	0	0	402	417	75	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	0	138	0	0	0	0	402	417	75	462	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	481	0	138	0	0	0	0	402	417	75	462	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.28	1.72	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	475	2925	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.08	0.00	0.00	0.00	0.00	0.24	0.25	0.04	0.16	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Preferred Project

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	3	0	31	131	0	36	34	1220	20	9	1357	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	31	131	0	36	34	1220	20	9	1357	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	31	131	0	36	34	1220	20	9	1357	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	31	131	0	36	34	1220	20	9	1357	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	31	131	0	36	34	1220	20	9	1357	123
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.08	0.00	0.02	0.02	0.36	0.01	0.01	0.40	0.07
Crit Moves:			****	****			****				****	

Preferred Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000
# 2 Camino Capistrano/I-5 SB Ramp	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000
# 3 Camino Capistrano/Avenida Aeop	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000
# 4 Camino Capistrano/Stonehill	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000
# 5 Camino Capistrano/Costco	A	xxxxx	0.264	A	xxxxx	0.264	+ 0.000
# 6 Doheny Park/Victoria	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000
# 7 Doheny Park/SR-1 Ramps	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.352	A	xxxxx	0.352	+ 0.000
# 9 Del Obispo/Stonehill	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000
# 10 Valle/San Juan Creek	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000

Preferred Project

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0.0	0	1	0 1.0!	0 1
Volume Module:												
Base Vol:	0	415	521	249	553	0	0	0	0	444	0	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	415	521	249	553	0	0	0	0	444	0	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	415	521	249	553	0	0	0	0	444	0	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	415	521	249	553	0	0	0	0	444	0	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	415	521	249	553	0	0	0	0	444	0	485
OvlAdjVol:			211									290
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.43	0.01	1.56
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2437	0	2663
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.31	0.07	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.18
OvlAdjV/S:			0.12									0.11
Crit Moves:		****			****						****	

Preferred Project

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	545	27	403	591	0	0	0	0	692	0	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	545	27	403	591	0	0	0	0	692	0	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	545	27	403	591	0	0	0	0	692	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	27	403	591	0	0	0	0	692	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	545	27	403	591	0	0	0	0	692	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.12	0.17	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Crit Moves:		****		****						****		

Preferred Project

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	183	438	0	0	948	248	120	0	173	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	438	0	0	948	248	120	0	173	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	438	0	0	948	248	120	0	173	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	438	0	0	948	248	120	0	173	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	438	0	0	948	248	120	0	173	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.28	0.15	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****			

Preferred Project

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	384	334	232	49	310	670	298	1174	345	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	334	232	49	310	670	298	1174	345	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	334	232	49	310	670	298	1174	345	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	334	232	49	310	670	298	1174	345	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	384	334	232	49	310	670	298	1174	345	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.07	0.93	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1818	1582	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.03	0.09	0.20	0.18	0.35	0.20	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****				****			****				

Preferred Project

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.264
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	1 0	0	0 0
Volume Module:												
Base Vol:	124	567	1	6	437	34	164	0	80	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	567	1	6	437	34	164	0	80	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	567	1	6	437	34	164	0	80	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	567	1	6	437	34	164	0	80	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	567	1	6	437	34	164	0	80	1	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	3400	3394	6	1700	3400	1700	3400	0	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.00	0.13	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Preferred Project

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	50	669	82	30	474	12	20	9	42	100	21	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	669	82	30	474	12	20	9	42	100	21	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	669	82	30	474	12	20	9	42	100	21	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	669	82	30	474	12	20	9	42	100	21	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	669	82	30	474	12	20	9	42	100	21	38
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.95	0.05	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1700	3029	371	1700	3316	84	1700	1700	1700	1700	605	1095
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.02	0.14	0.14	0.01	0.01	0.02	0.06	0.03	0.03
Crit Moves:		****		****					****	****		

Preferred Project

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	18	378	226	0	593	11	8	1	27	81	23	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	378	226	0	593	11	8	1	27	81	23	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	378	226	0	593	11	8	1	27	81	23	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	378	226	0	593	11	8	1	27	81	23	453
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	378	226	0	593	11	8	1	27	81	23	453
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.96	0.04	0.22	0.03	0.75	0.78	0.22	1.00
Final Sat.:	1700	3400	1700	0	3338	62	378	47	1275	1324	376	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.13	0.00	0.18	0.18	0.00	0.02	0.02	0.05	0.06	0.27
Crit Moves:	****				****		****					****

Preferred Project

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	548	0	0	277	0	143	0	237	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	548	0	0	277	0	143	0	237	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	548	0	0	277	0	143	0	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	548	0	0	277	0	143	0	237	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	548	0	0	277	0	143	0	237	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.16	0.00	0.04	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			

Preferred Project

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	121	347	138	389	517	209	148	1143	118	97	619	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	347	138	389	517	209	148	1143	118	97	619	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	347	138	389	517	209	148	1143	118	97	619	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	347	138	389	517	209	148	1143	118	97	619	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	347	138	389	517	209	148	1143	118	97	619	238
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	0.57	1.00	1.42	0.58	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2433	967	1700	2421	979	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.23	0.21	0.21	0.09	0.34	0.07	0.06	0.18	0.14
Crit Moves:		****		****				****		****		

Preferred Project

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	0 1	0	1 1	0 0
Volume Module:												
Base Vol:	459	0	116	0	0	0	0	285	417	141	476	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	459	0	116	0	0	0	0	285	417	141	476	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	459	0	116	0	0	0	0	285	417	141	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	0	116	0	0	0	0	285	417	141	476	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	0	116	0	0	0	0	285	417	141	476	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.46	1.54	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	777	2623	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.07	0.00	0.00	0.00	0.00	0.17	0.25	0.08	0.18	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Preferred Project

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	58	162	0	44	50	1646	16	32	845	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	58	162	0	44	50	1646	16	32	845	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	58	162	0	44	50	1646	16	32	845	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	58	162	0	44	50	1646	16	32	845	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	58	162	0	44	50	1646	16	32	845	181
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.10	0.00	0.03	0.03	0.48	0.01	0.02	0.25	0.11
Crit Moves:			****	****				****		****		

Preferred Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
# 2 Camino Capistrano/I-5 SB Ramp	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000 V/C
# 3 Camino Capistrano/Avenida Aeop	C	xxxxx	0.774	C	xxxxx	0.774	+ 0.000 V/C
# 4 Camino Capistrano/Stonehill	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C
# 5 Camino Capistrano/Costco	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
# 6 Doheny Park/Victoria	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
# 7 Doheny Park/SR-1 Ramps	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000 V/C
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000 V/C
# 9 Del Obispo/Stonehill	C	xxxxx	0.745	C	xxxxx	0.745	+ 0.000 V/C
# 10 Valle/San Juan Creek	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 12 Project Driveway/Stonehill Dri	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Preferred Project

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0.0	0	1	0 1.0!	0 1
Volume Module:												
Base Vol:	0	521	611	473	702	0	0	0	0	546	0	595
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	521	611	473	702	0	0	0	0	546	0	595
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	521	611	473	702	0	0	0	0	546	0	595
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	521	611	473	702	0	0	0	0	546	0	595
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	521	611	473	702	0	0	0	0	546	0	595
OvlAdjVol:			231									225
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.44	xxxx	1.56
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2440	0	2660
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.36	0.14	0.21	0.00	0.00	0.00	0.00	0.22	0.00	0.22
OvlAdjV/S:			0.14									0.08
Crit Moves:	****			****						****		

Preferred Project

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	636	35	547	703	0	0	0	0	935	0	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	636	35	547	703	0	0	0	0	935	0	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	636	35	547	703	0	0	0	0	935	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	636	35	547	703	0	0	0	0	935	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	636	35	547	703	0	0	0	0	935	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.02	0.16	0.21	0.00	0.00	0.00	0.00	0.28	0.00	0.00
Crit Moves:		****		****						****		

Preferred Project

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	168	409	0	0	1456	184	239	0	334	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	409	0	0	1456	184	239	0	334	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	409	0	0	1456	184	239	0	334	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	409	0	0	1456	184	239	0	334	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	409	0	0	1456	184	239	0	334	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.00	0.00	0.43	0.11	0.14	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			

Preferred Project

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	581	345	335	181	700	959	229	815	415	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	581	345	335	181	700	959	229	815	415	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	581	345	335	181	700	959	229	815	415	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	581	345	335	181	700	959	229	815	415	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	581	345	335	181	700	959	229	815	415	0	0	0
OvlAdjVol:						129						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.25	0.75	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2133	1267	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.20	0.11	0.21	0.28	0.13	0.24	0.24	0.00	0.00	0.00
OvlAdjV/S:						0.04						
Crit Moves:	****			****					****			

Preferred Project

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1			1 0 2		0 1	1 1 0		0 1	0 0 0		0 1
Volume Module:												
Base Vol:	317	636	1	16	607	129	430	0	231	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	636	1	16	607	129	430	0	231	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	636	1	16	607	129	430	0	231	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	636	1	16	607	129	430	0	231	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	636	1	16	607	129	430	0	231	0	0	2
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3400	3395	5	1700	3400	1700	3400	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.01	0.18	0.08	0.13	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****					****			****

Preferred Project

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	65	881	95	66	862	14	74	39	70	80	32	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	881	95	66	862	14	74	39	70	80	32	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	881	95	66	862	14	74	39	70	80	32	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	881	95	66	862	14	74	39	70	80	32	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	881	95	66	862	14	74	39	70	80	32	59
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.97	0.03	1.00	1.00	1.00	1.00	0.35	0.65
Final Sat.:	1700	3069	331	1700	3346	54	1700	1700	1700	1700	598	1102
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.04	0.26	0.26	0.04	0.02	0.04	0.05	0.05	0.05
Crit Moves:		****		****					****	****		

Preferred Project

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	19	505	236	0	1008	12	15	1	32	78	13	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	505	236	0	1008	12	15	1	32	78	13	572
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	505	236	0	1008	12	15	1	32	78	13	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	505	236	0	1008	12	15	1	32	78	13	572
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	505	236	0	1008	12	15	1	32	78	13	572
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.98	0.02	0.31	0.02	0.67	0.86	0.14	1.00
Final Sat.:	1700	3400	1700	0	3360	40	531	35	1133	1457	243	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.14	0.00	0.30	0.30	0.01	0.03	0.03	0.05	0.05	0.34
Crit Moves:	****				****		****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Preferred Project

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	596	0	0	375	0	233	0	357	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	596	0	0	375	0	233	0	357	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	596	0	0	375	0	233	0	357	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	596	0	0	375	0	233	0	357	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	596	0	0	375	0	233	0	357	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.22	0.00	0.07	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			

Preferred Project

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	153	420	169	279	390	119	159	880	114	168	887	416
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	420	169	279	390	119	159	880	114	168	887	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	420	169	279	390	119	159	880	114	168	887	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	420	169	279	390	119	159	880	114	168	887	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	420	169	279	390	119	159	880	114	168	887	416
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	0.57	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2424	976	1700	2605	795	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.16	0.15	0.15	0.09	0.26	0.07	0.10	0.26	0.24
Crit Moves:		****		****				****		****		

Preferred Project

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	1 0	1	0 1	1 0	0
Volume Module:												
Base Vol:	637	0	169	0	0	0	0	421	601	101	486	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	637	0	169	0	0	0	0	421	601	101	486	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	637	0	169	0	0	0	0	421	601	101	486	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	637	0	169	0	0	0	0	421	601	101	486	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	637	0	169	0	0	0	0	421	601	101	486	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.34	1.66	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	585	2815	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.10	0.00	0.00	0.00	0.00	0.25	0.35	0.06	0.17	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Preferred Project

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	3	0	31	131	0	36	34	1258	20	9	1399	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	31	131	0	36	34	1258	20	9	1399	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	31	131	0	36	34	1258	20	9	1399	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	31	131	0	36	34	1258	20	9	1399	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	31	131	0	36	34	1258	20	9	1399	123
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.08	0.00	0.02	0.02	0.37	0.01	0.01	0.41	0.07
Crit Moves:			****	****			****				****	

Preferred Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
# 2 Camino Capistrano/I-5 SB Ramp	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
# 3 Camino Capistrano/Avenida Aeop	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
# 4 Camino Capistrano/Stonehill	C	xxxxx	0.726	C	xxxxx	0.726	+ 0.000 V/C
# 5 Camino Capistrano/Costco	A	xxxxx	0.274	A	xxxxx	0.274	+ 0.000 V/C
# 6 Doheny Park/Victoria	A	xxxxx	0.387	A	xxxxx	0.387	+ 0.000 V/C
# 7 Doheny Park/SR-1 Ramps	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.368	A	xxxxx	0.368	+ 0.000 V/C
# 9 Del Obispo/Stonehill	D	xxxxx	0.855	D	xxxxx	0.855	+ 0.000 V/C
# 10 Valle/San Juan Creek	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
# 12 Project Driveway/Stonehill Dri	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Preferred Project

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0.0	0	1	0 1.0!	0 1
Volume Module:												
Base Vol:	0	436	547	261	580	0	0	0	0	466	0	511
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	436	547	261	580	0	0	0	0	466	0	511
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	436	547	261	580	0	0	0	0	466	0	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	436	547	261	580	0	0	0	0	466	0	511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	436	547	261	580	0	0	0	0	466	0	511
OvlAdjVol:			221									306
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.43	0.01	1.56
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2433	0	2667
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.32	0.08	0.17	0.00	0.00	0.00	0.00	0.19	0.00	0.19
OvlAdjV/S:			0.13									0.11
Crit Moves:		****			****						****	

Preferred Project

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	573	30	424	621	0	0	0	0	779	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	573	30	424	621	0	0	0	0	779	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	573	30	424	621	0	0	0	0	779	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	573	30	424	621	0	0	0	0	779	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	573	30	424	621	0	0	0	0	779	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.02	0.12	0.18	0.00	0.00	0.00	0.00	0.23	0.00	0.00
Crit Moves:		****		****						****		

Preferred Project

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	200	460	0	0	994	303	132	0	181	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	460	0	0	994	303	132	0	181	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	460	0	0	994	303	132	0	181	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	460	0	0	994	303	132	0	181	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	460	0	0	994	303	132	0	181	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.00	0.00	0.29	0.18	0.08	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			

Preferred Project

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	389	351	245	49	327	719	335	1230	360	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	351	245	49	327	719	335	1230	360	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	351	245	49	327	719	335	1230	360	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	351	245	49	327	719	335	1230	360	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	351	245	49	327	719	335	1230	360	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.05	0.95	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1787	1613	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.14	0.03	0.10	0.21	0.20	0.36	0.21	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					

Preferred Project

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.274
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1			1 0 2		0 1	1 1 0		0 1	1 0 0		0 0
Volume Module:												
Base Vol:	130	595	1	6	459	34	172	0	84	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	595	1	6	459	34	172	0	84	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	595	1	6	459	34	172	0	84	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	595	1	6	459	34	172	0	84	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	595	1	6	459	34	172	0	84	1	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	3400	3394	6	1700	3400	1700	3400	0	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.00	0.14	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Preferred Project

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.387
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	53	703	87	32	496	12	21	10	44	102	21	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	703	87	32	496	12	21	10	44	102	21	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	703	87	32	496	12	21	10	44	102	21	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	703	87	32	496	12	21	10	44	102	21	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	703	87	32	496	12	21	10	44	102	21	39
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.95	0.05	1.00	1.00	1.00	1.00	0.35	0.65
Final Sat.:	1700	3026	374	1700	3320	80	1700	1700	1700	1700	595	1105
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.02	0.15	0.15	0.01	0.01	0.03	0.06	0.04	0.04
Crit Moves:		****		****					****	****		

Preferred Project

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	19	398	246	0	623	15	11	2	28	85	24	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	398	246	0	623	15	11	2	28	85	24	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	398	246	0	623	15	11	2	28	85	24	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	398	246	0	623	15	11	2	28	85	24	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	398	246	0	623	15	11	2	28	85	24	475
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.95	0.05	0.27	0.05	0.68	0.78	0.22	1.00
Final Sat.:	1700	3400	1700	0	3320	80	456	83	1161	1326	374	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.14	0.00	0.19	0.19	0.01	0.02	0.02	0.05	0.06	0.28
Crit Moves:	****				****		****					****

Preferred Project

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	575	0	0	291	0	150	0	249	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	575	0	0	291	0	150	0	249	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	575	0	0	291	0	150	0	249	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	575	0	0	291	0	150	0	249	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	575	0	0	291	0	150	0	249	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.17	0.00	0.04	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			

Preferred Project

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	135	364	152	408	543	210	155	1199	124	103	676	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	364	152	408	543	210	155	1199	124	103	676	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	364	152	408	543	210	155	1199	124	103	676	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	364	152	408	543	210	155	1199	124	103	676	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	364	152	408	543	210	155	1199	124	103	676	250
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2398	1002	1700	2452	948	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.24	0.22	0.22	0.09	0.35	0.07	0.06	0.20	0.15
Crit Moves:		****		****				****		****		

Preferred Project

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 1	0 1	0	1 1	0 0
Volume Module:												
Base Vol:	559	0	134	0	0	0	0	304	440	149	492	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	559	0	134	0	0	0	0	304	440	149	492	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	559	0	134	0	0	0	0	304	440	149	492	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	0	134	0	0	0	0	304	440	149	492	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	559	0	134	0	0	0	0	304	440	149	492	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.46	1.54	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	790	2610	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.26	0.09	0.19	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Preferred Project

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	58	162	0	44	50	1729	17	33	900	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	58	162	0	44	50	1729	17	33	900	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	58	162	0	44	50	1729	17	33	900	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	58	162	0	44	50	1729	17	33	900	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	58	162	0	44	50	1729	17	33	900	181
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.10	0.00	0.03	0.03	0.51	0.01	0.02	0.26	0.11
Crit Moves:			****	****				****		****		

Preferred Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
# 2 Camino Capistrano/I-5 SB Ramp	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
# 3 Camino Capistrano/Avenida Aeop	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
# 4 Camino Capistrano/Stonehill	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000 V/C
# 5 Camino Capistrano/Costco	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
# 6 Doheny Park/Victoria	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
# 7 Doheny Park/SR-1 Ramps	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 9 Del Obispo/Stonehill	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000 V/C
# 10 Valle/San Juan Creek	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000 V/C
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Preferred Project

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0.0	0	1	0 1.0!	0 1
Volume Module:												
Base Vol:	0	565	654	497	727	0	0	0	0	583	0	625
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	565	654	497	727	0	0	0	0	583	0	625
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	565	654	497	727	0	0	0	0	583	0	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	565	654	497	727	0	0	0	0	583	0	625
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	565	654	497	727	0	0	0	0	583	0	625
OvlAdjVol:			251									239
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.44	0.01	1.55
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2461	0	2639
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.38	0.15	0.21	0.00	0.00	0.00	0.00	0.24	0.00	0.24
OvlAdjV/S:			0.15									0.09
Crit Moves:		****			****						****	

Preferred Project

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2	0 2	0 0	0 0	0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	668	37	574	738	0	0	0	0	1163	0	551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	668	37	574	738	0	0	0	0	1163	0	551
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	668	37	574	738	0	0	0	0	1163	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	668	37	574	738	0	0	0	0	1163	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	668	37	574	738	0	0	0	0	1163	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.02	0.17	0.22	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Crit Moves:		****		****						****		

Preferred Project

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	176	429	0	0	1623	208	272	0	359	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	429	0	0	1623	208	272	0	359	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	429	0	0	1623	208	272	0	359	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	429	0	0	1623	208	272	0	359	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	429	0	0	1623	208	272	0	359	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.00	0.00	0.48	0.12	0.16	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			

Preferred Project

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	608	363	353	193	736	1157	240	854	419	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	608	363	353	193	736	1157	240	854	419	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	608	363	353	193	736	1157	240	854	419	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	608	363	353	193	736	1157	240	854	419	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	608	363	353	193	736	1157	240	854	419	0	0	0
OvlAdjVol:						303						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.25	0.75	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2129	1271	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.21	0.11	0.22	0.34	0.14	0.25	0.25	0.00	0.00	0.00
OvlAdjV/S:						0.09						
Crit Moves:	****			****			****					

Preferred Project

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	0 0	0	0 1
Volume Module:												
Base Vol:	333	668	1	17	637	132	452	0	234	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	333	668	1	17	637	132	452	0	234	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	333	668	1	17	637	132	452	0	234	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	668	1	17	637	132	452	0	234	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	333	668	1	17	637	132	452	0	234	0	0	2
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3400	3395	5	1700	3400	1700	3400	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.01	0.19	0.08	0.13	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****					****			****

Preferred Project

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	68	925	100	73	904	15	78	40	74	82	33	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	925	100	73	904	15	78	40	74	82	33	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	925	100	73	904	15	78	40	74	82	33	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	925	100	73	904	15	78	40	74	82	33	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	925	100	73	904	15	78	40	74	82	33	61
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.97	0.03	1.00	1.00	1.00	1.00	0.35	0.65
Final Sat.:	1700	3068	332	1700	3345	55	1700	1700	1700	1700	597	1103
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.04	0.27	0.27	0.05	0.02	0.04	0.05	0.06	0.06
Crit Moves:		****			****			****			****	

Preferred Project

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	20	531	240	0	1058	12	16	1	32	82	14	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	531	240	0	1058	12	16	1	32	82	14	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	531	240	0	1058	12	16	1	32	82	14	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	531	240	0	1058	12	16	1	32	82	14	600
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	531	240	0	1058	12	16	1	32	82	14	600
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.98	0.02	0.33	0.02	0.65	0.85	0.15	1.00
Final Sat.:	1700	3400	1700	0	3362	38	555	35	1110	1452	248	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.14	0.00	0.31	0.31	0.01	0.03	0.03	0.05	0.06	0.35
Crit Moves:	****				****		****					****

Preferred Project

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	626	0	0	394	0	236	0	375	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	626	0	0	394	0	236	0	375	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	626	0	0	394	0	236	0	375	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	626	0	0	394	0	236	0	375	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	626	0	0	394	0	236	0	375	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.23	0.00	0.07	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****				****				****			

Preferred Project

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	159	441	171	293	410	125	167	915	131	208	1021	439
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	441	171	293	410	125	167	915	131	208	1021	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	441	171	293	410	125	167	915	131	208	1021	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	441	171	293	410	125	167	915	131	208	1021	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	441	171	293	410	125	167	915	131	208	1021	439
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2450	950	1700	2606	794	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.17	0.16	0.16	0.10	0.27	0.08	0.12	0.30	0.26
Crit Moves:		****			****			****			****	

Preferred Project

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	1 0 1	0	1	1 0 0
Volume Module:												
Base Vol:	702	0	185	0	0	0	0	478	665	112	510	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	702	0	185	0	0	0	0	478	665	112	510	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	702	0	185	0	0	0	0	478	665	112	510	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	702	0	185	0	0	0	0	478	665	112	510	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	702	0	185	0	0	0	0	478	665	112	510	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.36	1.64	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	612	2788	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.11	0.00	0.00	0.00	0.00	0.28	0.39	0.07	0.18	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Preferred Project

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	3	0	31	131	0	36	34	1269	21	10	1596	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	31	131	0	36	34	1269	21	10	1596	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	31	131	0	36	34	1269	21	10	1596	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	31	131	0	36	34	1269	21	10	1596	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	31	131	0	36	34	1269	21	10	1596	123
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.08	0.00	0.02	0.02	0.37	0.01	0.01	0.47	0.07
Crit Moves:			****	****			****				****	

Alternative 1 - No Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000
# 2 Camino Capistrano/I-5 SB Ramp	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000
# 3 Camino Capistrano/Avenida Aeop	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000
# 4 Camino Capistrano/Stonehill	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000
# 5 Camino Capistrano/Costco	A	xxxxx	0.232	A	xxxxx	0.232	+ 0.000
# 6 Doheny Park/Victoria	A	xxxxx	0.334	A	xxxxx	0.334	+ 0.000
# 7 Doheny Park/SR-1 Ramps	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.318	A	xxxxx	0.318	+ 0.000
# 9 Del Obispo/Stonehill	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000
# 10 Valle/San Juan Creek	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 1 - No Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0	0	1	0 1!0	1
Volume Module:												
Base Vol:	0	334	447	208	487	0	0	0	0	364	0	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	334	447	208	487	0	0	0	0	364	0	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	334	447	208	487	0	0	0	0	364	0	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	334	447	208	487	0	0	0	0	364	0	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	334	447	208	487	0	0	0	0	364	0	428
OvlAdjVol:			183									259
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.38	0.00	1.62
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2344	0	2756
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.26	0.06	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.16
OvlAdjV/S:			0.11									0.09
Crit Moves:			****	****						****		

Alternative 1 - No Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	445	26	353	498	0	0	0	0	653	0	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	445	26	353	498	0	0	0	0	653	0	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	445	26	353	498	0	0	0	0	653	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	445	26	353	498	0	0	0	0	653	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	445	26	353	498	0	0	0	0	653	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.02	0.10	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Crit Moves:		****		****						****		

Alternative 1 - No Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	174	344	0	0	830	238	114	0	164	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	344	0	0	830	238	114	0	164	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	344	0	0	830	238	114	0	164	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	344	0	0	830	238	114	0	164	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	344	0	0	830	238	114	0	164	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.24	0.14	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 1 - No Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	352	245	224	48	231	627	284	1122	314	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	245	224	48	231	627	284	1122	314	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	245	224	48	231	627	284	1122	314	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	245	224	48	231	627	284	1122	314	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	352	245	224	48	231	627	284	1122	314	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.18	0.82	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2005	1395	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.13	0.03	0.07	0.18	0.17	0.33	0.18	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					

Alternative 1 - No Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.232
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	1 0	0	0 0
Volume Module:												
Base Vol:	120	453	1	6	337	33	159	0	78	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	453	1	6	337	33	159	0	78	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	453	1	6	337	33	159	0	78	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	453	1	6	337	33	159	0	78	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	453	1	6	337	33	159	0	78	1	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	3400	3393	7	1700	3400	1700	3400	0	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.00	0.10	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Alternative 1 - No Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.334
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	49	554	80	28	377	12	19	9	41	96	20	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	554	80	28	377	12	19	9	41	96	20	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	554	80	28	377	12	19	9	41	96	20	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	554	80	28	377	12	19	9	41	96	20	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	554	80	28	377	12	19	9	41	96	20	33
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.38	0.62
Final Sat.:	1700	2971	429	1700	3295	105	1700	1700	1700	1700	642	1058
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.02	0.11	0.11	0.01	0.01	0.02	0.06	0.03	0.03
Crit Moves:		****		****					****	****		

Alternative 1 - No Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	17	285	219	0	492	11	8	1	26	79	22	427
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	285	219	0	492	11	8	1	26	79	22	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	285	219	0	492	11	8	1	26	79	22	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	285	219	0	492	11	8	1	26	79	22	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	285	219	0	492	11	8	1	26	79	22	427
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.96	0.04	0.23	0.03	0.74	0.78	0.22	1.00
Final Sat.:	1700	3400	1700	0	3326	74	389	49	1263	1330	370	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.13	0.00	0.15	0.15	0.00	0.02	0.02	0.05	0.06	0.25
Crit Moves:	****				****		****					****

Alternative 1 - No Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.318
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	450	0	0	197	0	138	0	230	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	450	0	0	197	0	138	0	230	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	450	0	0	197	0	138	0	230	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	450	0	0	197	0	138	0	230	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	450	0	0	197	0	138	0	230	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.12	0.00	0.04	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			

Alternative 1 - No Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	117	259	132	376	432	203	144	1100	115	93	592	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	259	132	376	432	203	144	1100	115	93	592	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	259	132	376	432	203	144	1100	115	93	592	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	259	132	376	432	203	144	1100	115	93	592	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	259	132	376	432	203	144	1100	115	93	592	230
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.36	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2252	1148	1700	2313	1087	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.11	0.22	0.19	0.19	0.08	0.32	0.07	0.05	0.17	0.14
Crit Moves:		****		****				****		****		

Alternative 1 - No Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 1	0 1	0	1 1	0 0
Volume Module:												
Base Vol:	351	0	88	0	0	0	0	272	317	123	447	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	0	88	0	0	0	0	272	317	123	447	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	0	88	0	0	0	0	272	317	123	447	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	0	88	0	0	0	0	272	317	123	447	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	0	88	0	0	0	0	272	317	123	447	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.43	1.57	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	734	2666	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.05	0.00	0.00	0.00	0.00	0.16	0.19	0.07	0.17	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 1 - No Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	58	70	0	18	23	1610	16	32	866	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	58	70	0	18	23	1610	16	32	866	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	58	70	0	18	23	1610	16	32	866	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	58	70	0	18	23	1610	16	32	866	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	58	70	0	18	23	1610	16	32	866	85
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.04	0.00	0.01	0.01	0.47	0.01	0.02	0.25	0.05
Crit Moves:			****	****				****		****		

Alternative 1 - No Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000
# 2 Camino Capistrano/I-5 SB Ramp	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000
# 3 Camino Capistrano/Avenida Aeop	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000
# 4 Camino Capistrano/Stonehill	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000
# 5 Camino Capistrano/Costco	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000
# 6 Doheny Park/Victoria	A	xxxxx	0.429	A	xxxxx	0.429	+ 0.000
# 7 Doheny Park/SR-1 Ramps	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000
# 9 Del Obispo/Stonehill	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000
# 10 Valle/San Juan Creek	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000
# 12 Project Driveway/Stonehill Dri	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 1 - No Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2	0 2	0 0	0 0	0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	462	468	412	644	0	0	0	0	440	0	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	462	468	412	644	0	0	0	0	440	0	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	462	468	412	644	0	0	0	0	440	0	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	462	468	412	644	0	0	0	0	440	0	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	462	468	412	644	0	0	0	0	440	0	520
OvlAdjVol:			148									185
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.38	0.00	1.62
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2338	0	2763
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.28	0.12	0.19	0.00	0.00	0.00	0.00	0.19	0.00	0.19
OvlAdjV/S:			0.09									0.07
Crit Moves:		****			****					****		

Alternative 1 - No Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	548	34	480	605	0	0	0	0	892	0	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	548	34	480	605	0	0	0	0	892	0	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	548	34	480	605	0	0	0	0	892	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	548	34	480	605	0	0	0	0	892	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	548	34	480	605	0	0	0	0	892	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.14	0.18	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Crit Moves:		****		****						****		

Alternative 1 - No Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	160	333	0	0	1326	175	225	0	321	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	333	0	0	1326	175	225	0	321	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	333	0	0	1326	175	225	0	321	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	333	0	0	1326	175	225	0	321	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	333	0	0	1326	175	225	0	321	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.00	0.00	0.39	0.10	0.13	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 1 - No Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	547	273	325	176	609	911	218	776	387	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	273	325	176	609	911	218	776	387	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	547	273	325	176	609	911	218	776	387	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	547	273	325	176	609	911	218	776	387	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	547	273	325	176	609	911	218	776	387	0	0	0
OvlAdjVol:						135						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.33	0.67	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2268	1132	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.19	0.10	0.18	0.27	0.13	0.23	0.23	0.00	0.00	0.00
OvlAdjV/S:						0.04						
Crit Moves:	****				****			****				

Alternative 1 - No Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	0 0	0	0 1
Volume Module:												
Base Vol:	308	540	1	16	506	125	417	0	224	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	540	1	16	506	125	417	0	224	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	540	1	16	506	125	417	0	224	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	540	1	16	506	125	417	0	224	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	540	1	16	506	125	417	0	224	0	0	2
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3400	3394	6	1700	3400	1700	3400	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.01	0.15	0.07	0.12	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****					****			****

Alternative 1 - No Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	63	780	92	63	756	14	72	38	68	77	31	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	780	92	63	756	14	72	38	68	77	31	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	780	92	63	756	14	72	38	68	77	31	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	780	92	63	756	14	72	38	68	77	31	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	780	92	63	756	14	72	38	68	77	31	55
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.96	0.04	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1700	3041	359	1700	3338	62	1700	1700	1700	1700	613	1087
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.04	0.23	0.23	0.04	0.02	0.04	0.05	0.05	0.05
Crit Moves:		****		****					****	****		

Alternative 1 - No Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	18	426	229	0	897	12	15	1	31	76	13	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	426	229	0	897	12	15	1	31	76	13	545
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	426	229	0	897	12	15	1	31	76	13	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	426	229	0	897	12	15	1	31	76	13	545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	426	229	0	897	12	15	1	31	76	13	545
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.97	0.03	0.32	0.02	0.66	0.85	0.15	1.00
Final Sat.:	1700	3400	1700	0	3355	45	543	36	1121	1452	248	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.00	0.27	0.27	0.01	0.03	0.03	0.04	0.05	0.32
Crit Moves:	****				****		****					****

Alternative 1 - No Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	515	0	0	291	0	226	0	347	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	515	0	0	291	0	226	0	347	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	515	0	0	291	0	226	0	347	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	515	0	0	291	0	226	0	347	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	515	0	0	291	0	226	0	347	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.17	0.00	0.07	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 1 - No Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	149	334	163	270	322	116	154	845	111	162	854	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	334	163	270	322	116	154	845	111	162	854	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	334	163	270	322	116	154	845	111	162	854	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	334	163	270	322	116	154	845	111	162	854	403
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	334	163	270	322	116	154	845	111	162	854	403
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.34	0.66	1.00	1.47	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2285	1115	1700	2500	900	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.16	0.13	0.13	0.09	0.25	0.07	0.10	0.25	0.24
Crit Moves:		****		****				****		****		

Alternative 1 - No Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	0 1	0	1	1 0 0
Volume Module:												
Base Vol:	481	0	138	0	0	0	0	402	417	75	462	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	0	138	0	0	0	0	402	417	75	462	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	0	138	0	0	0	0	402	417	75	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	0	138	0	0	0	0	402	417	75	462	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	481	0	138	0	0	0	0	402	417	75	462	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.28	1.72	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	475	2925	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.08	0.00	0.00	0.00	0.00	0.24	0.25	0.04	0.16	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 1 - No Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	3	0	31	58	0	15	11	1231	20	9	1397	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	31	58	0	15	11	1231	20	9	1397	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	31	58	0	15	11	1231	20	9	1397	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	31	58	0	15	11	1231	20	9	1397	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	31	58	0	15	11	1231	20	9	1397	44
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.03	0.00	0.01	0.01	0.36	0.01	0.01	0.41	0.03
Crit Moves:			****	****			****				****	

Alternative 1 - No Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000
# 2 Camino Capistrano/I-5 SB Ramp	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000
# 3 Camino Capistrano/Avenida Aeop	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000
# 4 Camino Capistrano/Stonehill	B	xxxxx	0.686	B	xxxxx	0.686	+ 0.000
# 5 Camino Capistrano/Costco	A	xxxxx	0.259	A	xxxxx	0.259	+ 0.000
# 6 Doheny Park/Victoria	A	xxxxx	0.366	A	xxxxx	0.366	+ 0.000
# 7 Doheny Park/SR-1 Ramps	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.351	A	xxxxx	0.351	+ 0.000
# 9 Del Obispo/Stonehill	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000
# 10 Valle/San Juan Creek	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 1 - No Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0.0	0	1	0 1!0	1
Volume Module:												
Base Vol:	0	412	521	249	550	0	0	0	0	443	0	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	412	521	249	550	0	0	0	0	443	0	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	412	521	249	550	0	0	0	0	443	0	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	412	521	249	550	0	0	0	0	443	0	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	412	521	249	550	0	0	0	0	443	0	485
OvlAdjVol:			212									290
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.43	xxxx	1.57
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2435	0	2665
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.31	0.07	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.18
OvlAdjV/S:			0.12									0.11
Crit Moves:		****			****						****	

Alternative 1 - No Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	542	27	403	588	0	0	0	0	673	0	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	542	27	403	588	0	0	0	0	673	0	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	542	27	403	588	0	0	0	0	673	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	542	27	403	588	0	0	0	0	673	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	542	27	403	588	0	0	0	0	673	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.12	0.17	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Crit Moves:		****		****						****		

Alternative 1 - No Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	179	435	0	0	926	248	120	0	169	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	435	0	0	926	248	120	0	169	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	435	0	0	926	248	120	0	169	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	435	0	0	926	248	120	0	169	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	435	0	0	926	248	120	0	169	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.27	0.15	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 1 - No Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	362	334	232	49	310	644	292	1155	323	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	334	232	49	310	644	292	1155	323	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	334	232	49	310	644	292	1155	323	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	334	232	49	310	644	292	1155	323	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	334	232	49	310	644	292	1155	323	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.04	0.96	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1768	1632	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.14	0.03	0.09	0.19	0.17	0.34	0.19	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****				****			****				

Alternative 1 - No Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.259
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1			1 0 2		0 1	1 1 0		0 1	1 0 0		0 0
Volume Module:												
Base Vol:	124	548	1	6	419	34	164	0	80	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	548	1	6	419	34	164	0	80	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	548	1	6	419	34	164	0	80	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	548	1	6	419	34	164	0	80	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	548	1	6	419	34	164	0	80	1	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	3400	3394	6	1700	3400	1700	3400	0	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.00	0.12	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Alternative 1 - No Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	50	652	82	29	459	12	20	9	42	100	21	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	652	82	29	459	12	20	9	42	100	21	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	652	82	29	459	12	20	9	42	100	21	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	652	82	29	459	12	20	9	42	100	21	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	652	82	29	459	12	20	9	42	100	21	36
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.95	0.05	1.00	1.00	1.00	1.00	0.37	0.63
Final Sat.:	1700	3020	380	1700	3313	87	1700	1700	1700	1700	626	1074
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.02	0.14	0.14	0.01	0.01	0.02	0.06	0.03	0.03
Crit Moves:		****		****					****	****		

Alternative 1 - No Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	18	375	226	0	578	11	8	1	27	81	23	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	375	226	0	578	11	8	1	27	81	23	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	375	226	0	578	11	8	1	27	81	23	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	375	226	0	578	11	8	1	27	81	23	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	375	226	0	578	11	8	1	27	81	23	440
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.96	0.04	0.22	0.03	0.75	0.78	0.22	1.00
Final Sat.:	1700	3400	1700	0	3337	63	378	47	1275	1324	376	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.13	0.00	0.17	0.17	0.00	0.02	0.02	0.05	0.06	0.26
Crit Moves:	****				****		****					****

Alternative 1 - No Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	545	0	0	274	0	143	0	237	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	545	0	0	274	0	143	0	237	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	545	0	0	274	0	143	0	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	0	0	274	0	143	0	237	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	545	0	0	274	0	143	0	237	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.16	0.00	0.04	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 1 - No Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	121	347	136	387	517	209	148	1133	118	96	609	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	347	136	387	517	209	148	1133	118	96	609	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	347	136	387	517	209	148	1133	118	96	609	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	347	136	387	517	209	148	1133	118	96	609	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	347	136	387	517	209	148	1133	118	96	609	237
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.42	0.58	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2443	957	1700	2421	979	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.23	0.21	0.21	0.09	0.33	0.07	0.06	0.18	0.14
Crit Moves:		****		****				****		****		

Alternative 1 - No Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	0 1	0	1	1 0 0
Volume Module:												
Base Vol:	459	0	116	0	0	0	0	285	417	141	475	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	459	0	116	0	0	0	0	285	417	141	475	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	459	0	116	0	0	0	0	285	417	141	475	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	0	116	0	0	0	0	285	417	141	475	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	0	116	0	0	0	0	285	417	141	475	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.46	1.54	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	778	2622	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.07	0.00	0.00	0.00	0.00	0.17	0.25	0.08	0.18	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 1 - No Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	58	70	0	18	23	1659	16	32	892	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	58	70	0	18	23	1659	16	32	892	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	58	70	0	18	23	1659	16	32	892	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	58	70	0	18	23	1659	16	32	892	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	58	70	0	18	23	1659	16	32	892	85
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.04	0.00	0.01	0.01	0.49	0.01	0.02	0.26	0.05
Crit Moves:			****	****				****		****		

Alternative 1 - No Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
# 2 Camino Capistrano/I-5 SB Ramp	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
# 3 Camino Capistrano/Avenida Aeop	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
# 4 Camino Capistrano/Stonehill	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000 V/C
# 5 Camino Capistrano/Costco	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000 V/C
# 6 Doheny Park/Victoria	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 7 Doheny Park/SR-1 Ramps	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 9 Del Obispo/Stonehill	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
# 10 Valle/San Juan Creek	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 12 Project Driveway/Stonehill Dri	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 1 - No Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0	0	1	0 1!0	1
Volume Module:												
Base Vol:	0	519	611	473	700	0	0	0	0	546	0	595
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	519	611	473	700	0	0	0	0	546	0	595
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	519	611	473	700	0	0	0	0	546	0	595
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	519	611	473	700	0	0	0	0	546	0	595
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	519	611	473	700	0	0	0	0	546	0	595
OvlAdjVol:			231									225
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.44	xxxx	1.56
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2440	0	2660
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.36	0.14	0.21	0.00	0.00	0.00	0.00	0.22	0.00	0.22
OvlAdjV/S:			0.14									0.08
Crit Moves:		****			****						****	

Alternative 1 - No Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	634	35	547	701	0	0	0	0	919	0	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	634	35	547	701	0	0	0	0	919	0	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	634	35	547	701	0	0	0	0	919	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	634	35	547	701	0	0	0	0	919	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	634	35	547	701	0	0	0	0	919	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.02	0.16	0.21	0.00	0.00	0.00	0.00	0.27	0.00	0.00
Crit Moves:		****		****						****		

Alternative 1 - No Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	165	407	0	0	1438	184	239	0	331	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	407	0	0	1438	184	239	0	331	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	407	0	0	1438	184	239	0	331	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	407	0	0	1438	184	239	0	331	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	407	0	0	1438	184	239	0	331	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.00	0.00	0.42	0.11	0.14	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 1 - No Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	563	345	335	181	700	938	224	800	398	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	563	345	335	181	700	938	224	800	398	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	563	345	335	181	700	938	224	800	398	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	345	335	181	700	938	224	800	398	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	563	345	335	181	700	938	224	800	398	0	0	0
OvlAdjVol:						138						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.24	0.76	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2108	1292	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.20	0.11	0.21	0.28	0.13	0.24	0.23	0.00	0.00	0.00
OvlAdjV/S:						0.04						
Crit Moves:	****			****			****					

Alternative 1 - No Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	0 0	0	0 1
Volume Module:												
Base Vol:	317	621	1	16	593	129	430	0	231	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	621	1	16	593	129	430	0	231	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	621	1	16	593	129	430	0	231	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	621	1	16	593	129	430	0	231	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	621	1	16	593	129	430	0	231	0	0	2
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3400	3395	5	1700	3400	1700	3400	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.01	0.17	0.08	0.13	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			****

Alternative 1 - No Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	65	868	95	65	850	14	74	39	70	80	32	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	868	95	65	850	14	74	39	70	80	32	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	868	95	65	850	14	74	39	70	80	32	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	868	95	65	850	14	74	39	70	80	32	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	868	95	65	850	14	74	39	70	80	32	58
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.97	0.03	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1700	3065	335	1700	3345	55	1700	1700	1700	1700	604	1096
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.04	0.25	0.25	0.04	0.02	0.04	0.05	0.05	0.05
Crit Moves:		****		****					****	****		

Alternative 1 - No Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	19	503	236	0	996	12	15	1	32	78	13	561
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	503	236	0	996	12	15	1	32	78	13	561
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	503	236	0	996	12	15	1	32	78	13	561
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	503	236	0	996	12	15	1	32	78	13	561
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	503	236	0	996	12	15	1	32	78	13	561
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.98	0.02	0.31	0.02	0.67	0.86	0.14	1.00
Final Sat.:	1700	3400	1700	0	3360	40	531	35	1133	1457	243	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.14	0.00	0.30	0.30	0.01	0.03	0.03	0.05	0.05	0.33
Crit Moves:	****				****		****					****

Alternative 1 - No Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	594	0	0	372	0	233	0	357	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	594	0	0	372	0	233	0	357	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	594	0	0	372	0	233	0	357	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	594	0	0	372	0	233	0	357	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	594	0	0	372	0	233	0	357	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.22	0.00	0.07	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 1 - No Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	153	420	168		278	390	119		159	872	114		167	879	415	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	153	420	168		278	390	119		159	872	114		167	879	415	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	153	420	168		278	390	119		159	872	114		167	879	415	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	153	420	168		278	390	119		159	872	114		167	879	415	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	153	420	168		278	390	119		159	872	114		167	879	415	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.43	0.57		1.00	1.53	0.47		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	2429	971		1700	2605	795		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.17	0.17		0.16	0.15	0.15		0.09	0.26	0.07		0.10	0.26	0.24	
Crit Moves:		****			****					****			****			

Alternative 1 - No Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	0 1	0	1	1 0 0
Volume Module:												
Base Vol:	637	0	169	0	0	0	0	421	601	101	486	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	637	0	169	0	0	0	0	421	601	101	486	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	637	0	169	0	0	0	0	421	601	101	486	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	637	0	169	0	0	0	0	421	601	101	486	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	637	0	169	0	0	0	0	421	601	101	486	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.34	1.66	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	585	2815	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.10	0.00	0.00	0.00	0.00	0.25	0.35	0.06	0.17	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 1 - No Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	3	0	31	58	0	15	11	1269	20	9	1439	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	31	58	0	15	11	1269	20	9	1439	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	31	58	0	15	11	1269	20	9	1439	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	31	58	0	15	11	1269	20	9	1439	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	31	58	0	15	11	1269	20	9	1439	44
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.03	0.00	0.01	0.01	0.37	0.01	0.01	0.42	0.03
Crit Moves:			****	****			****				****	

Alternative 1 - No Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000
# 2 Camino Capistrano/I-5 SB Ramp	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000
# 3 Camino Capistrano/Avenida Aeop	A	xxxxx	0.555	A	xxxxx	0.555	+ 0.000
# 4 Camino Capistrano/Stonehill	C	xxxxx	0.714	C	xxxxx	0.714	+ 0.000
# 5 Camino Capistrano/Costco	A	xxxxx	0.269	A	xxxxx	0.269	+ 0.000
# 6 Doheny Park/Victoria	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000
# 7 Doheny Park/SR-1 Ramps	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.366	A	xxxxx	0.366	+ 0.000
# 9 Del Obispo/Stonehill	D	xxxxx	0.850	D	xxxxx	0.850	+ 0.000
# 10 Valle/San Juan Creek	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 1 - No Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	433	547	261	577	0	0	0	0	465	0	511
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	433	547	261	577	0	0	0	0	465	0	511
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	433	547	261	577	0	0	0	0	465	0	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	433	547	261	577	0	0	0	0	465	0	511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	433	547	261	577	0	0	0	0	465	0	511
OvlAdjVol:			222									306
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.43	xxxx	1.57
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2430	0	2670
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.32	0.08	0.17	0.00	0.00	0.00	0.00	0.19	0.00	0.19
OvlAdjV/S:			0.13									0.11
Crit Moves:		****			****						****	

Alternative 1 - No Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	570	30	424	618	0	0	0	0	760	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	570	30	424	618	0	0	0	0	760	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	570	30	424	618	0	0	0	0	760	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	30	424	618	0	0	0	0	760	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	570	30	424	618	0	0	0	0	760	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.02	0.12	0.18	0.00	0.00	0.00	0.00	0.22	0.00	0.00
Crit Moves:		****		****						****		

Alternative 1 - No Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	196	457	0	0	972	303	132	0	177	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	457	0	0	972	303	132	0	177	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	457	0	0	972	303	132	0	177	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	457	0	0	972	303	132	0	177	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	457	0	0	972	303	132	0	177	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.00	0.00	0.29	0.18	0.08	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 1 - No Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	367	351	245	49	327	693	329	1211	338	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	351	245	49	327	693	329	1211	338	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	351	245	49	327	693	329	1211	338	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	351	245	49	327	693	329	1211	338	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	367	351	245	49	327	693	329	1211	338	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.02	0.98	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1738	1662	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.03	0.10	0.20	0.19	0.36	0.20	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					

Alternative 1 - No Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.269
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2 0	1	1 1	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	130	576	1	6	441	34	172	0	84	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	576	1	6	441	34	172	0	84	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	576	1	6	441	34	172	0	84	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	576	1	6	441	34	172	0	84	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	576	1	6	441	34	172	0	84	1	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	3400	3394	6	1700	3400	1700	3400	0	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.00	0.13	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Alternative 1 - No Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	53	686	87	31	481	12	21	10	44	102	21	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	686	87	31	481	12	21	10	44	102	21	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	686	87	31	481	12	21	10	44	102	21	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	686	87	31	481	12	21	10	44	102	21	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	686	87	31	481	12	21	10	44	102	21	37
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.95	0.05	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1700	3017	383	1700	3317	83	1700	1700	1700	1700	616	1084
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.02	0.14	0.15	0.01	0.01	0.03	0.06	0.03	0.03
Crit Moves:		****		****					****	****		

Alternative 1 - No Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	19	395	246	0	608	15	11	2	28	85	24	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	395	246	0	608	15	11	2	28	85	24	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	395	246	0	608	15	11	2	28	85	24	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	395	246	0	608	15	11	2	28	85	24	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	395	246	0	608	15	11	2	28	85	24	462
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.95	0.05	0.27	0.05	0.68	0.78	0.22	1.00
Final Sat.:	1700	3400	1700	0	3318	82	456	83	1161	1326	374	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.14	0.00	0.18	0.18	0.01	0.02	0.02	0.05	0.06	0.27
Crit Moves:	****				****		****					****

Alternative 1 - No Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	572	0	0	288	0	150	0	249	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	572	0	0	288	0	150	0	249	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	572	0	0	288	0	150	0	249	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	572	0	0	288	0	150	0	249	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	572	0	0	288	0	150	0	249	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.17	0.00	0.04	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 1 - No Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	135	364	150	406	543	210	155	1189	124	102	666	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	364	150	406	543	210	155	1189	124	102	666	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	364	150	406	543	210	155	1189	124	102	666	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	364	150	406	543	210	155	1189	124	102	666	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	364	150	406	543	210	155	1189	124	102	666	249
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.42	0.58	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2408	992	1700	2452	948	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.24	0.22	0.22	0.09	0.35	0.07	0.06	0.20	0.15
Crit Moves:		****		****				****		****		

Alternative 1 - No Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	0 1	0	1	1 0 0
Volume Module:												
Base Vol:	559	0	134	0	0	0	0	304	440	149	491	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	559	0	134	0	0	0	0	304	440	149	491	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	559	0	134	0	0	0	0	304	440	149	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	0	134	0	0	0	0	304	440	149	491	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	559	0	134	0	0	0	0	304	440	149	491	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.47	1.53	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	792	2608	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.26	0.09	0.19	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 1 - No Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	58	70	0	18	23	1742	17	33	947	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	58	70	0	18	23	1742	17	33	947	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	58	70	0	18	23	1742	17	33	947	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	58	70	0	18	23	1742	17	33	947	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	58	70	0	18	23	1742	17	33	947	85
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.04	0.00	0.01	0.01	0.51	0.01	0.02	0.28	0.05
Crit Moves:			****	****				****		****		

Alternative 1 - No Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000
# 2 Camino Capistrano/I-5 SB Ramp	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000
# 3 Camino Capistrano/Avenida Aeop	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000
# 4 Camino Capistrano/Stonehill	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000
# 5 Camino Capistrano/Costco	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000
# 6 Doheny Park/Victoria	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000
# 7 Doheny Park/SR-1 Ramps	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000
# 9 Del Obispo/Stonehill	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000
# 10 Valle/San Juan Creek	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000
# 12 Project Driveway/Stonehill Dri	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 1 - No Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2	0 2	0 0	0 0	0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	563	654	497	825	0	0	0	0	583	0	625
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	563	654	497	825	0	0	0	0	583	0	625
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	563	654	497	825	0	0	0	0	583	0	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	563	654	497	825	0	0	0	0	583	0	625
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	563	654	497	825	0	0	0	0	583	0	625
OvlAdjVol:			251									239
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.44	0.01	1.55
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2461	0	2639
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.38	0.15	0.24	0.00	0.00	0.00	0.00	0.24	0.00	0.24
OvlAdjV/S:			0.15									0.09
Crit Moves:		****			****						****	

Alternative 1 - No Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	666	37	574	736	0	0	0	0	1147	0	551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	666	37	574	736	0	0	0	0	1147	0	551
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	666	37	574	736	0	0	0	0	1147	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	666	37	574	736	0	0	0	0	1147	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	666	37	574	736	0	0	0	0	1147	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.02	0.17	0.22	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Crit Moves:		****		****						****		

Alternative 1 - No Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	173	427	0	0	1608	208	272	0	356	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	427	0	0	1608	208	272	0	356	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	427	0	0	1608	208	272	0	356	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	427	0	0	1608	208	272	0	356	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	427	0	0	1608	208	272	0	356	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.00	0.00	0.47	0.12	0.16	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 1 - No Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	590	363	353	193	736	1136	235	839	402	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	363	353	193	736	1136	235	839	402	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	363	353	193	736	1136	235	839	402	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	363	353	193	736	1136	235	839	402	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	590	363	353	193	736	1136	235	839	402	0	0	0
OvlAdjVol:						297						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.24	0.76	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2105	1295	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.21	0.11	0.22	0.33	0.14	0.25	0.24	0.00	0.00	0.00
OvlAdjV/S:						0.09						
Crit Moves:	****				****			****				

Alternative 1 - No Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	0 0	0	0 1
Volume Module:												
Base Vol:	333	653	1	17	623	132	452	0	234	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	333	653	1	17	623	132	452	0	234	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	333	653	1	17	623	132	452	0	234	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	653	1	17	623	132	452	0	234	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	333	653	1	17	623	132	452	0	234	0	0	2
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3400	3395	5	1700	3400	1700	3400	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.01	0.18	0.08	0.13	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			****

Alternative 1 - No Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	68	912	100	72	892	15	78	40	74	82	33	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	912	100	72	892	15	78	40	74	82	33	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	912	100	72	892	15	78	40	74	82	33	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	912	100	72	892	15	78	40	74	82	33	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	912	100	72	892	15	78	40	74	82	33	60
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.97	0.03	1.00	1.00	1.00	1.00	0.35	0.65
Final Sat.:	1700	3064	336	1700	3344	56	1700	1700	1700	1700	603	1097
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.04	0.27	0.27	0.05	0.02	0.04	0.05	0.05	0.05
Crit Moves:		****		****			****				****	

Alternative 1 - No Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	20	529	240	0	1046	12	16	1	32	82	14	589
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	529	240	0	1046	12	16	1	32	82	14	589
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	529	240	0	1046	12	16	1	32	82	14	589
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	529	240	0	1046	12	16	1	32	82	14	589
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	529	240	0	1046	12	16	1	32	82	14	589
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.98	0.02	0.33	0.02	0.65	0.85	0.15	1.00
Final Sat.:	1700	3400	1700	0	3361	39	555	35	1110	1452	248	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.14	0.00	0.31	0.31	0.01	0.03	0.03	0.05	0.06	0.35
Crit Moves:	****				****		****					****

Alternative 1 - No Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	624	0	0	391	0	236	0	375	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	624	0	0	391	0	236	0	375	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	624	0	0	391	0	236	0	375	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	624	0	0	391	0	236	0	375	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	624	0	0	391	0	236	0	375	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.23	0.00	0.07	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 1 - No Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	159	441	170	292	410	125	167	907	131	207	1013	438
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	441	170	292	410	125	167	907	131	207	1013	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	441	170	292	410	125	167	907	131	207	1013	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	441	170	292	410	125	167	907	131	207	1013	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	441	170	292	410	125	167	907	131	207	1013	438
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2454	946	1700	2606	794	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.17	0.16	0.16	0.10	0.27	0.08	0.12	0.30	0.26
Crit Moves:		****			****			****			****	

Alternative 1 - No Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 1	0 1	0	1 1	0 0
Volume Module:												
Base Vol:	702	0	185	0	0	0	0	478	665	112	510	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	702	0	185	0	0	0	0	478	665	112	510	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	702	0	185	0	0	0	0	478	665	112	510	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	702	0	185	0	0	0	0	478	665	112	510	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	702	0	185	0	0	0	0	478	665	112	510	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.36	1.64	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	612	2788	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.11	0.00	0.00	0.00	0.00	0.28	0.39	0.07	0.18	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 1 - No Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	3	0	31	58	0	15	11	1280	21	10	1636	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	31	58	0	15	11	1280	21	10	1636	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	31	58	0	15	11	1280	21	10	1636	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	31	58	0	15	11	1280	21	10	1636	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	31	58	0	15	11	1280	21	10	1636	44
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.03	0.00	0.01	0.01	0.38	0.01	0.01	0.48	0.03
Crit Moves:			****	****			****				****	

Alternative 2 - 2 TSF Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000 V/C
# 2 Camino Capistrano/I-5 SB Ramp	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 3 Camino Capistrano/Avenida Aeop	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000 V/C
# 4 Camino Capistrano/Stonehill	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
# 5 Camino Capistrano/Costco	A	xxxxx	0.234	A	xxxxx	0.234	+ 0.000 V/C
# 6 Doheny Park/Victoria	A	xxxxx	0.335	A	xxxxx	0.335	+ 0.000 V/C
# 7 Doheny Park/SR-1 Ramps	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.318	A	xxxxx	0.318	+ 0.000 V/C
# 9 Del Obispo/Stonehill	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
# 10 Valle/San Juan Creek	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 2 - 2 TSF Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0	0	1	0 1.0!	0 1
Volume Module:												
Base Vol:	0	335	447	208	488	0	0	0	0	364	0	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	335	447	208	488	0	0	0	0	364	0	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	335	447	208	488	0	0	0	0	364	0	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	335	447	208	488	0	0	0	0	364	0	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	335	447	208	488	0	0	0	0	364	0	428
OvlAdjVol:			183									259
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.38	0.00	1.62
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2344	0	2756
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.26	0.06	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.16
OvlAdjV/S:			0.11									0.09
Crit Moves:			****	****						****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	446	26	353	499	0	0	0	0	659	0	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	446	26	353	499	0	0	0	0	659	0	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	446	26	353	499	0	0	0	0	659	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	446	26	353	499	0	0	0	0	659	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	446	26	353	499	0	0	0	0	659	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.02	0.10	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Crit Moves:		****		****						****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	175	345	0	0	837	238	114	0	166	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	345	0	0	837	238	114	0	166	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	345	0	0	837	238	114	0	166	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	345	0	0	837	238	114	0	166	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	345	0	0	837	238	114	0	166	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.25	0.14	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	359	245	224	48	231	636	286	1128	321	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	359	245	224	48	231	636	286	1128	321	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	359	245	224	48	231	636	286	1128	321	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	245	224	48	231	636	286	1128	321	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	245	224	48	231	636	286	1128	321	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.19	0.81	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2021	1379	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.13	0.03	0.07	0.19	0.17	0.33	0.19	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					

Alternative 2 - 2 TSF Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	1 0 2		0 1	1 1 0		0 1	1 0 0		0 0
Volume Module:												
Base Vol:	120	460	1	6	343	33	159	0	78	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	460	1	6	343	33	159	0	78	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	460	1	6	343	33	159	0	78	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	460	1	6	343	33	159	0	78	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	460	1	6	343	33	159	0	78	1	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	3400	3393	7	1700	3400	1700	3400	0	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.00	0.10	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.335
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	49	560	80	28	382	12	19	9	41	96	20	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	560	80	28	382	12	19	9	41	96	20	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	560	80	28	382	12	19	9	41	96	20	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	560	80	28	382	12	19	9	41	96	20	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	560	80	28	382	12	19	9	41	96	20	34
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.37	0.63
Final Sat.:	1700	2975	425	1700	3296	104	1700	1700	1700	1700	630	1070
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.02	0.12	0.12	0.01	0.01	0.02	0.06	0.03	0.03
Crit Moves:		****		****					****	****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.468
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	17	286	219	0	497	11	8	1	26	79	22	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	286	219	0	497	11	8	1	26	79	22	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	286	219	0	497	11	8	1	26	79	22	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	286	219	0	497	11	8	1	26	79	22	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	286	219	0	497	11	8	1	26	79	22	431
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.96	0.04	0.23	0.03	0.74	0.78	0.22	1.00
Final Sat.:	1700	3400	1700	0	3326	74	389	49	1263	1330	370	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.13	0.00	0.15	0.15	0.00	0.02	0.02	0.05	0.06	0.25
Crit Moves:	****				****		****					****

Alternative 2 - 2 TSF Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.318
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	451	0	0	198	0	138	0	230	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	451	0	0	198	0	138	0	230	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	451	0	0	198	0	138	0	230	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	451	0	0	198	0	138	0	230	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	451	0	0	198	0	138	0	230	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.12	0.00	0.04	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	117	259	133		377	432	203		144	1103	115		93	596	230	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	117	259	133		377	432	203		144	1103	115		93	596	230	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	117	259	133		377	432	203		144	1103	115		93	596	230	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	117	259	133		377	432	203		144	1103	115		93	596	230	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	117	259	133		377	432	203		144	1103	115		93	596	230	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.32	0.68		1.00	1.36	0.64		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	2246	1154		1700	2313	1087		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.12	0.12		0.22	0.19	0.19		0.08	0.32	0.07		0.05	0.18	0.14	
Crit Moves:		****			****					****			****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 1	0 1	0	1 1	0 0
Volume Module:												
Base Vol:	351	0	88	0	0	0	0	272	317	123	447	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	0	88	0	0	0	0	272	317	123	447	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	0	88	0	0	0	0	272	317	123	447	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	0	88	0	0	0	0	272	317	123	447	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	0	88	0	0	0	0	272	317	123	447	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.43	1.57	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	734	2666	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.05	0.00	0.00	0.00	0.00	0.16	0.19	0.07	0.17	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	58	100	0	27	32	1606	16	32	850	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	58	100	0	27	32	1606	16	32	850	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	58	100	0	27	32	1606	16	32	850	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	58	100	0	27	32	1606	16	32	850	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	58	100	0	27	32	1606	16	32	850	117
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.06	0.00	0.02	0.02	0.47	0.01	0.02	0.25	0.07
Crit Moves:			****	****				****		****		

Alternative 2 - 2 TSF Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C
# 2 Camino Capistrano/I-5 SB Ramp	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 3 Camino Capistrano/Avenida Aeop	C	xxxxx	0.726	C	xxxxx	0.726	+ 0.000 V/C
# 4 Camino Capistrano/Stonehill	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
# 5 Camino Capistrano/Costco	A	xxxxx	0.424	A	xxxxx	0.424	+ 0.000 V/C
# 6 Doheny Park/Victoria	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
# 7 Doheny Park/SR-1 Ramps	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 9 Del Obispo/Stonehill	C	xxxxx	0.700	C	xxxxx	0.700	+ 0.000 V/C
# 10 Valle/San Juan Creek	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C
# 12 Project Driveway/Stonehill Dri	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 2 - 2 TSF Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2	0 2	0 0	0 0	0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	462	468	412	645	0	0	0	0	440	0	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	462	468	412	645	0	0	0	0	440	0	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	462	468	412	645	0	0	0	0	440	0	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	462	468	412	645	0	0	0	0	440	0	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	462	468	412	645	0	0	0	0	440	0	520
OvlAdjVol:			148									185
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.38	0.00	1.62
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2338	0	2763
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.28	0.12	0.19	0.00	0.00	0.00	0.00	0.19	0.00	0.19
OvlAdjV/S:			0.09									0.07
Crit Moves:		****			****					****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	548	34	480	605	0	0	0	0	897	0	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	548	34	480	605	0	0	0	0	897	0	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	548	34	480	605	0	0	0	0	897	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	548	34	480	605	0	0	0	0	897	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	548	34	480	605	0	0	0	0	897	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.14	0.18	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Crit Moves:		****		****						****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	161	333	0	0	1332	175	225	0	322	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	333	0	0	1332	175	225	0	322	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	333	0	0	1332	175	225	0	322	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	333	0	0	1332	175	225	0	322	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	333	0	0	1332	175	225	0	322	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.00	0.00	0.39	0.10	0.13	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	553	273	325	176	609	918	219	781	392	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	553	273	325	176	609	918	219	781	392	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	553	273	325	176	609	918	219	781	392	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	273	325	176	609	918	219	781	392	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	553	273	325	176	609	918	219	781	392	0	0	0
OvlAdjVol:						134						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.34	0.66	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2276	1124	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.19	0.10	0.18	0.27	0.13	0.23	0.23	0.00	0.00	0.00
OvlAdjV/S:						0.04						
Crit Moves:	****			****					****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2 0	1	1 1	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	308	545	1	16	510	125	417	0	224	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	545	1	16	510	125	417	0	224	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	545	1	16	510	125	417	0	224	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	545	1	16	510	125	417	0	224	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	545	1	16	510	125	417	0	224	0	0	2
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3400	3394	6	1700	3400	1700	3400	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.01	0.15	0.07	0.12	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****					****			****

Alternative 2 - 2 TSF Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	63	784	92	64	760	14	72	38	68	77	31	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	784	92	64	760	14	72	38	68	77	31	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	784	92	64	760	14	72	38	68	77	31	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	784	92	64	760	14	72	38	68	77	31	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	784	92	64	760	14	72	38	68	77	31	55
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.96	0.04	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1700	3043	357	1700	3339	61	1700	1700	1700	1700	613	1087
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.04	0.23	0.23	0.04	0.02	0.04	0.05	0.05	0.05
Crit Moves:		****		****					****	****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	18	426	229	0	901	12	15	1	31	76	13	548
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	426	229	0	901	12	15	1	31	76	13	548
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	426	229	0	901	12	15	1	31	76	13	548
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	426	229	0	901	12	15	1	31	76	13	548
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	426	229	0	901	12	15	1	31	76	13	548
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.97	0.03	0.32	0.02	0.66	0.85	0.15	1.00
Final Sat.:	1700	3400	1700	0	3355	45	543	36	1121	1452	248	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.00	0.27	0.27	0.01	0.03	0.03	0.04	0.05	0.32
Crit Moves:	****				****		****					****

Alternative 2 - 2 TSF Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	515	0	0	292	0	226	0	347	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	515	0	0	292	0	226	0	347	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	515	0	0	292	0	226	0	347	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	515	0	0	292	0	226	0	347	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	515	0	0	292	0	226	0	347	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.17	0.00	0.07	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	149	334	163	270	322	116	154	848	111	163	856	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	334	163	270	322	116	154	848	111	163	856	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	334	163	270	322	116	154	848	111	163	856	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	334	163	270	322	116	154	848	111	163	856	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	334	163	270	322	116	154	848	111	163	856	404
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.34	0.66	1.00	1.47	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2285	1115	1700	2500	900	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.16	0.13	0.13	0.09	0.25	0.07	0.10	0.25	0.24
Crit Moves:		****		****				****		****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	0 1	0	1	1 0 0
Volume Module:												
Base Vol:	481	0	138	0	0	0	0	402	417	75	462	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	0	138	0	0	0	0	402	417	75	462	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	0	138	0	0	0	0	402	417	75	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	0	138	0	0	0	0	402	417	75	462	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	481	0	138	0	0	0	0	402	417	75	462	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.28	1.72	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	475	2925	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.08	0.00	0.00	0.00	0.00	0.24	0.25	0.04	0.16	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	3	0	31	82	0	22	19	1227	20	9	1384	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	31	82	0	22	19	1227	20	9	1384	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	31	82	0	22	19	1227	20	9	1384	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	31	82	0	22	19	1227	20	9	1384	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	31	82	0	22	19	1227	20	9	1384	70
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.05	0.00	0.01	0.01	0.36	0.01	0.01	0.41	0.04
Crit Moves:			****	****			****				****	

Alternative 2 - 2 TSF Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000
# 2 Camino Capistrano/I-5 SB Ramp	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000
# 3 Camino Capistrano/Avenida Aeop	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000
# 4 Camino Capistrano/Stonehill	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000
# 5 Camino Capistrano/Costco	A	xxxxx	0.260	A	xxxxx	0.260	+ 0.000
# 6 Doheny Park/Victoria	A	xxxxx	0.368	A	xxxxx	0.368	+ 0.000
# 7 Doheny Park/SR-1 Ramps	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.351	A	xxxxx	0.351	+ 0.000
# 9 Del Obispo/Stonehill	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000
# 10 Valle/San Juan Creek	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 2 - 2 TSF Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2	0 2	0 0	0 0	0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	413	521	249	551	0	0	0	0	443	0	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	413	521	249	551	0	0	0	0	443	0	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	413	521	249	551	0	0	0	0	443	0	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	413	521	249	551	0	0	0	0	443	0	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	413	521	249	551	0	0	0	0	443	0	485
OvlAdjVol:			212									290
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.43	xxxx	1.57
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2435	0	2665
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.31	0.07	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.18
OvlAdjV/S:			0.12									0.11
Crit Moves:		****			****						****	

Alternative 2 - 2 TSF Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	543	27	403	589	0	0	0	0	679	0	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	543	27	403	589	0	0	0	0	679	0	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	543	27	403	589	0	0	0	0	679	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	543	27	403	589	0	0	0	0	679	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	543	27	403	589	0	0	0	0	679	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.12	0.17	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Crit Moves:		****		****						****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	180	436	0	0	933	248	120	0	171	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	436	0	0	933	248	120	0	171	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	436	0	0	933	248	120	0	171	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	436	0	0	933	248	120	0	171	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	436	0	0	933	248	120	0	171	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.27	0.15	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	369	334	232	49	310	653	294	1161	330	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	369	334	232	49	310	653	294	1161	330	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	334	232	49	310	653	294	1161	330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	334	232	49	310	653	294	1161	330	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	334	232	49	310	653	294	1161	330	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.05	0.95	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1785	1615	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.03	0.09	0.19	0.17	0.34	0.19	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					

Alternative 2 - 2 TSF Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1			1 0 2		0 1	1 1 0		0 1	1 0 0		0 0
Volume Module:												
Base Vol:	124	555	1	6	425	34	164	0	80	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	555	1	6	425	34	164	0	80	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	555	1	6	425	34	164	0	80	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	555	1	6	425	34	164	0	80	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	555	1	6	425	34	164	0	80	1	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	3400	3394	6	1700	3400	1700	3400	0	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.00	0.13	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	50	658	82	29	464	12	20	9	42	100	21	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	658	82	29	464	12	20	9	42	100	21	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	658	82	29	464	12	20	9	42	100	21	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	658	82	29	464	12	20	9	42	100	21	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	658	82	29	464	12	20	9	42	100	21	37
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.95	0.05	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1700	3023	377	1700	3314	86	1700	1700	1700	1700	616	1084
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.02	0.14	0.14	0.01	0.01	0.02	0.06	0.03	0.03
Crit Moves:		****		****					****	****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	18	376	226	0	583	11	8	1	27	81	23	444
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	376	226	0	583	11	8	1	27	81	23	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	376	226	0	583	11	8	1	27	81	23	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	376	226	0	583	11	8	1	27	81	23	444
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	376	226	0	583	11	8	1	27	81	23	444
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.96	0.04	0.22	0.03	0.75	0.78	0.22	1.00
Final Sat.:	1700	3400	1700	0	3337	63	378	47	1275	1324	376	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.13	0.00	0.17	0.17	0.00	0.02	0.02	0.05	0.06	0.26
Crit Moves:	****				****		****					****

Alternative 2 - 2 TSF Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	546	0	0	275	0	143	0	237	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	546	0	0	275	0	143	0	237	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	546	0	0	275	0	143	0	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	546	0	0	275	0	143	0	237	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	546	0	0	275	0	143	0	237	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.16	0.00	0.04	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	121	347	137	388	517	209	148	1136	118	96	613	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	347	137	388	517	209	148	1136	118	96	613	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	347	137	388	517	209	148	1136	118	96	613	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	347	137	388	517	209	148	1136	118	96	613	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	347	137	388	517	209	148	1136	118	96	613	237
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	0.57	1.00	1.42	0.58	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2438	962	1700	2421	979	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.23	0.21	0.21	0.09	0.33	0.07	0.06	0.18	0.14
Crit Moves:		****		****				****		****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	0 1	0	1	1 0 0
Volume Module:												
Base Vol:	459	0	116	0	0	0	0	285	417	141	475	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	459	0	116	0	0	0	0	285	417	141	475	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	459	0	116	0	0	0	0	285	417	141	475	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	0	116	0	0	0	0	285	417	141	475	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	0	116	0	0	0	0	285	417	141	475	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.46	1.54	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	778	2622	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.07	0.00	0.00	0.00	0.00	0.17	0.25	0.08	0.18	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	58	100	0	27	32	1655	16	32	876	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	58	100	0	27	32	1655	16	32	876	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	58	100	0	27	32	1655	16	32	876	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	58	100	0	27	32	1655	16	32	876	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	58	100	0	27	32	1655	16	32	876	117
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.06	0.00	0.02	0.02	0.49	0.01	0.02	0.26	0.07
Crit Moves:			****	****				****		****		

Alternative 2 - 2 TSF Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000
# 2 Camino Capistrano/I-5 SB Ramp	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000
# 3 Camino Capistrano/Avenida Aeop	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000
# 4 Camino Capistrano/Stonehill	C	xxxxx	0.762	C	xxxxx	0.762	+ 0.000
# 5 Camino Capistrano/Costco	A	xxxxx	0.456	A	xxxxx	0.456	+ 0.000
# 6 Doheny Park/Victoria	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000
# 7 Doheny Park/SR-1 Ramps	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000
# 9 Del Obispo/Stonehill	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000
# 10 Valle/San Juan Creek	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000
# 12 Project Driveway/Stonehill Dri	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 2 - 2 TSF Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0.0	0	1	0 1.0!	0 1
Volume Module:												
Base Vol:	0	519	611	473	701	0	0	0	0	546	0	595
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	519	611	473	701	0	0	0	0	546	0	595
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	519	611	473	701	0	0	0	0	546	0	595
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	519	611	473	701	0	0	0	0	546	0	595
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	519	611	473	701	0	0	0	0	546	0	595
OvlAdjVol:			231									225
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.44	xxxx	1.56
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2440	0	2660
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.36	0.14	0.21	0.00	0.00	0.00	0.00	0.22	0.00	0.22
OvlAdjV/S:			0.14									0.08
Crit Moves:		****			****					****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	634	35	547	701	0	0	0	0	924	0	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	634	35	547	701	0	0	0	0	924	0	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	634	35	547	701	0	0	0	0	924	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	634	35	547	701	0	0	0	0	924	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	634	35	547	701	0	0	0	0	924	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.02	0.16	0.21	0.00	0.00	0.00	0.00	0.27	0.00	0.00
Crit Moves:		****		****						****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	166	407	0	0	1444	184	239	0	332	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	407	0	0	1444	184	239	0	332	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	407	0	0	1444	184	239	0	332	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	407	0	0	1444	184	239	0	332	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	407	0	0	1444	184	239	0	332	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.00	0.00	0.42	0.11	0.14	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	569	345	335	181	700	945	225	805	403	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	569	345	335	181	700	945	225	805	403	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	569	345	335	181	700	945	225	805	403	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	569	345	335	181	700	945	225	805	403	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	569	345	335	181	700	945	225	805	403	0	0	0
OvlAdjVol:						139						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.25	0.75	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2117	1283	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.20	0.11	0.21	0.28	0.13	0.24	0.24	0.00	0.00	0.00
OvlAdjV/S:						0.04						
Crit Moves:	****			****					****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	0 0	0	0 1
Volume Module:												
Base Vol:	317	626	1	16	597	129	430	0	231	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	626	1	16	597	129	430	0	231	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	626	1	16	597	129	430	0	231	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	626	1	16	597	129	430	0	231	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	626	1	16	597	129	430	0	231	0	0	2
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3400	3395	5	1700	3400	1700	3400	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.01	0.18	0.08	0.13	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****					****			****

Alternative 2 - 2 TSF Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	65	872	95	66	854	14	74	39	70	80	32	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	872	95	66	854	14	74	39	70	80	32	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	872	95	66	854	14	74	39	70	80	32	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	872	95	66	854	14	74	39	70	80	32	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	872	95	66	854	14	74	39	70	80	32	58
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.97	0.03	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1700	3066	334	1700	3345	55	1700	1700	1700	1700	604	1096
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.04	0.26	0.26	0.04	0.02	0.04	0.05	0.05	0.05
Crit Moves:		****		****					****	****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	19	503	236	0	1000	12	15	1	32	78	13	564
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	503	236	0	1000	12	15	1	32	78	13	564
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	503	236	0	1000	12	15	1	32	78	13	564
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	503	236	0	1000	12	15	1	32	78	13	564
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	503	236	0	1000	12	15	1	32	78	13	564
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.98	0.02	0.31	0.02	0.67	0.86	0.14	1.00
Final Sat.:	1700	3400	1700	0	3360	40	531	35	1133	1457	243	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.14	0.00	0.30	0.30	0.01	0.03	0.03	0.05	0.05	0.33
Crit Moves:	****				****		****					****

Alternative 2 - 2 TSF Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	594	0	0	373	0	233	0	357	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	594	0	0	373	0	233	0	357	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	594	0	0	373	0	233	0	357	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	594	0	0	373	0	233	0	357	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	594	0	0	373	0	233	0	357	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.22	0.00	0.07	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	153	420	168	278	390	119	159	875	114	168	881	416
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	420	168	278	390	119	159	875	114	168	881	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	420	168	278	390	119	159	875	114	168	881	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	420	168	278	390	119	159	875	114	168	881	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	420	168	278	390	119	159	875	114	168	881	416
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	0.57	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2429	971	1700	2605	795	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.16	0.15	0.15	0.09	0.26	0.07	0.10	0.26	0.24
Crit Moves:		****		****				****		****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	0 1	0	1	1 0 0
Volume Module:												
Base Vol:	637	0	169	0	0	0	0	421	601	101	486	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	637	0	169	0	0	0	0	421	601	101	486	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	637	0	169	0	0	0	0	421	601	101	486	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	637	0	169	0	0	0	0	421	601	101	486	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	637	0	169	0	0	0	0	421	601	101	486	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.34	1.66	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	585	2815	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.10	0.00	0.00	0.00	0.00	0.25	0.35	0.06	0.17	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	3	0	31	82	0	22	19	1265	20	9	1426	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	31	82	0	22	19	1265	20	9	1426	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	31	82	0	22	19	1265	20	9	1426	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	31	82	0	22	19	1265	20	9	1426	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	31	82	0	22	19	1265	20	9	1426	70
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.05	0.00	0.01	0.01	0.37	0.01	0.01	0.42	0.04
Crit Moves:			****	****			****				****	

Alternative 2 - 2 TSF Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
# 2 Camino Capistrano/I-5 SB Ramp	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000 V/C
# 3 Camino Capistrano/Avenida Aeop	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 4 Camino Capistrano/Stonehill	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000 V/C
# 5 Camino Capistrano/Costco	A	xxxxx	0.271	A	xxxxx	0.271	+ 0.000 V/C
# 6 Doheny Park/Victoria	A	xxxxx	0.383	A	xxxxx	0.383	+ 0.000 V/C
# 7 Doheny Park/SR-1 Ramps	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.366	A	xxxxx	0.366	+ 0.000 V/C
# 9 Del Obispo/Stonehill	D	xxxxx	0.851	D	xxxxx	0.851	+ 0.000 V/C
# 10 Valle/San Juan Creek	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 2 - 2 TSF Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2	0 2	0 0	0 0	0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	434	547	261	578	0	0	0	0	465	0	511
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	434	547	261	578	0	0	0	0	465	0	511
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	434	547	261	578	0	0	0	0	465	0	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	434	547	261	578	0	0	0	0	465	0	511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	434	547	261	578	0	0	0	0	465	0	511
OvlAdjVol:			222									306
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.43	xxxx	1.57
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2430	0	2670
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.32	0.08	0.17	0.00	0.00	0.00	0.00	0.19	0.00	0.19
OvlAdjV/S:			0.13									0.11
Crit Moves:		****			****					****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	571	30	424	619	0	0	0	0	766	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	571	30	424	619	0	0	0	0	766	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	571	30	424	619	0	0	0	0	766	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	571	30	424	619	0	0	0	0	766	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	571	30	424	619	0	0	0	0	766	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.02	0.12	0.18	0.00	0.00	0.00	0.00	0.23	0.00	0.00
Crit Moves:		****		****						****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	197	458	0	0	979	303	132	0	179	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	458	0	0	979	303	132	0	179	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	458	0	0	979	303	132	0	179	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	458	0	0	979	303	132	0	179	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	458	0	0	979	303	132	0	179	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.00	0.00	0.29	0.18	0.08	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	374	351	245	49	327	702	331	1217	345	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	351	245	49	327	702	331	1217	345	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	351	245	49	327	702	331	1217	345	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	351	245	49	327	702	331	1217	345	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	351	245	49	327	702	331	1217	345	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.03	0.97	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1754	1646	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.03	0.10	0.21	0.19	0.36	0.20	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****				****			****				

Alternative 2 - 2 TSF Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.271
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1			1 0 2		0 1	1 1 0		0 1	1 0 0		0 0
Volume Module:												
Base Vol:	130	583	1	6	447	34	172	0	84	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	583	1	6	447	34	172	0	84	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	583	1	6	447	34	172	0	84	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	583	1	6	447	34	172	0	84	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	583	1	6	447	34	172	0	84	1	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	3400	3394	6	1700	3400	1700	3400	0	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.00	0.13	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	53	692	87	31	486	12	21	10	44	102	21	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	692	87	31	486	12	21	10	44	102	21	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	692	87	31	486	12	21	10	44	102	21	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	692	87	31	486	12	21	10	44	102	21	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	692	87	31	486	12	21	10	44	102	21	38
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.95	0.05	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1700	3020	380	1700	3318	82	1700	1700	1700	1700	605	1095
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.02	0.15	0.15	0.01	0.01	0.03	0.06	0.03	0.03
Crit Moves:		****		****					****	****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	19	396	246	0	613	15	11	2	28	85	24	466
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	396	246	0	613	15	11	2	28	85	24	466
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	396	246	0	613	15	11	2	28	85	24	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	396	246	0	613	15	11	2	28	85	24	466
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	396	246	0	613	15	11	2	28	85	24	466
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.95	0.05	0.27	0.05	0.68	0.78	0.22	1.00
Final Sat.:	1700	3400	1700	0	3319	81	456	83	1161	1326	374	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.14	0.00	0.18	0.18	0.01	0.02	0.02	0.05	0.06	0.27
Crit Moves:	****				****		****					****

Alternative 2 - 2 TSF Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	573	0	0	289	0	150	0	249	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	573	0	0	289	0	150	0	249	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	573	0	0	289	0	150	0	249	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	573	0	0	289	0	150	0	249	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	573	0	0	289	0	150	0	249	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.17	0.00	0.04	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	135	364	151	407	543	210	155	1192	124	102	670	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	364	151	407	543	210	155	1192	124	102	670	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	364	151	407	543	210	155	1192	124	102	670	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	364	151	407	543	210	155	1192	124	102	670	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	364	151	407	543	210	155	1192	124	102	670	249
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2403	997	1700	2452	948	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.24	0.22	0.22	0.09	0.35	0.07	0.06	0.20	0.15
Crit Moves:		****		****				****		****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	0 1	0	1 1	0 0
Volume Module:												
Base Vol:	559	0	134	0	0	0	0	304	440	149	491	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	559	0	134	0	0	0	0	304	440	149	491	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	559	0	134	0	0	0	0	304	440	149	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	0	134	0	0	0	0	304	440	149	491	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	559	0	134	0	0	0	0	304	440	149	491	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.47	1.53	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	792	2608	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.26	0.09	0.19	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	58	100	0	27	32	1738	17	33	931	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	58	100	0	27	32	1738	17	33	931	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	58	100	0	27	32	1738	17	33	931	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	58	100	0	27	32	1738	17	33	931	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	58	100	0	27	32	1738	17	33	931	117
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.06	0.00	0.02	0.02	0.51	0.01	0.02	0.27	0.07
Crit Moves:			****	****				****		****		

Alternative 2 - 2 TSF Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000
# 2 Camino Capistrano/I-5 SB Ramp	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000
# 3 Camino Capistrano/Avenida Aeop	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000
# 4 Camino Capistrano/Stonehill	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000
# 5 Camino Capistrano/Costco	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000
# 6 Doheny Park/Victoria	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000
# 7 Doheny Park/SR-1 Ramps	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000
# 9 Del Obispo/Stonehill	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000
# 10 Valle/San Juan Creek	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 2 - 2 TSF Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0.0	0	1	0 1.0!	0 1
Volume Module:												
Base Vol:	0	563	654	497	726	0	0	0	0	583	0	625
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	563	654	497	726	0	0	0	0	583	0	625
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	563	654	497	726	0	0	0	0	583	0	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	563	654	497	726	0	0	0	0	583	0	625
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	563	654	497	726	0	0	0	0	583	0	625
OvlAdjVol:			251									239
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.44	0.01	1.55
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2461	0	2639
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.38	0.15	0.21	0.00	0.00	0.00	0.00	0.24	0.00	0.24
OvlAdjV/S:			0.15									0.09
Crit Moves:		****			****						****	

Alternative 2 - 2 TSF Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	666	37	574	736	0	0	0	0	1152	0	551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	666	37	574	736	0	0	0	0	1152	0	551
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	666	37	574	736	0	0	0	0	1152	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	666	37	574	736	0	0	0	0	1152	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	666	37	574	736	0	0	0	0	1152	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.02	0.17	0.22	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Crit Moves:		****		****						****		

Alternative 2 - 2 TSF Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	174	427	0	0	1614	208	272	0	357	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	427	0	0	1614	208	272	0	357	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	427	0	0	1614	208	272	0	357	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	427	0	0	1614	208	272	0	357	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	427	0	0	1614	208	272	0	357	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.00	0.00	0.47	0.12	0.16	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	0	1	1	0	2	0	2	1	0	2	0	1	
Volume Module:																
Base Vol:	596	363	353		193	736	1143		236	844	407		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	596	363	353		193	736	1143		236	844	407		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	596	363	353		193	736	1143		236	844	407		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	596	363	353		193	736	1143		236	844	407		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	596	363	353		193	736	1143		236	844	407		0	0	0	
OvlAdjVol:							299									
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.24	0.76	1.00		1.00	2.00	2.00		1.00	2.00	1.00		0.00	0.00	0.00	
Final Sat.:	2113	1287	1700		1700	3400	3400		1700	3400	1700		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.28	0.21		0.11	0.22	0.34		0.14	0.25	0.24		0.00	0.00	0.00	
OvlAdjV/S:							0.09									
Crit Moves:	****					****				****						

Alternative 2 - 2 TSF Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2 0	1	1 1	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	333	668	1	17	627	132	452	0	234	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	333	668	1	17	627	132	452	0	234	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	333	668	1	17	627	132	452	0	234	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	668	1	17	627	132	452	0	234	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	333	668	1	17	627	132	452	0	234	0	0	2
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3400	3395	5	1700	3400	1700	3400	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.01	0.18	0.08	0.13	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****					****			****

Alternative 2 - 2 TSF Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	68	916	100	73	896	15	78	40	74	82	33	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	916	100	73	896	15	78	40	74	82	33	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	916	100	73	896	15	78	40	74	82	33	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	916	100	73	896	15	78	40	74	82	33	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	916	100	73	896	15	78	40	74	82	33	60
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.97	0.03	1.00	1.00	1.00	1.00	0.35	0.65
Final Sat.:	1700	3065	335	1700	3344	56	1700	1700	1700	1700	603	1097
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.04	0.27	0.27	0.05	0.02	0.04	0.05	0.05	0.05
Crit Moves:		****			****			****			****	

Alternative 2 - 2 TSF Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	20	529	240	0	1050	12	16	1	32	82	14	592
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	529	240	0	1050	12	16	1	32	82	14	592
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	529	240	0	1050	12	16	1	32	82	14	592
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	529	240	0	1050	12	16	1	32	82	14	592
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	529	240	0	1050	12	16	1	32	82	14	592
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.98	0.02	0.33	0.02	0.65	0.85	0.15	1.00
Final Sat.:	1700	3400	1700	0	3362	38	555	35	1110	1452	248	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.14	0.00	0.31	0.31	0.01	0.03	0.03	0.05	0.06	0.35
Crit Moves:	****				****		****					****

Alternative 2 - 2 TSF Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	624	0	0	392	0	236	0	375	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	624	0	0	392	0	236	0	375	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	624	0	0	392	0	236	0	375	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	624	0	0	392	0	236	0	375	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	624	0	0	392	0	236	0	375	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.23	0.00	0.07	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 2 - 2 TSF Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	159	441	170	292	410	125	167	910	131	208	1015	439
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	441	170	292	410	125	167	910	131	208	1015	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	441	170	292	410	125	167	910	131	208	1015	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	441	170	292	410	125	167	910	131	208	1015	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	441	170	292	410	125	167	910	131	208	1015	439
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2454	946	1700	2606	794	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.17	0.16	0.16	0.10	0.27	0.08	0.12	0.30	0.26
Crit Moves:		****			****			****			****	

Alternative 2 - 2 TSF Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	L	-	T	-	L	-	T	-	L	-	T	-
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	702	0	185	0	0	0	0	478	665	112	510	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	702	0	185	0	0	0	0	478	665	112	510	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	702	0	185	0	0	0	0	478	665	112	510	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	702	0	185	0	0	0	0	478	665	112	510	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	702	0	185	0	0	0	0	478	665	112	510	0				
OvlAdjVol:									0							
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.36	1.64	0.00				
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	612	2788	0				
Capacity Analysis Module:																
Vol/Sat:	0.41	0.00	0.11	0.00	0.00	0.00	0.00	0.28	0.39	0.07	0.18	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****							****		****						

Alternative 2 - 2 TSF Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	3	0	31	82	0	22	19	1276	21	10	1623	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	31	82	0	22	19	1276	21	10	1623	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	31	82	0	22	19	1276	21	10	1623	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	31	82	0	22	19	1276	21	10	1623	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	31	82	0	22	19	1276	21	10	1623	70
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.05	0.00	0.01	0.01	0.38	0.01	0.01	0.48	0.04
Crit Moves:			****	****			****				****	

Alternative 3 - 4 TSF Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000 V/C
# 2 Camino Capistrano/I-5 SB Ramp	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000 V/C
# 3 Camino Capistrano/Avenida Aeop	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 4 Camino Capistrano/Stonehill	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
# 5 Camino Capistrano/Costco	A	xxxxx	0.235	A	xxxxx	0.235	+ 0.000 V/C
# 6 Doheny Park/Victoria	A	xxxxx	0.337	A	xxxxx	0.337	+ 0.000 V/C
# 7 Doheny Park/SR-1 Ramps	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.318	A	xxxxx	0.318	+ 0.000 V/C
# 9 Del Obispo/Stonehill	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000 V/C
# 10 Valle/San Juan Creek	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000 V/C

Alternative 3 - 4 TSF Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2	0 2	0 0	0 0	0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	336	447	208	489	0	0	0	0	364	0	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	336	447	208	489	0	0	0	0	364	0	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	336	447	208	489	0	0	0	0	364	0	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	336	447	208	489	0	0	0	0	364	0	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	336	447	208	489	0	0	0	0	364	0	428
OvlAdjVol:			183									259
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.38	0.00	1.62
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2344	0	2756
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.26	0.06	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.16
OvlAdjV/S:			0.11									0.09
Crit Moves:			****	****						****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	447	26	353	500	0	0	0	0	666	0	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	447	26	353	500	0	0	0	0	666	0	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	447	26	353	500	0	0	0	0	666	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	447	26	353	500	0	0	0	0	666	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	447	26	353	500	0	0	0	0	666	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.02	0.10	0.15	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Crit Moves:		****		****						****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	176	346	0	0	845	238	114	0	167	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	346	0	0	845	238	114	0	167	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	346	0	0	845	238	114	0	167	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	346	0	0	845	238	114	0	167	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	346	0	0	845	238	114	0	167	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.25	0.14	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	367	245	224	48	231	645	288	1135	329	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	245	224	48	231	645	288	1135	329	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	245	224	48	231	645	288	1135	329	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	245	224	48	231	645	288	1135	329	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	367	245	224	48	231	645	288	1135	329	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.20	0.80	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2039	1361	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.13	0.03	0.07	0.19	0.17	0.33	0.19	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					

Alternative 3 - 4 TSF Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.235
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1			1 0 2		0 1	1 1 0		0 1	1 0 0		0 0
Volume Module:												
Base Vol:	120	466	1	6	349	33	159	0	78	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	466	1	6	349	33	159	0	78	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	466	1	6	349	33	159	0	78	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	466	1	6	349	33	159	0	78	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	466	1	6	349	33	159	0	78	1	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	3400	3393	7	1700	3400	1700	3400	0	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.00	0.10	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.337
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	49	565	80	29	387	12	19	9	41	96	20	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	565	80	29	387	12	19	9	41	96	20	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	565	80	29	387	12	19	9	41	96	20	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	565	80	29	387	12	19	9	41	96	20	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	565	80	29	387	12	19	9	41	96	20	34
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.37	0.63
Final Sat.:	1700	2978	422	1700	3298	102	1700	1700	1700	1700	630	1070
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.02	0.12	0.12	0.01	0.01	0.02	0.06	0.03	0.03
Crit Moves:		****		****					****	****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	17	287	219	0	502	11	8	1	26	79	22	436
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	287	219	0	502	11	8	1	26	79	22	436
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	287	219	0	502	11	8	1	26	79	22	436
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	287	219	0	502	11	8	1	26	79	22	436
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	287	219	0	502	11	8	1	26	79	22	436
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.96	0.04	0.23	0.03	0.74	0.78	0.22	1.00
Final Sat.:	1700	3400	1700	0	3327	73	389	49	1263	1330	370	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.13	0.00	0.15	0.15	0.00	0.02	0.02	0.05	0.06	0.26
Crit Moves:	****				****		****					****

Alternative 3 - 4 TSF Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.318
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	452	0	0	199	0	138	0	230	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	452	0	0	199	0	138	0	230	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	452	0	0	199	0	138	0	230	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	452	0	0	199	0	138	0	230	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	452	0	0	199	0	138	0	230	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.12	0.00	0.04	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	117	259	133	377	432	203	144	1106	115	94	599	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	259	133	377	432	203	144	1106	115	94	599	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	259	133	377	432	203	144	1106	115	94	599	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	259	133	377	432	203	144	1106	115	94	599	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	259	133	377	432	203	144	1106	115	94	599	231
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.36	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2246	1154	1700	2313	1087	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.22	0.19	0.19	0.08	0.33	0.07	0.06	0.18	0.14
Crit Moves:		****		****				****		****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 1	0 1	0	1 1	0 0
Volume Module:												
Base Vol:	351	0	88	0	0	0	0	272	317	123	447	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	0	88	0	0	0	0	272	317	123	447	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	0	88	0	0	0	0	272	317	123	447	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	0	88	0	0	0	0	272	317	123	447	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	0	88	0	0	0	0	272	317	123	447	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.43	1.57	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	734	2666	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.05	0.00	0.00	0.00	0.00	0.16	0.19	0.07	0.17	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	58	131	0	36	41	1601	16	32	835	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	58	131	0	36	41	1601	16	32	835	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	58	131	0	36	41	1601	16	32	835	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	58	131	0	36	41	1601	16	32	835	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	58	131	0	36	41	1601	16	32	835	149
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.08	0.00	0.02	0.02	0.47	0.01	0.02	0.25	0.09
Crit Moves:			****	****				****		****		

Alternative 3 - 4 TSF Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
# 2 Camino Capistrano/I-5 SB Ramp	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000 V/C
# 3 Camino Capistrano/Avenida Aeop	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000 V/C
# 4 Camino Capistrano/Stonehill	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
# 5 Camino Capistrano/Costco	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
# 6 Doheny Park/Victoria	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000 V/C
# 7 Doheny Park/SR-1 Ramps	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 9 Del Obispo/Stonehill	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000 V/C
# 10 Valle/San Juan Creek	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C
# 12 Project Driveway/Stonehill Dri	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 3 - 4 TSF Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0	0	1	0 1.0!	0 1
Volume Module:												
Base Vol:	0	463	468	412	645	0	0	0	0	440	0	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	463	468	412	645	0	0	0	0	440	0	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	463	468	412	645	0	0	0	0	440	0	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	463	468	412	645	0	0	0	0	440	0	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	463	468	412	645	0	0	0	0	440	0	520
OvlAdjVol:			148									185
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.38	0.00	1.62
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2338	0	2763
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.28	0.12	0.19	0.00	0.00	0.00	0.00	0.19	0.00	0.19
OvlAdjV/S:			0.09									0.07
Crit Moves:	****			****						****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	549	34	480	606	0	0	0	0	903	0	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	549	34	480	606	0	0	0	0	903	0	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	549	34	480	606	0	0	0	0	903	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	549	34	480	606	0	0	0	0	903	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	549	34	480	606	0	0	0	0	903	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.14	0.18	0.00	0.00	0.00	0.00	0.27	0.00	0.00
Crit Moves:		****		****						****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	162	334	0	0	1338	175	225	0	323	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	334	0	0	1338	175	225	0	323	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	334	0	0	1338	175	225	0	323	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	334	0	0	1338	175	225	0	323	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	334	0	0	1338	175	225	0	323	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.39	0.10	0.13	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	559	273	325	176	609	925	221	786	398	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	559	273	325	176	609	925	221	786	398	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	559	273	325	176	609	925	221	786	398	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	273	325	176	609	925	221	786	398	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	559	273	325	176	609	925	221	786	398	0	0	0
OvlAdjVol:						129						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.34	0.66	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2284	1116	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.19	0.10	0.18	0.27	0.13	0.23	0.23	0.00	0.00	0.00
OvlAdjV/S:						0.04						
Crit Moves:	****			****					****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	0 0	0	0 1
Volume Module:												
Base Vol:	308	550	1	16	515	125	417	0	224	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	550	1	16	515	125	417	0	224	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	550	1	16	515	125	417	0	224	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	550	1	16	515	125	417	0	224	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	550	1	16	515	125	417	0	224	0	0	2
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3400	3394	6	1700	3400	1700	3400	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.01	0.15	0.07	0.12	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****					****			****

Alternative 3 - 4 TSF Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	63	788	92	64	764	14	72	38	68	77	31	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	788	92	64	764	14	72	38	68	77	31	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	788	92	64	764	14	72	38	68	77	31	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	788	92	64	764	14	72	38	68	77	31	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	788	92	64	764	14	72	38	68	77	31	56
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.96	0.04	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1700	3045	355	1700	3339	61	1700	1700	1700	1700	606	1094
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.04	0.23	0.23	0.04	0.02	0.04	0.05	0.05	0.05
Crit Moves:		****		****					****	****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	18	427	229	0	905	12	15	1	31	76	13	552
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	427	229	0	905	12	15	1	31	76	13	552
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	427	229	0	905	12	15	1	31	76	13	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	427	229	0	905	12	15	1	31	76	13	552
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	427	229	0	905	12	15	1	31	76	13	552
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.97	0.03	0.32	0.02	0.66	0.85	0.15	1.00
Final Sat.:	1700	3400	1700	0	3356	44	543	36	1121	1452	248	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.00	0.27	0.27	0.01	0.03	0.03	0.04	0.05	0.32
Crit Moves:	****				****		****					****

Alternative 3 - 4 TSF Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	516	0	0	293	0	226	0	347	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	516	0	0	293	0	226	0	347	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	516	0	0	293	0	226	0	347	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	516	0	0	293	0	226	0	347	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	516	0	0	293	0	226	0	347	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.17	0.00	0.07	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	149	334	164	271	322	116	154	851	111	163	859	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	334	164	271	322	116	154	851	111	163	859	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	334	164	271	322	116	154	851	111	163	859	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	334	164	271	322	116	154	851	111	163	859	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	334	164	271	322	116	154	851	111	163	859	404
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.34	0.66	1.00	1.47	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2280	1120	1700	2500	900	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.16	0.13	0.13	0.09	0.25	0.07	0.10	0.25	0.24
Crit Moves:		****		****				****		****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 1	0 1	0	1	1 0 0
Volume Module:												
Base Vol:	481	0	138	0	0	0	0	402	417	75	462	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	0	138	0	0	0	0	402	417	75	462	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	0	138	0	0	0	0	402	417	75	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	0	138	0	0	0	0	402	417	75	462	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	481	0	138	0	0	0	0	402	417	75	462	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.28	1.72	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	475	2925	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.08	0.00	0.00	0.00	0.00	0.24	0.25	0.04	0.16	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	3	0	31	107	0	29	26	1224	20	9	1370	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	31	107	0	29	26	1224	20	9	1370	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	31	107	0	29	26	1224	20	9	1370	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	31	107	0	29	26	1224	20	9	1370	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	31	107	0	29	26	1224	20	9	1370	97
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.06	0.00	0.02	0.02	0.36	0.01	0.01	0.40	0.06
Crit Moves:			****	****			****				****	

Alternative 3 - 4 TSF Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000
# 2 Camino Capistrano/I-5 SB Ramp	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000
# 3 Camino Capistrano/Avenida Aeop	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000
# 4 Camino Capistrano/Stonehill	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000
# 5 Camino Capistrano/Costco	A	xxxxx	0.262	A	xxxxx	0.262	+ 0.000
# 6 Doheny Park/Victoria	A	xxxxx	0.370	A	xxxxx	0.370	+ 0.000
# 7 Doheny Park/SR-1 Ramps	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.352	A	xxxxx	0.352	+ 0.000
# 9 Del Obispo/Stonehill	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000
# 10 Valle/San Juan Creek	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000

Alternative 3 - 4 TSF Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0	0	1	0 1!0	1
Volume Module:												
Base Vol:	0	414	521	249	552	0	0	0	0	443	0	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	414	521	249	552	0	0	0	0	443	0	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	414	521	249	552	0	0	0	0	443	0	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	414	521	249	552	0	0	0	0	443	0	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	414	521	249	552	0	0	0	0	443	0	485
OvlAdjVol:			212									290
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.43	xxxx	1.57
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2435	0	2665
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.31	0.07	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.18
OvlAdjV/S:			0.12									0.11
Crit Moves:		****			****					****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	544	27	403	590	0	0	0	0	686	0	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	544	27	403	590	0	0	0	0	686	0	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	544	27	403	590	0	0	0	0	686	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	544	27	403	590	0	0	0	0	686	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	544	27	403	590	0	0	0	0	686	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.02	0.12	0.17	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Crit Moves:		****		****						****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	181	437	0	0	941	248	120	0	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	437	0	0	941	248	120	0	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	437	0	0	941	248	120	0	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	437	0	0	941	248	120	0	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	437	0	0	941	248	120	0	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.28	0.15	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	377	334	232	49	310	662	296	1168	338	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	334	232	49	310	662	296	1168	338	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	334	232	49	310	662	296	1168	338	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	334	232	49	310	662	296	1168	338	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	334	232	49	310	662	296	1168	338	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.06	0.94	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1803	1597	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.03	0.09	0.19	0.17	0.34	0.20	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					

Alternative 3 - 4 TSF Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.262
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2 0	1	1 1	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	124	561	1	6	431	34	164	0	80	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	561	1	6	431	34	164	0	80	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	561	1	6	431	34	164	0	80	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	561	1	6	431	34	164	0	80	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	561	1	6	431	34	164	0	80	1	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	3400	3394	6	1700	3400	1700	3400	0	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.00	0.13	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	50	663	82	30	469	12	20	9	42	100	21	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	663	82	30	469	12	20	9	42	100	21	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	663	82	30	469	12	20	9	42	100	21	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	663	82	30	469	12	20	9	42	100	21	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	663	82	30	469	12	20	9	42	100	21	37
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.95	0.05	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1700	3026	374	1700	3315	85	1700	1700	1700	1700	616	1084
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.02	0.14	0.14	0.01	0.01	0.02	0.06	0.03	0.03
Crit Moves:		****		****					****	****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	18	377	226	0	588	11	8	1	27	81	23	449
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	377	226	0	588	11	8	1	27	81	23	449
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	377	226	0	588	11	8	1	27	81	23	449
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	377	226	0	588	11	8	1	27	81	23	449
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	377	226	0	588	11	8	1	27	81	23	449
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.96	0.04	0.22	0.03	0.75	0.78	0.22	1.00
Final Sat.:	1700	3400	1700	0	3338	62	378	47	1275	1324	376	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.13	0.00	0.18	0.18	0.00	0.02	0.02	0.05	0.06	0.26
Crit Moves:	****				****		****					****

Alternative 3 - 4 TSF Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	547	0	0	276	0	143	0	237	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	547	0	0	276	0	143	0	237	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	547	0	0	276	0	143	0	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	547	0	0	276	0	143	0	237	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	547	0	0	276	0	143	0	237	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.16	0.00	0.04	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	121	347	137		388	517	209		148	1139	118		97	616	238	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	121	347	137		388	517	209		148	1139	118		97	616	238	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	121	347	137		388	517	209		148	1139	118		97	616	238	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	121	347	137		388	517	209		148	1139	118		97	616	238	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	121	347	137		388	517	209		148	1139	118		97	616	238	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.43	0.57		1.00	1.42	0.58		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	2438	962		1700	2421	979		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14	0.14		0.23	0.21	0.21		0.09	0.34	0.07		0.06	0.18	0.14	
Crit Moves:		****			****					****			****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	0 1	0	1 1	0 0
Volume Module:												
Base Vol:	459	0	116	0	0	0	0	285	417	141	475	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	459	0	116	0	0	0	0	285	417	141	475	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	459	0	116	0	0	0	0	285	417	141	475	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	0	116	0	0	0	0	285	417	141	475	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	0	116	0	0	0	0	285	417	141	475	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.46	1.54	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	778	2622	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.07	0.00	0.00	0.00	0.00	0.17	0.25	0.08	0.18	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	58	131	0	36	41	1650	16	32	861	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	58	131	0	36	41	1650	16	32	861	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	58	131	0	36	41	1650	16	32	861	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	58	131	0	36	41	1650	16	32	861	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	58	131	0	36	41	1650	16	32	861	149
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.08	0.00	0.02	0.02	0.49	0.01	0.02	0.25	0.09
Crit Moves:			****	****				****		****		

Alternative 3 - 4 TSF Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000
# 2 Camino Capistrano/I-5 SB Ramp	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000
# 3 Camino Capistrano/Avenida Aeop	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000
# 4 Camino Capistrano/Stonehill	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000
# 5 Camino Capistrano/Costco	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000
# 6 Doheny Park/Victoria	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000
# 7 Doheny Park/SR-1 Ramps	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000
# 9 Del Obispo/Stonehill	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000
# 10 Valle/San Juan Creek	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000
# 12 Project Driveway/Stonehill Dri	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000

Alternative 3 - 4 TSF Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2	0 2	0 0	0 0	0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	520	611	473	701	0	0	0	0	546	0	595
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	611	473	701	0	0	0	0	546	0	595
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	611	473	701	0	0	0	0	546	0	595
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	611	473	701	0	0	0	0	546	0	595
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	520	611	473	701	0	0	0	0	546	0	595
OvlAdjVol:			231									225
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.44	xxxx	1.56
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2440	0	2660
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.36	0.14	0.21	0.00	0.00	0.00	0.00	0.22	0.00	0.22
OvlAdjV/S:			0.14									0.08
Crit Moves:		****			****					****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	635	35	547	702	0	0	0	0	930	0	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	635	35	547	702	0	0	0	0	930	0	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	635	35	547	702	0	0	0	0	930	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	35	547	702	0	0	0	0	930	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	635	35	547	702	0	0	0	0	930	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.02	0.16	0.21	0.00	0.00	0.00	0.00	0.27	0.00	0.00
Crit Moves:		****		****						****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	167	408	0	0	1450	184	239	0	333	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	408	0	0	1450	184	239	0	333	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	408	0	0	1450	184	239	0	333	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	408	0	0	1450	184	239	0	333	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	408	0	0	1450	184	239	0	333	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.00	0.00	0.43	0.11	0.14	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	575	345	335	181	700	952	227	810	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	575	345	335	181	700	952	227	810	409	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	575	345	335	181	700	952	227	810	409	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	575	345	335	181	700	952	227	810	409	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	575	345	335	181	700	952	227	810	409	0	0	0
OvlAdjVol:						134						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.25	0.75	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2125	1275	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.20	0.11	0.21	0.28	0.13	0.24	0.24	0.00	0.00	0.00
OvlAdjV/S:						0.04						
Crit Moves:	****			****					****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	0 0	0	0 1
Volume Module:												
Base Vol:	317	631	1	16	602	129	430	0	231	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	631	1	16	602	129	430	0	231	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	631	1	16	602	129	430	0	231	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	631	1	16	602	129	430	0	231	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	631	1	16	602	129	430	0	231	0	0	2
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3400	3395	5	1700	3400	1700	3400	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.01	0.18	0.08	0.13	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			****

Alternative 3 - 4 TSF Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	65	876	95	66	858	14	74	39	70	80	32	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	876	95	66	858	14	74	39	70	80	32	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	876	95	66	858	14	74	39	70	80	32	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	876	95	66	858	14	74	39	70	80	32	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	876	95	66	858	14	74	39	70	80	32	59
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.97	0.03	1.00	1.00	1.00	1.00	0.35	0.65
Final Sat.:	1700	3067	333	1700	3345	55	1700	1700	1700	1700	598	1102
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.04	0.26	0.26	0.04	0.02	0.04	0.05	0.05	0.05
Crit Moves:		****		****					****	****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	19	504	236	0	1004	12	15	1	32	78	13	568
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	504	236	0	1004	12	15	1	32	78	13	568
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	504	236	0	1004	12	15	1	32	78	13	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	504	236	0	1004	12	15	1	32	78	13	568
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	504	236	0	1004	12	15	1	32	78	13	568
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.98	0.02	0.31	0.02	0.67	0.86	0.14	1.00
Final Sat.:	1700	3400	1700	0	3360	40	531	35	1133	1457	243	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.14	0.00	0.30	0.30	0.01	0.03	0.03	0.05	0.05	0.33
Crit Moves:	****				****		****					****

Alternative 3 - 4 TSF Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	595	0	0	374	0	233	0	357	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	595	0	0	374	0	233	0	357	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	595	0	0	374	0	233	0	357	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	595	0	0	374	0	233	0	357	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	595	0	0	374	0	233	0	357	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.22	0.00	0.07	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	153	420	169	279	390	119	159	878	114	168	884	416
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	420	169	279	390	119	159	878	114	168	884	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	420	169	279	390	119	159	878	114	168	884	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	420	169	279	390	119	159	878	114	168	884	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	420	169	279	390	119	159	878	114	168	884	416
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	0.57	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2424	976	1700	2605	795	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.16	0.15	0.15	0.09	0.26	0.07	0.10	0.26	0.24
Crit Moves:		****		****				****		****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	0 1	0	1	1 0 0
Volume Module:												
Base Vol:	637	0	169	0	0	0	0	421	601	101	486	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	637	0	169	0	0	0	0	421	601	101	486	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	637	0	169	0	0	0	0	421	601	101	486	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	637	0	169	0	0	0	0	421	601	101	486	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	637	0	169	0	0	0	0	421	601	101	486	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.34	1.66	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	585	2815	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.10	0.00	0.00	0.00	0.00	0.25	0.35	0.06	0.17	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	3	0	31	107	0	29	26	1262	20	9	1412	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	31	107	0	29	26	1262	20	9	1412	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	31	107	0	29	26	1262	20	9	1412	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	31	107	0	29	26	1262	20	9	1412	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	31	107	0	29	26	1262	20	9	1412	97
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.06	0.00	0.02	0.02	0.37	0.01	0.01	0.42	0.06
Crit Moves:			****	****			****				****	

Alternative 3 - 4 TSF Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000
# 2 Camino Capistrano/I-5 SB Ramp	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000
# 3 Camino Capistrano/Avenida Aeop	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000
# 4 Camino Capistrano/Stonehill	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000
# 5 Camino Capistrano/Costco	A	xxxxx	0.273	A	xxxxx	0.273	+ 0.000
# 6 Doheny Park/Victoria	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000
# 7 Doheny Park/SR-1 Ramps	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.367	A	xxxxx	0.367	+ 0.000
# 9 Del Obispo/Stonehill	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000
# 10 Valle/San Juan Creek	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000

Alternative 3 - 4 TSF Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0.0	0	1	0 1.0!	0 1
Volume Module:												
Base Vol:	0	435	547	261	579	0	0	0	0	465	0	511
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	435	547	261	579	0	0	0	0	465	0	511
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	435	547	261	579	0	0	0	0	465	0	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	547	261	579	0	0	0	0	465	0	511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	435	547	261	579	0	0	0	0	465	0	511
OvlAdjVol:			222									306
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.43	xxxx	1.57
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2430	0	2670
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.32	0.08	0.17	0.00	0.00	0.00	0.00	0.19	0.00	0.19
OvlAdjV/S:			0.13									0.11
Crit Moves:		****			****					****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	572	30	424	620	0	0	0	0	773	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	572	30	424	620	0	0	0	0	773	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	572	30	424	620	0	0	0	0	773	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	572	30	424	620	0	0	0	0	773	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	572	30	424	620	0	0	0	0	773	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.02	0.12	0.18	0.00	0.00	0.00	0.00	0.23	0.00	0.00
Crit Moves:		****		****						****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	198	459	0	0	987	303	132	0	180	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	459	0	0	987	303	132	0	180	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	459	0	0	987	303	132	0	180	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	459	0	0	987	303	132	0	180	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	459	0	0	987	303	132	0	180	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.00	0.00	0.29	0.18	0.08	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	382	351	245	49	327	711	333	1224	353	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	351	245	49	327	711	333	1224	353	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	351	245	49	327	711	333	1224	353	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	351	245	49	327	711	333	1224	353	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	351	245	49	327	711	333	1224	353	0	0	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.04	0.96	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	1772	1628	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.14	0.03	0.10	0.21	0.20	0.36	0.21	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****					

Alternative 3 - 4 TSF Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.273
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1			1 0 2		0 1	1 1 0		0 1	1 0 0		0 0
Volume Module:												
Base Vol:	130	589	1	6	453	34	172	0	84	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	589	1	6	453	34	172	0	84	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	589	1	6	453	34	172	0	84	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	589	1	6	453	34	172	0	84	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	589	1	6	453	34	172	0	84	1	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	3400	3394	6	1700	3400	1700	3400	0	1700	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.00	0.13	0.02	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	53	697	87	32	491	12	21	10	44	102	21	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	697	87	32	491	12	21	10	44	102	21	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	697	87	32	491	12	21	10	44	102	21	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	697	87	32	491	12	21	10	44	102	21	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	697	87	32	491	12	21	10	44	102	21	38
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.95	0.05	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1700	3023	377	1700	3319	81	1700	1700	1700	1700	605	1095
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.02	0.15	0.15	0.01	0.01	0.03	0.06	0.03	0.03
Crit Moves:		****		****					****	****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	19	397	246	0	618	15	11	2	28	85	24	471
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	397	246	0	618	15	11	2	28	85	24	471
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	397	246	0	618	15	11	2	28	85	24	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	397	246	0	618	15	11	2	28	85	24	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	397	246	0	618	15	11	2	28	85	24	471
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.95	0.05	0.27	0.05	0.68	0.78	0.22	1.00
Final Sat.:	1700	3400	1700	0	3319	81	456	83	1161	1326	374	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.14	0.00	0.19	0.19	0.01	0.02	0.02	0.05	0.06	0.28
Crit Moves:	****				****		****					****

Alternative 3 - 4 TSF Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	574	0	0	290	0	150	0	249	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	574	0	0	290	0	150	0	249	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	574	0	0	290	0	150	0	249	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	574	0	0	290	0	150	0	249	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	574	0	0	290	0	150	0	249	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.17	0.00	0.04	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	135	364	151	407	543	210	155	1195	124	103	673	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	364	151	407	543	210	155	1195	124	103	673	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	364	151	407	543	210	155	1195	124	103	673	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	364	151	407	543	210	155	1195	124	103	673	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	364	151	407	543	210	155	1195	124	103	673	250
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2403	997	1700	2452	948	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.24	0.22	0.22	0.09	0.35	0.07	0.06	0.20	0.15
Crit Moves:		****		****				****		****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0	0	0 1	0 1	0	1 1	0 0
Volume Module:												
Base Vol:	559	0	134	0	0	0	0	304	440	149	491	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	559	0	134	0	0	0	0	304	440	149	491	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	559	0	134	0	0	0	0	304	440	149	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	0	134	0	0	0	0	304	440	149	491	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	559	0	134	0	0	0	0	304	440	149	491	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.47	1.53	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	792	2608	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.26	0.09	0.19	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	22	0	58	131	0	36	41	1733	17	33	916	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	58	131	0	36	41	1733	17	33	916	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	58	131	0	36	41	1733	17	33	916	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	58	131	0	36	41	1733	17	33	916	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	58	131	0	36	41	1733	17	33	916	149
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.08	0.00	0.02	0.02	0.51	0.01	0.02	0.27	0.09
Crit Moves:			****	****				****		****		

Alternative 3 - 4 TSF Restaurant

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Camino Capistrano/San Juan Cre	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000
# 2 Camino Capistrano/I-5 SB Ramp	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000
# 3 Camino Capistrano/Avenida Aeop	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000
# 4 Camino Capistrano/Stonehill	D	xxxxx	0.800	D	xxxxx	0.800	+ 0.000
# 5 Camino Capistrano/Costco	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000
# 6 Doheny Park/Victoria	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000
# 7 Doheny Park/SR-1 Ramps	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000
# 8 Doheny Park/SR-1 SB Off-Ramp	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000
# 9 Del Obispo/Stonehill	D	xxxxx	0.800	D	xxxxx	0.800	+ 0.000
# 10 Valle/San Juan Creek	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000
# 12 Project Driveway/Stonehill Dri	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LSA ASSOC. IRVINE, CA

Alternative 3 - 4 TSF Restaurant

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

Intersection #1 Camino Capistrano/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.0	1	2	0 2.0	0	0	0 0.0	0	1	0 1.0!	0 1
Volume Module:												
Base Vol:	0	564	654	497	726	0	0	0	0	583	0	625
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	564	654	497	726	0	0	0	0	583	0	625
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	564	654	497	726	0	0	0	0	583	0	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	564	654	497	726	0	0	0	0	583	0	625
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	564	654	497	726	0	0	0	0	583	0	625
OvlAdjVol:			251									239
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.44	0.01	1.55
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	2461	0	2639
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.38	0.15	0.21	0.00	0.00	0.00	0.00	0.24	0.00	0.24
OvlAdjV/S:			0.15									0.09
Crit Moves:	****			****						****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #2 Camino Capistrano/I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	667	37	574	737	0	0	0	0	1158	0	551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	667	37	574	737	0	0	0	0	1158	0	551
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	667	37	574	737	0	0	0	0	1158	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	667	37	574	737	0	0	0	0	1158	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	667	37	574	737	0	0	0	0	1158	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.02	0.17	0.22	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Crit Moves:		****		****						****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #3 Camino Capistrano/Avenida Aeopuerto

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	175	428	0	0	1620	208	272	0	358	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	428	0	0	1620	208	272	0	358	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	428	0	0	1620	208	272	0	358	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	428	0	0	1620	208	272	0	358	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	428	0	0	1620	208	272	0	358	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3400	0	0	3400	1700	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.00	0.00	0.48	0.12	0.16	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #4 Camino Capistrano/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 2	0 2	1	0 2	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	602	363	353	193	736	1150	238	849	413	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	602	363	353	193	736	1150	238	849	413	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	602	363	353	193	736	1150	238	849	413	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	602	363	353	193	736	1150	238	849	413	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	602	363	353	193	736	1150	238	849	413	0	0	0
OvlAdjVol:						301						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.25	0.75	1.00	1.00	2.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	2121	1279	1700	1700	3400	3400	1700	3400	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.21	0.11	0.22	0.34	0.14	0.25	0.24	0.00	0.00	0.00
OvlAdjV/S:						0.09						
Crit Moves:	****			****			****					

Alternative 3 - 4 TSF Restaurant

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

Intersection #5 Camino Capistrano/Costco

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 1	0	0 1	0 0	0	0 1
Volume Module:												
Base Vol:	333	668	1	17	632	132	452	0	234	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	333	668	1	17	632	132	452	0	234	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	333	668	1	17	632	132	452	0	234	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	668	1	17	632	132	452	0	234	0	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	333	668	1	17	632	132	452	0	234	0	0	2
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3400	3395	5	1700	3400	1700	3400	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.01	0.19	0.08	0.13	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****					****			****

Alternative 3 - 4 TSF Restaurant

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

Intersection #6 Doheny Park/Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	68	920	100	73	900	15	78	40	74	82	33	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	920	100	73	900	15	78	40	74	82	33	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	920	100	73	900	15	78	40	74	82	33	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	920	100	73	900	15	78	40	74	82	33	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	920	100	73	900	15	78	40	74	82	33	61
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.97	0.03	1.00	1.00	1.00	1.00	0.35	0.65
Final Sat.:	1700	3067	333	1700	3344	56	1700	1700	1700	1700	597	1103
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.04	0.27	0.27	0.05	0.02	0.04	0.05	0.06	0.06
Crit Moves:		****			****			****			****	

Alternative 3 - 4 TSF Restaurant

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

Intersection #7 Doheny Park/SR-1 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	0 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	20	530	240	0	1054	12	16	1	32	82	14	596
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	530	240	0	1054	12	16	1	32	82	14	596
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	530	240	0	1054	12	16	1	32	82	14	596
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	530	240	0	1054	12	16	1	32	82	14	596
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	530	240	0	1054	12	16	1	32	82	14	596
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.98	0.02	0.33	0.02	0.65	0.85	0.15	1.00
Final Sat.:	1700	3400	1700	0	3362	38	555	35	1110	1452	248	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.14	0.00	0.31	0.31	0.01	0.03	0.03	0.05	0.06	0.35
Crit Moves:	****				****		****					****

Alternative 3 - 4 TSF Restaurant

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

Intersection #8 Doheny Park/SR-1 SB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			AddLane		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	1	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	625	0	0	393	0	236	0	375	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	625	0	0	393	0	236	0	375	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	625	0	0	393	0	236	0	375	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	625	0	0	393	0	236	0	375	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	625	0	0	393	0	236	0	375	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3400	0	0	1700	0	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.23	0.00	0.07	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****				****				****			

Alternative 3 - 4 TSF Restaurant

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

Intersection #9 Del Obispo/Stonehill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	159	441	171	293	410	125	167	913	131	208	1018	439
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	441	171	293	410	125	167	913	131	208	1018	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	441	171	293	410	125	167	913	131	208	1018	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	441	171	293	410	125	167	913	131	208	1018	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	441	171	293	410	125	167	913	131	208	1018	439
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2450	950	1700	2606	794	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.17	0.16	0.16	0.10	0.27	0.08	0.12	0.30	0.26
Crit Moves:		****			****			****			****	

Alternative 3 - 4 TSF Restaurant

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

Intersection #10 Valle/San Juan Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	0 1	0	1 1	0 0
Volume Module:												
Base Vol:	702	0	185	0	0	0	0	478	665	112	510	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	702	0	185	0	0	0	0	478	665	112	510	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	702	0	185	0	0	0	0	478	665	112	510	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	702	0	185	0	0	0	0	478	665	112	510	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	702	0	185	0	0	0	0	478	665	112	510	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.36	1.64	0.00
Final Sat.:	1700	0	1700	0	0	0	0	1700	1700	612	2788	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.11	0.00	0.00	0.00	0.00	0.28	0.39	0.07	0.18	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****							****		****		

Alternative 3 - 4 TSF Restaurant

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

Intersection #12 Project Driveway/Stonehill Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	3	0	31	107	0	29	26	1273	21	10	1609	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	31	107	0	29	26	1273	21	10	1609	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	31	107	0	29	26	1273	21	10	1609	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	31	107	0	29	26	1273	21	10	1609	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	31	107	0	29	26	1273	21	10	1609	97
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.06	0.00	0.02	0.02	0.37	0.01	0.01	0.47	0.06
Crit Moves:			****	****			****				****	

APPENDIX C

HCM WORKSHEETS

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	364	428	334	448	208	486
Future Volume (veh/h)	364	428	334	448	208	486
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	544	278	352	472	219	512
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	784	499	1564	1046	326	2190
Arrive On Green	0.22	0.22	0.44	0.44	0.09	0.62
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	544	278	352	472	219	512
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	7.7	8.0	3.4	7.9	3.4	3.6
Cycle Q Clear(g_c), s	7.7	8.0	3.4	7.9	3.4	3.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	784	499	1564	1046	326	2190
V/C Ratio(X)	0.69	0.56	0.23	0.45	0.67	0.23
Avail Cap(c_a), veh/h	1166	668	1564	1046	346	2190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	15.7	9.6	4.5	24.1	4.7
Incr Delay (d2), s/veh	1.1	1.0	0.3	1.4	4.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.7	1.2	4.2	1.5	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.8	16.6	9.9	5.9	28.7	5.0
LnGrp LOS	C	B	A	A	C	A
Approach Vol, veh/h	822		824			731
Approach Delay, s/veh	19.4		7.6			12.1
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.7	28.7			38.4	16.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	5.4	9.9			5.6	10.0
Green Ext Time (p_c), s	0.0	2.7			3.5	2.1

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

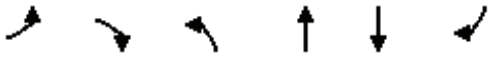
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	652	336	446	26	353	497
Future Volume (veh/h)	652	336	446	26	353	497
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	686	0	469	27	372	523
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	837		1389	620	490	2160
Arrive On Green	0.24	0.00	0.39	0.39	0.14	0.61
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	686	0	469	27	372	523
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	11.3	0.0	5.6	0.6	6.2	4.1
Cycle Q Clear(g_c), s	11.3	0.0	5.6	0.6	6.2	4.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	837		1389	620	490	2160
V/C Ratio(X)	0.82		0.34	0.04	0.76	0.24
Avail Cap(c_a), veh/h	1037		1389	620	599	2160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	12.8	11.3	24.8	5.4
Incr Delay (d2), s/veh	4.4	0.0	0.7	0.1	4.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	2.1	0.2	2.7	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.9	0.0	13.5	11.5	29.2	5.7
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	686	A	496			895
Approach Delay, s/veh	25.9		13.4			15.5
Approach LOS	C		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.0	28.0				41.0	19.0
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	10.4	18.1				33.0	18.0
Max Q Clear Time (g_c+I1), s	8.2	7.6				6.1	13.3
Green Ext Time (p_c), s	0.3	2.3				3.7	1.3

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	114	161	172	345	828	238
Future Volume (veh/h)	114	161	172	345	828	238
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	169	181	363	872	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	694	617	230	1743	1071	477
Arrive On Green	0.39	0.39	0.13	0.49	0.30	0.30
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	120	169	181	363	872	251
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.3	5.5	7.4	4.3	17.0	9.9
Cycle Q Clear(g_c), s	3.3	5.5	7.4	4.3	17.0	9.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	694	617	230	1743	1071	477
V/C Ratio(X)	0.17	0.27	0.79	0.21	0.81	0.53
Avail Cap(c_a), veh/h	694	617	428	2274	1208	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	15.6	31.7	10.8	24.3	21.8
Incr Delay (d2), s/veh	0.1	0.2	5.9	0.1	4.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.9	3.5	1.6	7.3	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.1	15.9	37.5	10.9	28.2	22.7
LnGrp LOS	B	B	D	B	C	C
Approach Vol, veh/h	289			544	1123	
Approach Delay, s/veh	15.6			19.8	27.0	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		33.7	14.2	27.1		41.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	25.5		48.0
Max Q Clear Time (g_c+I1), s		7.5	9.4	19.0		6.3
Green Ext Time (p_c), s		0.7	0.3	3.6		2.6

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	1095	291	0	0	0	319	251	250	48	270	583
Future Volume (veh/h)	276	1095	291	0	0	0	319	251	250	48	270	583
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	291	1153	306				300	314	263	51	284	614
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	657	1311	585				500	525	445	356	711	1587
Arrive On Green	0.37	0.37	0.37				0.28	0.28	0.28	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	291	1153	306				300	314	263	51	284	614
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	11.1	27.3	13.6				13.1	13.1	12.9	2.1	6.3	10.9
Cycle Q Clear(g_c), s	11.1	27.3	13.6				13.1	13.1	12.9	2.1	6.3	10.9
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	657	1311	585				500	525	445	356	711	1587
V/C Ratio(X)	0.44	0.88	0.52				0.60	0.60	0.59	0.14	0.40	0.39
Avail Cap(c_a), veh/h	683	1362	608				500	525	445	356	711	1587
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	26.5	22.2				28.0	28.0	27.9	29.6	31.3	10.7
Incr Delay (d2), s/veh	0.5	6.7	0.7				5.2	5.0	5.7	0.8	1.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	12.2	5.0				6.2	6.4	5.5	1.0	2.8	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	33.3	22.9				33.2	32.9	33.6	30.5	33.0	11.4
LnGrp LOS	C	C	C				C	C	C	C	C	B
Approach Vol, veh/h		1750						877			949	
Approach Delay, s/veh		29.6						33.2			18.9	
Approach LOS		C						C			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		29.8		37.7		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		24.0		34.5		18.0						
Max Q Clear Time (g_c+I1), s		15.1		29.3		12.9						
Green Ext Time (p_c), s		2.7		3.9		2.2						

Intersection Summary												
HCM 6th Ctrl Delay			27.6									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	0	78	1	0	0	120	464	1	6	363	33
Future Volume (veh/h)	159	0	78	1	0	0	120	464	1	6	363	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	0	82	1	0	0	126	488	1	6	382	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	0	131	2	0	0	203	2486	5	14	2247	1002
Arrive On Green	0.08	0.00	0.08	0.00	0.00	0.00	0.06	0.68	0.68	0.01	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1781	0	0	3456	3638	7	1781	3554	1585
Grp Volume(v), veh/h	167	0	82	1	0	0	126	238	251	6	382	35
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	0	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	3.6	0.0	4.0	0.0	0.0	0.0	2.8	3.9	3.9	0.3	3.5	0.7
Cycle Q Clear(g_c), s	3.6	0.0	4.0	0.0	0.0	0.0	2.8	3.9	3.9	0.3	3.5	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	0	131	2	0	0	203	1214	1277	14	2247	1002
V/C Ratio(X)	0.57	0.00	0.63	0.41	0.00	0.00	0.62	0.20	0.20	0.43	0.17	0.03
Avail Cap(c_a), veh/h	802	0	357	401	0	0	302	1214	1277	111	2247	1002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	35.5	39.9	0.0	0.0	36.8	4.6	4.6	39.5	6.1	5.5
Incr Delay (d2), s/veh	1.7	0.0	4.8	83.6	0.0	0.0	3.1	0.4	0.3	19.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.7	0.1	0.0	0.0	1.3	1.3	1.3	0.2	1.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	0.0	40.3	123.5	0.0	0.0	39.9	5.0	5.0	59.2	6.2	5.6
LnGrp LOS	D	A	D	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		249			1			615			423	
Approach Delay, s/veh		38.1			123.5			12.1			6.9	
Approach LOS		D			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	59.2		11.1	9.2	55.1		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	5.9		6.0	4.8	5.5		2.0				
Green Ext Time (p_c), s	0.0	2.5		0.6	0.1	2.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		15.5	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	9	41	133	20	85	49	572	80	25	355	12
Future Volume (veh/h)	19	9	41	133	20	85	49	572	80	25	355	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	9	43	140	21	89	52	602	84	26	374	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	283	240	330	47	200	89	1797	250	53	1939	67
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.05	0.57	0.57	0.03	0.55	0.55
Sat Flow, veh/h	1283	1870	1585	1352	312	1321	1781	3133	436	1781	3504	122
Grp Volume(v), veh/h	20	9	43	140	0	110	52	341	345	26	189	198
Grp Sat Flow(s),veh/h/ln	1283	1870	1585	1352	0	1633	1781	1777	1792	1781	1777	1848
Q Serve(g_s), s	0.8	0.2	1.3	5.4	0.0	3.4	1.6	5.6	5.6	0.8	2.9	2.9
Cycle Q Clear(g_c), s	4.2	0.2	1.3	5.6	0.0	3.4	1.6	5.6	5.6	0.8	2.9	2.9
Prop In Lane	1.00		1.00	1.00		0.81	1.00		0.24	1.00		0.07
Lane Grp Cap(c), veh/h	246	283	240	330	0	247	89	1019	1028	53	984	1023
V/C Ratio(X)	0.08	0.03	0.18	0.42	0.00	0.45	0.59	0.33	0.34	0.49	0.19	0.19
Avail Cap(c_a), veh/h	472	612	519	568	0	534	165	1019	1028	165	984	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	19.9	20.4	22.3	0.0	21.2	25.6	6.2	6.2	26.3	6.1	6.1
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.9	0.0	1.3	6.0	0.9	0.9	6.8	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.5	1.7	0.0	1.3	0.8	1.8	1.8	0.4	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	20.0	20.7	23.2	0.0	22.5	31.6	7.1	7.1	33.1	6.6	6.6
LnGrp LOS	C	B	C	C	A	C	C	A	A	C	A	A
Approach Vol, veh/h		72			250			738			413	
Approach Delay, s/veh		21.3			22.9			8.8			8.2	
Approach LOS		C			C			A			A	

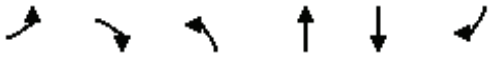
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	36.0		12.8	7.2	34.9		12.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	18.4		18.0	5.1	18.4		18.0				
Max Q Clear Time (g_c+I1), s	2.8	7.6		6.2	3.6	4.9		7.6				
Green Ext Time (p_c), s	0.0	3.2		0.1	0.0	1.8		0.7				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1	26	79	22	422	17	307	219	0	507	11
Future Volume (veh/h)	8	1	26	79	22	422	17	307	219	0	507	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	8	1	27	83	23	444	18	323	231	0	534	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	141	54	343	463	115	493	39	1868	833	0	1499	34
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.02	0.53	0.53	0.00	0.42	0.42
Sat Flow, veh/h	195	173	1105	1114	369	1585	1781	3554	1585	0	3647	80
Grp Volume(v), veh/h	36	0	0	106	0	444	18	323	231	0	267	279
Grp Sat Flow(s),veh/h/ln	1473	0	0	1484	0	1585	1781	1777	1585	0	1777	1856
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	14.8	0.5	2.6	4.5	0.0	5.6	5.6
Cycle Q Clear(g_c), s	0.8	0.0	0.0	2.7	0.0	14.8	0.5	2.6	4.5	0.0	5.6	5.6
Prop In Lane	0.22		0.75	0.78		1.00	1.00		1.00	0.00		0.04
Lane Grp Cap(c), veh/h	538	0	0	578	0	493	39	1868	833	0	750	783
V/C Ratio(X)	0.07	0.00	0.00	0.18	0.00	0.90	0.46	0.17	0.28	0.00	0.36	0.36
Avail Cap(c_a), veh/h	560	0	0	602	0	519	162	1868	833	0	750	783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	0.0	14.0	0.0	18.1	26.6	6.8	7.2	0.0	10.8	10.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	18.3	8.3	0.2	0.8	0.0	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.9	0.0	7.2	0.3	0.8	1.4	0.0	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.0	0.0	14.1	0.0	36.5	34.9	7.0	8.1	0.0	12.1	12.1
LnGrp LOS	B	A	A	B	A	D	C	A	A	A	B	B
Approach Vol, veh/h		36			550			572			546	
Approach Delay, s/veh		13.4			32.2			8.3			12.1	
Approach LOS		B			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.4		21.6	5.7	27.7		21.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		28.0		18.0	5.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s		6.5		2.8	2.5	7.6		16.8				
Green Ext Time (p_c), s		2.9		0.1	0.0	2.5		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			17.3									
HCM 6th LOS			B									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	157	230	0	454	200	0
Future Volume (veh/h)	157	230	0	454	200	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	165	0	0	478	211	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	335		0	2498	1315	0
Arrive On Green	0.10	0.00	0.00	0.70	0.70	0.00
Sat Flow, veh/h	3456	1585	0	3741	1870	0
Grp Volume(v), veh/h	165	0	0	478	211	0
Grp Sat Flow(s),veh/h/ln	1728	1585	0	1777	1870	0
Q Serve(g_s), s	2.0	0.0	0.0	2.1	1.7	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	2.1	1.7	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	335		0	2498	1315	0
V/C Ratio(X)	0.49		0.00	0.19	0.16	0.00
Avail Cap(c_a), veh/h	1382		0	2498	1315	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	2.3	2.2	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.3	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.4	0.0	0.0	2.5	2.5	0.0
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	165	A		478	211	
Approach Delay, s/veh	20.4			2.5	2.5	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		36.1		8.9		36.1
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		4.1		4.0		3.7
Green Ext Time (p_c), s		2.7		0.4		0.9

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1086	115	90	582	230	117	259	129	376	432	203
Future Volume (veh/h)	144	1086	115	90	582	230	117	259	129	376	432	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	1143	121	95	613	242	123	273	136	396	455	214
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	1223	546	119	1099	490	151	437	212	422	801	374
Arrive On Green	0.10	0.34	0.34	0.07	0.31	0.31	0.08	0.19	0.19	0.24	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2321	1124	1781	2352	1098
Grp Volume(v), veh/h	152	1143	121	95	613	242	123	207	202	396	343	326
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1668	1781	1777	1673
Q Serve(g_s), s	9.2	34.2	6.0	5.8	15.8	13.7	7.5	11.8	12.3	24.0	17.3	17.6
Cycle Q Clear(g_c), s	9.2	34.2	6.0	5.8	15.8	13.7	7.5	11.8	12.3	24.0	17.3	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		0.66
Lane Grp Cap(c), veh/h	181	1223	546	119	1099	490	151	335	314	422	605	570
V/C Ratio(X)	0.84	0.93	0.22	0.80	0.56	0.49	0.81	0.62	0.64	0.94	0.57	0.57
Avail Cap(c_a), veh/h	223	1244	555	121	1099	490	202	335	314	429	605	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	34.9	25.6	50.6	31.7	31.0	49.5	41.0	41.2	41.2	29.6	29.7
Incr Delay (d2), s/veh	20.1	12.8	0.2	29.6	0.6	0.8	16.8	8.3	9.7	28.2	3.8	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	16.6	2.3	3.6	6.8	5.3	4.0	5.9	5.9	13.7	8.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	47.7	25.8	80.2	32.3	31.7	66.3	49.4	50.9	69.4	33.4	33.9
LnGrp LOS	E	D	C	F	C	C	E	D	D	E	C	C
Approach Vol, veh/h		1416			950			532			1065	
Approach Delay, s/veh		48.0			37.0			53.9			46.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	25.2	11.9	42.4	13.8	42.0	15.7	38.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	26.5	19.5	7.5	38.5	12.5	33.5	13.8	32.2
Max Q Clear Time (g_c+I1), s	26.0	14.3	7.8	36.2	9.5	19.6	11.2	17.8
Green Ext Time (p_c), s	0.1	1.1	0.0	1.7	0.1	3.6	0.1	4.4

Intersection Summary	
HCM 6th Ctrl Delay	45.9
HCM 6th LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	272	317	123	447	351	87
Future Volume (vph)	272	317	123	447	351	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3502	1770	1583
Flt Permitted	1.00	1.00		0.75	0.95	1.00
Satd. Flow (perm)	1863	1583		2652	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	286	334	129	471	369	92
RTOR Reduction (vph)	0	50	0	0	0	46
Lane Group Flow (vph)	286	284	0	600	369	46
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	20.7	51.0		20.7	30.3	30.3
Effective Green, g (s)	20.7	51.0		20.7	30.3	30.3
Actuated g/C Ratio	0.34	0.85		0.34	0.51	0.51
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	642	1583		914	893	799
v/s Ratio Prot	0.15	0.09			c0.21	
v/s Ratio Perm		0.09		c0.23		0.03
v/c Ratio	0.45	0.18		0.66	0.41	0.06
Uniform Delay, d1	15.2	0.8		16.6	9.3	7.6
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	0.1		1.7	1.4	0.1
Delay (s)	15.7	0.9		18.4	10.7	7.7
Level of Service	B	A		B	B	A
Approach Delay (s)	7.7			18.4	10.1	
Approach LOS	A			B	B	

Intersection Summary			
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	419	252	149	465
Demand Flow Rate, veh/h	427	257	152	475
Vehicles Circulating, veh/h	280	455	393	235
Vehicles Exiting, veh/h	430	90	314	477
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.0	7.5	5.6	8.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	427	257	152	475
Cap Entry Lane, veh/h	1037	868	924	1086
Entry HV Adj Factor	0.981	0.980	0.982	0.980
Flow Entry, veh/h	419	252	149	465
Cap Entry, veh/h	1018	850	908	1064
V/C Ratio	0.412	0.296	0.164	0.437
Control Delay, s/veh	8.0	7.5	5.6	8.2
LOS	A	A	A	A
95th %tile Queue, veh	2	1	1	2

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1617	16	32	871	3	22	0	58	4	0	0
Future Vol, veh/h	0	1617	16	32	871	3	22	0	58	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1702	17	34	917	3	23	0	61	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	920	0	0	1719	0	0	2229	-	851	1838	2706	460
Stage 1	-	-	-	-	-	-	1702	-	-	987	987	-
Stage 2	-	-	-	-	-	-	527	-	-	851	1719	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	738	-	-	364	-	-	24	0	303	47	21	548
Stage 1	-	-	-	-	-	-	95	0	-	265	324	-
Stage 2	-	-	-	-	-	-	502	0	-	321	143	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	738	-	-	364	-	-	~ 22	-	303	35	19	548
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 22	-	-	35	19	-
Stage 1	-	-	-	-	-	-	95	-	-	265	294	-
Stage 2	-	-	-	-	-	-	455	-	-	256	143	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	140.7	121.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	22	303	738	-	-	364	-	-	35
HCM Lane V/C Ratio	1.053	0.201	-	-	-	0.093	-	-	0.12
HCM Control Delay (s)	$ 459.1	19.9	0	-	-	15.9	-	-	121.5
HCM Lane LOS	F	C	A	-	-	C	-	-	F
HCM 95th %tile Q(veh)	3	0.7	0	-	-	0.3	-	-	0.4

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

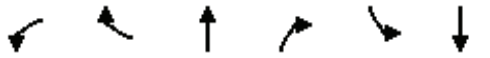
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	440	520	461	469	412	644
Future Volume (veh/h)	440	520	461	469	412	644
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	337	682	485	494	434	678
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	436	1277	1322	978	546	2150
Arrive On Green	0.24	0.24	0.37	0.37	0.16	0.61
Sat Flow, veh/h	1781	3170	3647	1585	3456	3647
Grp Volume(v), veh/h	337	682	485	494	434	678
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	10.6	9.8	6.0	10.4	7.3	5.6
Cycle Q Clear(g_c), s	10.6	9.8	6.0	10.4	7.3	5.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	436	1277	1322	978	546	2150
V/C Ratio(X)	0.77	0.53	0.37	0.51	0.79	0.32
Avail Cap(c_a), veh/h	534	1452	1322	978	605	2150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	13.6	13.7	6.4	24.3	5.8
Incr Delay (d2), s/veh	5.6	0.3	0.8	1.9	6.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.1	2.3	5.9	3.3	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.7	14.0	14.5	8.3	30.9	6.2
LnGrp LOS	C	B	B	A	C	A
Approach Vol, veh/h	1019		979			1112
Approach Delay, s/veh	18.2		11.3			15.8
Approach LOS	B		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.0	26.8			40.8	19.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	9.3	12.4			7.6	12.6
Green Ext Time (p_c), s	0.2	2.5			5.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



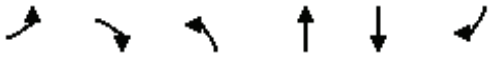
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	892	382	548	34	480	604
Future Volume (veh/h)	892	382	548	34	480	604
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	939	0	577	36	505	636
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1087		1179	526	600	2009
Arrive On Green	0.31	0.00	0.33	0.33	0.17	0.57
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	939	0	577	36	505	636
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	19.2	0.0	9.7	1.2	10.6	7.1
Cycle Q Clear(g_c), s	19.2	0.0	9.7	1.2	10.6	7.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1087		1179	526	600	2009
V/C Ratio(X)	0.86		0.49	0.07	0.84	0.32
Avail Cap(c_a), veh/h	1313		1179	526	668	2009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	20.0	17.1	30.0	8.6
Incr Delay (d2), s/veh	5.3	0.0	1.5	0.3	8.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	0.0	4.0	0.4	5.0	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.5	0.0	21.4	17.4	38.7	9.0
LnGrp LOS	C		C	B	D	A
Approach Vol, veh/h	939	A	613			1141
Approach Delay, s/veh	29.5		21.2			22.2
Approach LOS	C		C			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	17.5	29.4				46.9	28.1
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	14.5	18.5				37.5	28.5
Max Q Clear Time (g_c+I1), s	12.6	11.7				9.1	21.2
Green Ext Time (p_c), s	0.4	2.2				4.8	2.4

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Notes

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	225	320	158	333	1325	175
Future Volume (veh/h)	225	320	158	333	1325	175
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	337	166	351	1395	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	533	474	206	2135	1546	690
Arrive On Green	0.30	0.30	0.12	0.60	0.44	0.44
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	237	337	166	351	1395	184
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	9.7	17.0	8.2	3.9	32.9	6.7
Cycle Q Clear(g_c), s	9.7	17.0	8.2	3.9	32.9	6.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	533	474	206	2135	1546	690
V/C Ratio(X)	0.44	0.71	0.80	0.16	0.90	0.27
Avail Cap(c_a), veh/h	533	474	356	2488	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	28.1	38.8	8.0	23.6	16.3
Incr Delay (d2), s/veh	0.6	4.9	7.2	0.0	7.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.9	3.9	1.4	14.5	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	33.0	45.9	8.0	31.0	16.5
LnGrp LOS	C	C	D	A	C	B
Approach Vol, veh/h	574			517	1579	
Approach Delay, s/veh	30.1			20.2	29.3	
Approach LOS	C			C	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	31.4	14.9	43.7	58.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	40.5	63.0
Max Q Clear Time (g_c+I1), s	19.0	10.2	34.9	5.9
Green Ext Time (p_c), s	0.0	0.3	4.3	2.6

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	754	365	0	0	0	532	278	346	176	628	889
Future Volume (veh/h)	211	754	365	0	0	0	532	278	346	176	628	889
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	222	794	384				426	480	364	185	661	936
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	474	946	422				594	624	529	412	822	1388
Arrive On Green	0.27	0.27	0.27				0.33	0.33	0.33	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	222	794	384				426	480	364	185	661	936
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	8.4	16.9	18.8				16.8	18.4	15.9	7.1	14.1	18.5
Cycle Q Clear(g_c), s	8.4	16.9	18.8				16.8	18.4	15.9	7.1	14.1	18.5
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	474	946	422				594	624	529	412	822	1388
V/C Ratio(X)	0.47	0.84	0.91				0.72	0.77	0.69	0.45	0.80	0.67
Avail Cap(c_a), veh/h	479	955	426				594	624	529	412	822	1388
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	27.7	28.4				23.3	23.9	23.1	26.4	29.0	14.7
Incr Delay (d2), s/veh	0.7	6.7	23.1				7.2	8.9	7.1	3.5	8.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	7.7	9.5				7.9	9.2	6.7	3.3	6.7	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	34.4	51.6				30.6	32.7	30.2	29.9	37.3	17.4
LnGrp LOS	C	C	D				C	C	C	C	D	B
Approach Vol, veh/h		1400						1270			1782	
Approach Delay, s/veh		37.7						31.3			26.1	
Approach LOS		D						C			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		31.2		25.8		23.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		26.5		21.5		18.5						
Max Q Clear Time (g_c+I1), s		20.4		20.8		20.5						
Green Ext Time (p_c), s		3.1		0.5		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	417	0	224	0	0	2	308	558	1	16	511	125
Future Volume (veh/h)	417	0	224	0	0	2	308	558	1	16	511	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	439	0	236	0	0	2	324	587	1	17	538	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	650	0	289	0	0	4	324	2075	4	35	1763	786
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.00	0.09	0.57	0.57	0.02	0.50	0.50
Sat Flow, veh/h	3563	0	1585	0	0	1585	3456	3640	6	1781	3554	1585
Grp Volume(v), veh/h	439	0	236	0	0	2	324	287	301	17	538	132
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	9.2	0.0	11.4	0.0	0.0	0.1	7.5	6.6	6.6	0.8	7.2	3.7
Cycle Q Clear(g_c), s	9.2	0.0	11.4	0.0	0.0	0.1	7.5	6.6	6.6	0.8	7.2	3.7
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	650	0	289	0	0	4	324	1013	1066	35	1763	786
V/C Ratio(X)	0.67	0.00	0.82	0.00	0.00	0.46	1.00	0.28	0.28	0.49	0.31	0.17
Avail Cap(c_a), veh/h	802	0	357	0	0	357	324	1013	1066	111	1763	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	31.4	0.0	0.0	39.8	36.3	8.8	8.8	38.8	12.0	11.1
Incr Delay (d2), s/veh	1.7	0.0	11.4	0.0	0.0	62.2	50.0	0.7	0.7	10.0	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	5.1	0.0	0.0	0.1	5.3	2.5	2.6	0.4	2.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	42.8	0.0	0.0	102.1	86.3	9.5	9.5	48.8	12.4	11.5
LnGrp LOS	C	A	D	A	A	F	F	A	A	D	B	B
Approach Vol, veh/h		675			2			912			687	
Approach Delay, s/veh		35.9			102.1			36.8			13.2	
Approach LOS		D			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	50.1		19.1	12.0	44.2		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	8.6		13.4	9.5	9.2		2.1				
Green Ext Time (p_c), s	0.0	2.9		1.2	0.0	2.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		29.4	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	38	68	107	31	93	63	788	92	61	738	14
Future Volume (veh/h)	72	38	68	107	31	93	63	788	92	61	738	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	40	72	113	33	98	66	829	97	64	777	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	317	268	314	70	209	99	1766	207	97	1961	38
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.06	0.55	0.55	0.05	0.55	0.55
Sat Flow, veh/h	1259	1870	1585	1281	415	1233	1781	3205	375	1781	3566	69
Grp Volume(v), veh/h	76	40	72	113	0	131	66	460	466	64	387	405
Grp Sat Flow(s),veh/h/ln	1259	1870	1585	1281	0	1648	1781	1777	1803	1781	1777	1858
Q Serve(g_s), s	3.5	1.1	2.4	4.9	0.0	4.3	2.2	9.4	9.4	2.1	7.5	7.5
Cycle Q Clear(g_c), s	7.8	1.1	2.4	6.0	0.0	4.3	2.2	9.4	9.4	2.1	7.5	7.5
Prop In Lane	1.00		1.00	1.00		0.75	1.00		0.21	1.00		0.04
Lane Grp Cap(c), veh/h	243	317	268	314	0	279	99	979	993	97	977	1022
V/C Ratio(X)	0.31	0.13	0.27	0.36	0.00	0.47	0.67	0.47	0.47	0.66	0.40	0.40
Avail Cap(c_a), veh/h	410	564	478	483	0	497	157	979	993	163	977	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	21.2	21.7	23.7	0.0	22.5	27.8	8.2	8.2	27.8	7.8	7.8
Incr Delay (d2), s/veh	0.7	0.2	0.5	0.7	0.0	1.2	7.5	1.6	1.6	7.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.5	0.9	1.5	0.0	1.7	1.1	3.3	3.3	1.1	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	21.3	22.2	24.4	0.0	23.7	35.3	9.8	9.8	35.1	9.0	8.9
LnGrp LOS	C	C	C	C	A	C	D	A	A	D	A	A
Approach Vol, veh/h		188			244			992			856	
Approach Delay, s/veh		23.8			24.0			11.5			10.9	
Approach LOS		C			C			B			B	

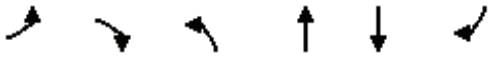
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	37.6		14.7	7.8	37.5		14.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	22.9		18.1	5.3	23.1		18.1				
Max Q Clear Time (g_c+I1), s	4.1	11.4		9.8	4.2	9.5		8.0				
Green Ext Time (p_c), s	0.0	4.6		0.4	0.0	4.2		0.8				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1	31	76	13	543	18	437	229	0	909	12
Future Volume (veh/h)	15	1	31	76	13	543	18	437	229	0	909	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	16	1	33	80	14	572	19	460	241	0	957	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	180	46	284	504	80	515	40	1866	832	0	1534	21
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.02	0.52	0.52	0.00	0.43	0.43
Sat Flow, veh/h	310	140	874	1210	245	1585	1781	3554	1585	0	3683	49
Grp Volume(v), veh/h	50	0	0	94	0	572	19	460	241	0	474	496
Grp Sat Flow(s),veh/h/ln	1324	0	0	1456	0	1585	1781	1777	1585	0	1777	1862
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	19.5	0.6	4.2	5.1	0.0	12.5	12.5
Cycle Q Clear(g_c), s	1.2	0.0	0.0	2.5	0.0	19.5	0.6	4.2	5.1	0.0	12.5	12.5
Prop In Lane	0.32		0.66	0.85		1.00	1.00		1.00	0.00		0.03
Lane Grp Cap(c), veh/h	510	0	0	584	0	515	40	1866	832	0	759	796
V/C Ratio(X)	0.10	0.00	0.00	0.16	0.00	1.11	0.47	0.25	0.29	0.00	0.62	0.62
Avail Cap(c_a), veh/h	510	0	0	584	0	515	148	1866	832	0	759	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	0.0	14.5	0.0	20.2	29.0	7.8	8.0	0.0	13.4	13.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	73.4	8.3	0.3	0.9	0.0	3.8	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.9	0.0	16.9	0.4	1.4	1.6	0.0	5.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	0.0	0.0	14.6	0.0	93.7	37.3	8.1	8.9	0.0	17.3	17.1
LnGrp LOS	B	A	A	B	A	F	D	A	A	A	B	B
Approach Vol, veh/h		50			666			720			970	
Approach Delay, s/veh		14.2			82.5			9.1			17.2	
Approach LOS		B			F			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		36.0		24.0	5.9	30.1		24.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		31.5		19.5	5.0	22.0		19.5				
Max Q Clear Time (g_c+I1), s		7.1		3.2	2.6	14.5		21.5				
Green Ext Time (p_c), s		4.1		0.2	0.0	3.6		0.0				

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	235	347	0	516	294	0
Future Volume (veh/h)	235	347	0	516	294	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	247	0	0	543	309	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	419		0	2412	1270	0
Arrive On Green	0.12	0.00	0.00	0.68	0.68	0.00
Sat Flow, veh/h	3456	1585	0	3741	1870	0
Grp Volume(v), veh/h	247	0	0	543	309	0
Grp Sat Flow(s),veh/h/ln	1728	1585	0	1777	1870	0
Q Serve(g_s), s	3.0	0.0	0.0	2.6	2.9	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.6	2.9	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	419		0	2412	1270	0
V/C Ratio(X)	0.59		0.00	0.23	0.24	0.00
Avail Cap(c_a), veh/h	1382		0	2412	1270	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	2.7	2.8	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.4	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.0	0.0	0.0	3.0	3.2	0.0
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	247	A		543	309	
Approach Delay, s/veh	20.0			3.0	3.2	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		35.0		10.0		35.0
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		4.6		5.0		4.9
Green Ext Time (p_c), s		3.0		0.7		1.5

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	839	111	160	845	403	149	334	161	270	322	116
Future Volume (veh/h)	154	839	111	160	845	403	149	334	161	270	322	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	883	117	168	889	424	157	352	169	284	339	122
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1029	459	202	1057	471	191	517	244	315	746	264
Arrive On Green	0.11	0.29	0.29	0.11	0.30	0.30	0.11	0.22	0.22	0.18	0.29	0.29
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2343	1105	1781	2573	910
Grp Volume(v), veh/h	162	883	117	168	889	424	157	265	256	284	232	229
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1671	1781	1777	1706
Q Serve(g_s), s	8.1	21.1	5.1	8.3	21.1	23.1	7.8	12.3	12.7	14.1	9.6	9.9
Cycle Q Clear(g_c), s	8.1	21.1	5.1	8.3	21.1	23.1	7.8	12.3	12.7	14.1	9.6	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.66	1.00		0.53
Lane Grp Cap(c), veh/h	188	1029	459	202	1057	471	191	392	369	315	515	495
V/C Ratio(X)	0.86	0.86	0.26	0.83	0.84	0.90	0.82	0.68	0.69	0.90	0.45	0.46
Avail Cap(c_a), veh/h	188	1029	459	230	1086	484	236	392	369	315	515	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	30.2	24.5	39.1	29.6	30.3	39.3	32.1	32.3	36.3	26.1	26.2
Incr Delay (d2), s/veh	31.1	7.4	0.3	20.1	6.0	19.3	17.1	9.1	10.3	27.5	2.8	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	9.8	1.9	4.7	9.6	11.0	4.3	6.2	6.1	8.4	4.4	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	37.6	24.8	59.2	35.6	49.7	56.4	41.2	42.6	63.8	28.9	29.3
LnGrp LOS	E	D	C	E	D	D	E	D	D	E	C	C
Approach Vol, veh/h		1162			1481			678			745	
Approach Delay, s/veh		41.0			42.3			45.3			42.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	24.3	14.7	30.5	14.2	30.6	14.0	31.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.9	19.1	11.6	25.4	11.9	23.1	9.5	27.5
Max Q Clear Time (g_c+I1), s	16.1	14.7	10.3	23.1	9.8	11.9	10.1	25.1
Green Ext Time (p_c), s	0.0	1.3	0.1	1.4	0.1	2.1	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	402	417	75	462	481	137
Future Volume (vph)	402	417	75	462	481	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3515	1770	1583
Flt Permitted	1.00	1.00		0.65	0.95	1.00
Satd. Flow (perm)	1863	1583		2296	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	423	439	79	486	506	144
RTOR Reduction (vph)	0	44	0	0	0	59
Lane Group Flow (vph)	423	395	0	565	506	85
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	27.7	81.0		27.7	53.3	53.3
Effective Green, g (s)	27.7	81.0		27.7	53.3	53.3
Actuated g/C Ratio	0.31	0.90		0.31	0.59	0.59
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	573	1583		706	1048	937
v/s Ratio Prot	0.23	0.15			c0.29	
v/s Ratio Perm		0.10		c0.25		0.05
v/c Ratio	0.74	0.25		0.80	0.48	0.09
Uniform Delay, d1	27.9	0.6		28.6	10.5	7.9
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.9	0.1		6.5	1.6	0.2
Delay (s)	32.9	0.7		35.1	12.1	8.1
Level of Service	C	A		D	B	A
Approach Delay (s)	16.5			35.1	11.2	
Approach LOS	B			D	B	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	543	139	359	510
Demand Flow Rate, veh/h	554	141	366	520
Vehicles Circulating, veh/h	240	749	609	215
Vehicles Exiting, veh/h	495	226	185	675
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.5	8.4	12.1	8.6
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	554	141	366	520
Cap Entry Lane, veh/h	1080	643	741	1108
Entry HV Adj Factor	0.980	0.985	0.981	0.980
Flow Entry, veh/h	543	139	359	510
Cap Entry, veh/h	1059	633	727	1086
V/C Ratio	0.513	0.219	0.494	0.469
Control Delay, s/veh	9.5	8.4	12.1	8.6
LOS	A	A	B	A
95th %tile Queue, veh	3	1	3	3

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1234	20	9	1401	3	3	0	31	4	0	0
Future Vol, veh/h	0	1234	20	9	1401	3	3	0	31	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1299	21	9	1475	3	3	0	33	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1478	0	0	1320	0	0	2055	-	650	2145	2815	739
Stage 1	-	-	-	-	-	-	1299	-	-	1495	1495	-
Stage 2	-	-	-	-	-	-	756	-	-	650	1320	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	452	-	-	519	-	-	32	0	412	27	18	360
Stage 1	-	-	-	-	-	-	171	0	-	129	185	-
Stage 2	-	-	-	-	-	-	366	0	-	424	225	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	452	-	-	519	-	-	32	-	412	25	18	360
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	-	-	25	18	-
Stage 1	-	-	-	-	-	-	171	-	-	129	182	-
Stage 2	-	-	-	-	-	-	360	-	-	390	225	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	24.6	176.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	32	412	452	-	-	519	-	-	25
HCM Lane V/C Ratio	0.099	0.079	-	-	-	0.018	-	-	0.168
HCM Control Delay (s)	129.5	14.5	0	-	-	12.1	-	-	176.2
HCM Lane LOS	F	B	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.3	0.3	0	-	-	0.1	-	-	0.5

HCM 6th Signalized Intersection Summary
1: Camino Capistrano & San Juan Creek

08/02/2019

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	365	428	337	447	208	490
Future Volume (veh/h)	365	428	337	447	208	490
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	545	278	355	471	219	516
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	785	499	1563	1046	326	2190
Arrive On Green	0.22	0.22	0.44	0.44	0.09	0.62
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	545	278	355	471	219	516
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	7.7	8.0	3.4	7.9	3.4	3.6
Cycle Q Clear(g_c), s	7.7	8.0	3.4	7.9	3.4	3.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	785	499	1563	1046	326	2190
V/C Ratio(X)	0.69	0.56	0.23	0.45	0.67	0.24
Avail Cap(c_a), veh/h	1166	668	1563	1046	346	2190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	15.7	9.6	4.5	24.1	4.7
Incr Delay (d2), s/veh	1.1	1.0	0.3	1.4	4.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.7	1.2	4.2	1.5	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.9	16.6	9.9	5.9	28.7	5.0
LnGrp LOS	C	B	A	A	C	A
Approach Vol, veh/h	823		826			735
Approach Delay, s/veh	19.4		7.6			12.1
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.7	28.7			38.4	16.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	5.4	9.9			5.6	10.0
Green Ext Time (p_c), s	0.0	2.7			3.5	2.1

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

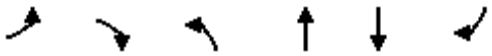
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	672	336	448	26	353	501
Future Volume (veh/h)	672	336	448	26	353	501
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	707	0	472	27	372	527
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	855		1370	611	490	2141
Arrive On Green	0.25	0.00	0.39	0.39	0.14	0.60
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	707	0	472	27	372	527
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	11.6	0.0	5.6	0.6	6.2	4.2
Cycle Q Clear(g_c), s	11.6	0.0	5.6	0.6	6.2	4.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	855		1370	611	490	2141
V/C Ratio(X)	0.83		0.34	0.04	0.76	0.25
Avail Cap(c_a), veh/h	1037		1370	611	599	2141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	13.1	11.5	24.8	5.6
Incr Delay (d2), s/veh	4.7	0.0	0.7	0.1	4.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	2.1	0.2	2.7	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	0.0	13.7	11.7	29.2	5.8
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	707	A	499			899
Approach Delay, s/veh	26.1		13.6			15.5
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.0	27.6			40.6	19.4
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.4	18.1			33.0	18.0
Max Q Clear Time (g_c+I1), s	8.2	7.6			6.2	13.6
Green Ext Time (p_c), s	0.3	2.3			3.8	1.2

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

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



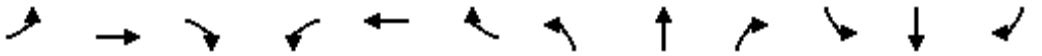
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	114	168	178	347	852	238
Future Volume (veh/h)	114	168	178	347	852	238
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	177	187	365	897	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	679	604	236	1772	1088	485
Arrive On Green	0.38	0.38	0.13	0.50	0.31	0.31
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	120	177	187	365	897	251
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.4	5.8	7.6	4.3	17.6	9.8
Cycle Q Clear(g_c), s	3.4	5.8	7.6	4.3	17.6	9.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	679	604	236	1772	1088	485
V/C Ratio(X)	0.18	0.29	0.79	0.21	0.82	0.52
Avail Cap(c_a), veh/h	679	604	428	2274	1208	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	16.2	31.5	10.5	24.1	21.4
Incr Delay (d2), s/veh	0.1	0.3	5.9	0.1	4.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.0	3.6	1.6	7.6	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	16.4	37.4	10.6	28.5	22.3
LnGrp LOS	B	B	D	B	C	C
Approach Vol, veh/h	297			552	1148	
Approach Delay, s/veh	16.1			19.7	27.2	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		33.1	14.4	27.5		41.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	25.5		48.0
Max Q Clear Time (g_c+I1), s		7.8	9.6	19.6		6.3
Green Ext Time (p_c), s		0.7	0.3	3.4		2.7

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	1141	336	0	0	0	374	245	224	48	231	653
Future Volume (veh/h)	290	1141	336	0	0	0	374	245	224	48	231	653
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	305	1201	354				326	353	236	51	243	687
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	668	1333	595				490	514	436	356	711	1604
Arrive On Green	0.38	0.38	0.38				0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	305	1201	354				326	353	236	51	243	687
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	11.6	28.7	16.2				14.6	15.2	11.4	2.1	5.3	12.5
Cycle Q Clear(g_c), s	11.6	28.7	16.2				14.6	15.2	11.4	2.1	5.3	12.5
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	668	1333	595				490	514	436	356	711	1604
V/C Ratio(X)	0.46	0.90	0.60				0.67	0.69	0.54	0.14	0.34	0.43
Avail Cap(c_a), veh/h	683	1362	608				490	514	436	356	711	1604
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	26.5	22.6				29.0	29.2	27.8	29.6	30.9	10.8
Incr Delay (d2), s/veh	0.5	8.4	1.5				7.0	7.3	4.8	0.8	1.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	13.1	6.1				7.0	7.7	4.8	1.0	2.4	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	35.0	24.2				36.0	36.5	32.6	30.5	32.2	11.6
LnGrp LOS	C	C	C				D	D	C	C	C	B
Approach Vol, veh/h		1860						915			981	
Approach Delay, s/veh		30.7						35.3			17.7	
Approach LOS		C						D			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		29.2		38.3		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		24.0		34.5		18.0						
Max Q Clear Time (g_c+I1), s		17.2		30.7		14.5						
Green Ext Time (p_c), s		2.4		3.0		1.7						

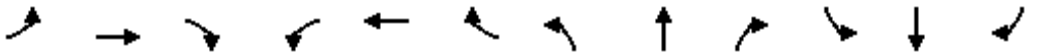
Intersection Summary												
HCM 6th Ctrl Delay			28.4									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	0	78	1	0	0	120	472	1	6	355	33
Future Volume (veh/h)	159	0	78	1	0	0	120	472	1	6	355	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	0	82	1	0	0	126	497	1	6	374	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	0	131	2	0	0	203	2486	5	14	2247	1002
Arrive On Green	0.08	0.00	0.08	0.00	0.00	0.00	0.06	0.68	0.68	0.01	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1781	0	0	3456	3639	7	1781	3554	1585
Grp Volume(v), veh/h	167	0	82	1	0	0	126	243	255	6	374	35
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	0	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	3.6	0.0	4.0	0.0	0.0	0.0	2.8	4.0	4.0	0.3	3.5	0.7
Cycle Q Clear(g_c), s	3.6	0.0	4.0	0.0	0.0	0.0	2.8	4.0	4.0	0.3	3.5	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	0	131	2	0	0	203	1214	1277	14	2247	1002
V/C Ratio(X)	0.57	0.00	0.63	0.41	0.00	0.00	0.62	0.20	0.20	0.43	0.17	0.03
Avail Cap(c_a), veh/h	802	0	357	401	0	0	302	1214	1277	111	2247	1002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	35.5	39.9	0.0	0.0	36.8	4.6	4.6	39.5	6.0	5.5
Incr Delay (d2), s/veh	1.7	0.0	4.8	83.6	0.0	0.0	3.1	0.4	0.4	19.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.7	0.1	0.0	0.0	1.3	1.3	1.4	0.2	1.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	0.0	40.3	123.5	0.0	0.0	39.9	5.0	5.0	59.2	6.2	5.6
LnGrp LOS	D	A	D	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		249			1			624			415	
Approach Delay, s/veh		38.1			123.5			12.0			6.9	
Approach LOS		D			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	59.2		11.1	9.2	55.1		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	6.0		6.0	4.8	5.5		2.0				
Green Ext Time (p_c), s	0.0	2.6		0.6	0.1	2.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		15.5	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	272	317	123	448	351	88
Future Volume (vph)	272	317	123	448	351	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3502	1770	1583
Flt Permitted	1.00	1.00		0.75	0.95	1.00
Satd. Flow (perm)	1863	1583		2652	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	286	334	129	472	369	93
RTOR Reduction (vph)	0	50	0	0	0	46
Lane Group Flow (vph)	286	284	0	601	369	47
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	20.7	51.0		20.7	30.3	30.3
Effective Green, g (s)	20.7	51.0		20.7	30.3	30.3
Actuated g/C Ratio	0.34	0.85		0.34	0.51	0.51
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	642	1583		914	893	799
v/s Ratio Prot	0.15	0.09			c0.21	
v/s Ratio Perm		0.09		c0.23		0.03
v/c Ratio	0.45	0.18		0.66	0.41	0.06
Uniform Delay, d1	15.2	0.8		16.6	9.3	7.6
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	0.1		1.7	1.4	0.1
Delay (s)	15.7	0.9		18.4	10.7	7.7
Level of Service	B	A		B	B	A
Approach Delay (s)	7.7			18.4	10.1	
Approach LOS	A			B	B	

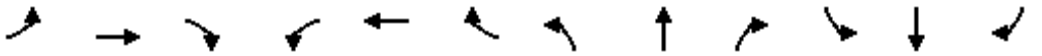
Intersection Summary			
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	420	252	149	465
Demand Flow Rate, veh/h	428	257	152	475
Vehicles Circulating, veh/h	280	456	394	235
Vehicles Exiting, veh/h	430	90	314	478
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.1	7.5	5.6	8.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	428	257	152	475
Cap Entry Lane, veh/h	1037	867	923	1086
Entry HV Adj Factor	0.981	0.980	0.982	0.980
Flow Entry, veh/h	420	252	149	465
Cap Entry, veh/h	1018	849	907	1064
V/C Ratio	0.413	0.297	0.165	0.437
Control Delay, s/veh	8.1	7.5	5.6	8.2
LOS	A	A	A	A
95th %tile Queue, veh	2	1	1	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1597	16	32	819	181	22	0	58	162	0	44
Future Volume (veh/h)	50	1597	16	32	819	181	22	0	58	162	0	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	1681	17	34	862	191	23	0	61	171	0	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	1867	833	59	1831	817	431	0	433	417	0	433
Arrive On Green	0.04	0.53	0.53	0.03	0.52	0.52	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1360	0	1585	1341	0	1585
Grp Volume(v), veh/h	53	1681	17	34	862	191	23	0	61	171	0	46
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1360	0	1585	1341	0	1585
Q Serve(g_s), s	2.3	34.1	0.4	1.5	12.4	5.3	1.0	0.0	2.3	8.8	0.0	1.7
Cycle Q Clear(g_c), s	2.3	34.1	0.4	1.5	12.4	5.3	2.8	0.0	2.3	11.2	0.0	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	1867	833	59	1831	817	431	0	433	417	0	433
V/C Ratio(X)	0.69	0.90	0.02	0.58	0.47	0.23	0.05	0.00	0.14	0.41	0.00	0.11
Avail Cap(c_a), veh/h	147	1932	862	111	1861	830	431	0	433	417	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	17.1	9.1	38.1	12.4	10.7	22.8	0.0	22.0	26.2	0.0	21.8
Incr Delay (d2), s/veh	10.4	6.1	0.0	8.6	0.2	0.1	0.2	0.0	0.7	3.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	13.8	0.1	0.8	4.5	1.7	0.4	0.0	0.9	3.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	23.2	9.1	46.7	12.6	10.8	23.1	0.0	22.7	29.2	0.0	22.3
LnGrp LOS	D	C	A	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1751			1087			84			217	
Approach Delay, s/veh		23.8			13.4			22.8			27.7	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.3	7.2	46.5		26.3	8.0	45.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	6.6	41.9				
Max Q Clear Time (g_c+I1), s		4.8	3.5	36.1		13.2	4.3	14.4				
Green Ext Time (p_c), s		0.2	0.0	5.9		0.3	0.0	7.7				

Intersection Summary												
HCM 6th Ctrl Delay			20.5									
HCM 6th LOS			C									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	440	520	464	468	412	646
Future Volume (veh/h)	440	520	464	468	412	646
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	337	682	488	493	434	680
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	436	1277	1322	978	546	2150
Arrive On Green	0.24	0.24	0.37	0.37	0.16	0.61
Sat Flow, veh/h	1781	3170	3647	1585	3456	3647
Grp Volume(v), veh/h	337	682	488	493	434	680
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	10.6	9.8	6.0	10.4	7.3	5.6
Cycle Q Clear(g_c), s	10.6	9.8	6.0	10.4	7.3	5.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	436	1277	1322	978	546	2150
V/C Ratio(X)	0.77	0.53	0.37	0.50	0.79	0.32
Avail Cap(c_a), veh/h	534	1452	1322	978	605	2150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	13.6	13.7	6.4	24.3	5.8
Incr Delay (d2), s/veh	5.6	0.3	0.8	1.9	6.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.1	2.3	5.9	3.3	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.7	14.0	14.5	8.2	30.9	6.2
LnGrp LOS	C	B	B	A	C	A
Approach Vol, veh/h	1019		981			1114
Approach Delay, s/veh	18.2		11.4			15.8
Approach LOS	B		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.0	26.8			40.8	19.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	9.3	12.4			7.6	12.6
Green Ext Time (p_c), s	0.2	2.5			5.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

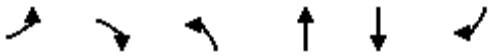
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	908	382	550	34	480	607
Future Volume (veh/h)	908	382	550	34	480	607
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	956	0	579	36	505	639
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1102		1164	519	600	1994
Arrive On Green	0.32	0.00	0.33	0.33	0.17	0.56
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	956	0	579	36	505	639
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	19.5	0.0	9.8	1.2	10.6	7.2
Cycle Q Clear(g_c), s	19.5	0.0	9.8	1.2	10.6	7.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1102		1164	519	600	1994
V/C Ratio(X)	0.87		0.50	0.07	0.84	0.32
Avail Cap(c_a), veh/h	1313		1164	519	668	1994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	20.3	17.4	30.0	8.8
Incr Delay (d2), s/veh	5.6	0.0	1.5	0.3	8.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	4.1	0.4	5.0	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.6	0.0	21.8	17.6	38.7	9.2
LnGrp LOS	C		C	B	D	A
Approach Vol, veh/h	956	A	615			1144
Approach Delay, s/veh	29.6		21.5			22.3
Approach LOS	C		C			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	17.5	29.1				46.6	28.4
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	14.5	18.5				37.5	28.5
Max Q Clear Time (g_c+I1), s	12.6	11.8				9.2	21.5
Green Ext Time (p_c), s	0.4	2.2				4.8	2.4

Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Notes

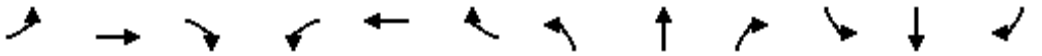
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	225	324	163	335	1344	175
Future Volume (veh/h)	225	324	163	335	1344	175
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	341	172	353	1415	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	522	465	212	2156	1555	694
Arrive On Green	0.29	0.29	0.12	0.61	0.44	0.44
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	237	341	172	353	1415	184
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	9.8	17.4	8.5	3.9	33.5	6.6
Cycle Q Clear(g_c), s	9.8	17.4	8.5	3.9	33.5	6.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	522	465	212	2156	1555	694
V/C Ratio(X)	0.45	0.73	0.81	0.16	0.91	0.27
Avail Cap(c_a), veh/h	522	465	356	2488	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	28.6	38.6	7.7	23.7	16.1
Incr Delay (d2), s/veh	0.6	5.9	7.2	0.0	8.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	7.2	4.1	1.4	14.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.5	34.6	45.8	7.8	31.7	16.3
LnGrp LOS	C	C	D	A	C	B
Approach Vol, veh/h	578			525	1599	
Approach Delay, s/veh	31.3			20.2	29.9	
Approach LOS	C			C	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.9	15.2	43.9		59.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	40.5		63.0
Max Q Clear Time (g_c+I1), s		19.4	10.5	35.5		5.9
Green Ext Time (p_c), s		0.0	0.3	3.9		2.6

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C



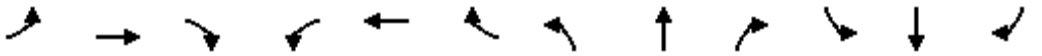
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	791	404	0	0	0	565	273	325	176	609	932
Future Volume (veh/h)	223	791	404	0	0	0	565	273	325	176	609	932
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	235	833	425				441	503	342	185	641	981
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	479	955	426				590	620	525	412	822	1395
Arrive On Green	0.27	0.27	0.27				0.33	0.33	0.33	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	235	833	425				441	503	342	185	641	981
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	8.9	17.9	21.4				17.6	19.7	14.7	7.1	13.5	18.5
Cycle Q Clear(g_c), s	8.9	17.9	21.4				17.6	19.7	14.7	7.1	13.5	18.5
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	479	955	426				590	620	525	412	822	1395
V/C Ratio(X)	0.49	0.87	1.00				0.75	0.81	0.65	0.45	0.78	0.70
Avail Cap(c_a), veh/h	479	955	426				590	620	525	412	822	1395
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	27.9	29.2				23.8	24.5	22.8	26.4	28.8	14.6
Incr Delay (d2), s/veh	0.8	8.9	43.0				8.4	11.1	6.2	3.5	7.2	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	8.4	12.8				8.4	10.1	6.1	3.3	6.4	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	36.8	72.2				32.2	35.6	29.0	29.9	36.1	17.6
LnGrp LOS	C	D	E				C	D	C	C	D	B
Approach Vol, veh/h		1493						1286			1807	
Approach Delay, s/veh		45.1						32.6			25.4	
Approach LOS		D						C			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		31.0		26.0		23.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		26.5		21.5		18.5						
Max Q Clear Time (g_c+I1), s		21.7		23.4		20.5						
Green Ext Time (p_c), s		2.6		0.0		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			33.9									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	417	0	224	0	0	2	308	555	1	16	520	125
Future Volume (veh/h)	417	0	224	0	0	2	308	555	1	16	520	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	439	0	236	0	0	2	324	584	1	17	547	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	650	0	289	0	0	4	324	2075	4	35	1763	786
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.00	0.09	0.57	0.57	0.02	0.50	0.50
Sat Flow, veh/h	3563	0	1585	0	0	1585	3456	3640	6	1781	3554	1585
Grp Volume(v), veh/h	439	0	236	0	0	2	324	285	300	17	547	132
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	9.2	0.0	11.4	0.0	0.0	0.1	7.5	6.6	6.6	0.8	7.3	3.7
Cycle Q Clear(g_c), s	9.2	0.0	11.4	0.0	0.0	0.1	7.5	6.6	6.6	0.8	7.3	3.7
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	650	0	289	0	0	4	324	1013	1066	35	1763	786
V/C Ratio(X)	0.67	0.00	0.82	0.00	0.00	0.46	1.00	0.28	0.28	0.49	0.31	0.17
Avail Cap(c_a), veh/h	802	0	357	0	0	357	324	1013	1066	111	1763	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	31.4	0.0	0.0	39.8	36.3	8.8	8.8	38.8	12.0	11.1
Incr Delay (d2), s/veh	1.7	0.0	11.4	0.0	0.0	62.2	50.0	0.7	0.7	10.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	5.1	0.0	0.0	0.1	5.3	2.5	2.6	0.4	2.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	42.8	0.0	0.0	102.1	86.3	9.5	9.5	48.8	12.5	11.5
LnGrp LOS	C	A	D	A	A	F	F	A	A	D	B	B
Approach Vol, veh/h		675			2			909			696	
Approach Delay, s/veh		35.9			102.1			36.9			13.2	
Approach LOS		D			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	50.1		19.1	12.0	44.2		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	8.6		13.4	9.5	9.3		2.1				
Green Ext Time (p_c), s	0.0	2.9		1.2	0.0	2.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		29.4	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	402	417	75	462	481	138
Future Volume (vph)	402	417	75	462	481	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3515	1770	1583
Flt Permitted	1.00	1.00		0.65	0.95	1.00
Satd. Flow (perm)	1863	1583		2296	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	423	439	79	486	506	145
RTOR Reduction (vph)	0	44	0	0	0	59
Lane Group Flow (vph)	423	395	0	565	506	86
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	27.7	81.0		27.7	53.3	53.3
Effective Green, g (s)	27.7	81.0		27.7	53.3	53.3
Actuated g/C Ratio	0.31	0.90		0.31	0.59	0.59
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	573	1583		706	1048	937
v/s Ratio Prot	0.23	0.15			c0.29	
v/s Ratio Perm		0.10		c0.25		0.05
v/c Ratio	0.74	0.25		0.80	0.48	0.09
Uniform Delay, d1	27.9	0.6		28.6	10.5	7.9
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.9	0.1		6.5	1.6	0.2
Delay (s)	32.9	0.7		35.1	12.1	8.1
Level of Service	C	A		D	B	A
Approach Delay (s)	16.5			35.1	11.2	
Approach LOS	B			D	B	

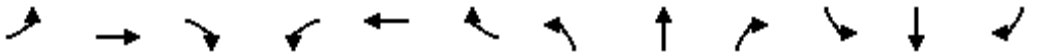
Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	544	139	359	510
Demand Flow Rate, veh/h	555	141	366	520
Vehicles Circulating, veh/h	240	750	610	215
Vehicles Exiting, veh/h	495	226	185	676
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.5	8.4	12.2	8.6
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	555	141	366	520
Cap Entry Lane, veh/h	1080	642	741	1108
Entry HV Adj Factor	0.980	0.985	0.981	0.980
Flow Entry, veh/h	544	139	359	510
Cap Entry, veh/h	1059	632	727	1086
V/C Ratio	0.514	0.220	0.494	0.469
Control Delay, s/veh	9.5	8.4	12.2	8.6
LOS	A	A	B	A
95th %tile Queue, veh	3	1	3	3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1220	20	9	1357	123	3	0	31	131	0	36
Future Volume (veh/h)	34	1220	20	9	1357	123	3	0	31	131	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	1284	21	9	1428	129	3	0	33	138	0	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	1766	788	20	1682	750	500	0	494	505	0	494
Arrive On Green	0.04	0.50	0.50	0.01	0.47	0.47	0.31	0.00	0.31	0.31	0.00	0.31
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1370	0	1585	1376	0	1585
Grp Volume(v), veh/h	36	1284	21	9	1428	129	3	0	33	138	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1370	0	1585	1376	0	1585
Q Serve(g_s), s	1.5	21.3	0.5	0.4	26.5	3.5	0.1	0.0	1.1	5.9	0.0	1.3
Cycle Q Clear(g_c), s	1.5	21.3	0.5	0.4	26.5	3.5	1.4	0.0	1.1	7.0	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	1766	788	20	1682	750	500	0	494	505	0	494
V/C Ratio(X)	0.57	0.73	0.03	0.44	0.85	0.17	0.01	0.00	0.07	0.27	0.00	0.08
Avail Cap(c_a), veh/h	119	1824	814	119	1824	814	500	0	494	505	0	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	14.9	9.6	36.8	17.4	11.3	18.7	0.0	18.2	20.6	0.0	18.2
Incr Delay (d2), s/veh	8.0	1.4	0.0	14.4	3.8	0.1	0.0	0.0	0.3	1.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.0	0.2	0.2	10.6	1.2	0.0	0.0	0.4	2.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	16.3	9.6	51.3	21.2	11.4	18.7	0.0	18.4	21.9	0.0	18.5
LnGrp LOS	D	B	A	D	C	B	B	A	B	C	A	B
Approach Vol, veh/h		1341			1566			36			176	
Approach Delay, s/veh		16.9			20.5			18.4			21.2	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.9	5.4	41.8		27.9	7.1	40.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	38.5		18.0	5.0	38.5				
Max Q Clear Time (g_c+I1), s		3.4	2.4	23.3		9.0	3.5	28.5				
Green Ext Time (p_c), s		0.1	0.0	8.3		0.4	0.0	7.0				

Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			B									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	444	485	415	521	249	553
Future Volume (veh/h)	444	485	415	521	249	553
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	640	326	437	548	262	582
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	878	549	1451	1037	346	2097
Arrive On Green	0.25	0.25	0.41	0.41	0.10	0.59
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	640	326	437	548	262	582
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	9.1	9.3	4.6	10.0	4.1	4.4
Cycle Q Clear(g_c), s	9.1	9.3	4.6	10.0	4.1	4.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	878	549	1451	1037	346	2097
V/C Ratio(X)	0.73	0.59	0.30	0.53	0.76	0.28
Avail Cap(c_a), veh/h	1166	677	1451	1037	346	2097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	14.8	11.0	5.0	24.1	5.5
Incr Delay (d2), s/veh	1.6	1.0	0.5	1.9	9.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.1	1.6	5.7	2.0	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	15.8	11.5	6.9	33.4	5.9
LnGrp LOS	C	B	B	A	C	A
Approach Vol, veh/h	966		985			844
Approach Delay, s/veh	19.0		9.0			14.4
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	27.0			37.0	18.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	6.1	12.0			6.4	11.3
Green Ext Time (p_c), s	0.0	2.6			4.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

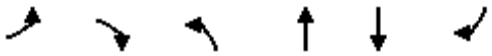
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	692	390	545	27	403	591
Future Volume (veh/h)	692	390	545	27	403	591
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	728	0	574	28	424	622
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	874		1304	582	537	2122
Arrive On Green	0.25	0.00	0.37	0.37	0.16	0.60
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	728	0	574	28	424	622
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	12.0	0.0	7.3	0.7	7.1	5.1
Cycle Q Clear(g_c), s	12.0	0.0	7.3	0.7	7.1	5.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	874		1304	582	537	2122
V/C Ratio(X)	0.83		0.44	0.05	0.79	0.29
Avail Cap(c_a), veh/h	1037		1304	582	599	2122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	14.3	12.2	24.4	5.9
Incr Delay (d2), s/veh	5.1	0.0	1.1	0.2	6.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	2.8	0.2	3.2	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.4	0.0	15.4	12.4	30.8	6.3
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	728	A	602			1046
Approach Delay, s/veh	26.4		15.3			16.2
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.8	26.5			40.3	19.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.4	18.1			33.0	18.0
Max Q Clear Time (g_c+I1), s	9.1	9.3			7.1	14.0
Green Ext Time (p_c), s	0.2	2.6			4.5	1.2

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

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



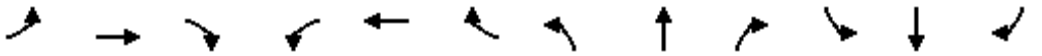
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	173	183	438	948	248
Future Volume (veh/h)	120	173	183	438	948	248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	182	193	461	998	261
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	642	571	242	1846	1150	513
Arrive On Green	0.36	0.36	0.14	0.52	0.32	0.32
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	126	182	193	461	998	261
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.7	6.2	7.9	5.4	19.8	10.0
Cycle Q Clear(g_c), s	3.7	6.2	7.9	5.4	19.8	10.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	642	571	242	1846	1150	513
V/C Ratio(X)	0.20	0.32	0.80	0.25	0.87	0.51
Avail Cap(c_a), veh/h	642	571	428	2274	1208	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	17.3	31.4	9.9	23.9	20.5
Incr Delay (d2), s/veh	0.1	0.3	5.9	0.1	6.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.2	3.7	1.9	8.8	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.6	17.6	37.3	10.0	30.6	21.3
LnGrp LOS	B	B	D	B	C	C
Approach Vol, veh/h	308			654	1259	
Approach Delay, s/veh	17.2			18.1	28.7	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4			8
Phs Duration (G+Y+Rc), s		31.5	14.7	28.8			43.5
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5
Max Green Setting (Gmax), s		18.0	18.0	25.5			48.0
Max Q Clear Time (g_c+I1), s		8.2	9.9	21.8			7.4
Green Ext Time (p_c), s		0.7	0.3	2.5			3.4

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	1174	345	0	0	0	384	334	232	49	310	670
Future Volume (veh/h)	298	1174	345	0	0	0	384	334	232	49	310	670
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	314	1236	363				378	388	244	52	326	705
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	674	1345	600				484	508	430	356	711	1614
Arrive On Green	0.38	0.38	0.38				0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	314	1236	363				378	388	244	52	326	705
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	12.0	29.8	16.6				17.7	17.2	11.9	2.2	7.3	12.8
Cycle Q Clear(g_c), s	12.0	29.8	16.6				17.7	17.2	11.9	2.2	7.3	12.8
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	674	1345	600				484	508	430	356	711	1614
V/C Ratio(X)	0.47	0.92	0.61				0.78	0.76	0.57	0.15	0.46	0.44
Avail Cap(c_a), veh/h	683	1362	608				484	508	430	356	711	1614
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	26.7	22.5				30.3	30.1	28.2	29.7	31.7	10.7
Incr Delay (d2), s/veh	0.5	10.2	1.7				11.9	10.4	5.3	0.9	2.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	13.9	6.2				8.9	9.0	5.1	1.0	3.3	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	36.8	24.2				42.2	40.6	33.6	30.5	33.8	11.6
LnGrp LOS	C	D	C				D	D	C	C	C	B
Approach Vol, veh/h		1913						1010			1083	
Approach Delay, s/veh		31.9						39.5			19.2	
Approach LOS		C						D			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.9		38.6		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		24.0		34.5		18.0						
Max Q Clear Time (g_c+I1), s		19.7		31.8		14.8						
Green Ext Time (p_c), s		1.9		2.2		1.7						

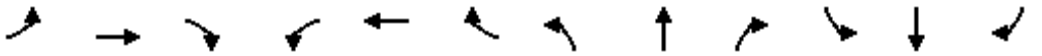
Intersection Summary												
HCM 6th Ctrl Delay			30.4									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	0	80	1	0	0	124	567	1	6	437	34
Future Volume (veh/h)	164	0	80	1	0	0	124	567	1	6	437	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	0	84	1	0	0	131	597	1	6	460	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	0	133	2	0	0	206	2481	4	14	2239	999
Arrive On Green	0.08	0.00	0.08	0.00	0.00	0.00	0.06	0.68	0.68	0.01	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1781	0	0	3456	3640	6	1781	3554	1585
Grp Volume(v), veh/h	173	0	84	1	0	0	131	291	307	6	460	36
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	0	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	3.7	0.0	4.1	0.0	0.0	0.0	3.0	5.0	5.0	0.3	4.4	0.7
Cycle Q Clear(g_c), s	3.7	0.0	4.1	0.0	0.0	0.0	3.0	5.0	5.0	0.3	4.4	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	300	0	133	2	0	0	206	1211	1274	14	2239	999
V/C Ratio(X)	0.58	0.00	0.63	0.41	0.00	0.00	0.64	0.24	0.24	0.43	0.21	0.04
Avail Cap(c_a), veh/h	802	0	357	401	0	0	302	1211	1274	111	2239	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	35.4	39.9	0.0	0.0	36.8	4.8	4.8	39.5	6.3	5.6
Incr Delay (d2), s/veh	1.8	0.0	4.8	83.6	0.0	0.0	3.3	0.5	0.4	19.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.7	0.1	0.0	0.0	1.3	1.6	1.7	0.2	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	0.0	40.2	123.5	0.0	0.0	40.0	5.3	5.3	59.2	6.5	5.7
LnGrp LOS	D	A	D	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		257			1			729			502	
Approach Delay, s/veh		38.1			123.5			11.5			7.1	
Approach LOS		D			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	59.0		11.2	9.3	54.9		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	7.0		6.1	5.0	6.4		2.0				
Green Ext Time (p_c), s	0.0	3.1		0.7	0.1	2.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		14.7	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	285	417	141	476	459	116
Future Volume (vph)	285	417	141	476	459	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3499	1770	1583
Flt Permitted	1.00	1.00		0.74	0.95	1.00
Satd. Flow (perm)	1863	1583		2624	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	300	439	148	501	483	122
RTOR Reduction (vph)	0	66	0	0	0	64
Lane Group Flow (vph)	300	373	0	649	483	58
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	22.4	51.0		22.4	28.6	28.6
Effective Green, g (s)	22.4	51.0		22.4	28.6	28.6
Actuated g/C Ratio	0.37	0.85		0.37	0.48	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	695	1583		979	843	754
v/s Ratio Prot	0.16	0.11			c0.27	
v/s Ratio Perm		0.12		c0.25		0.04
v/c Ratio	0.43	0.24		0.66	0.57	0.08
Uniform Delay, d1	14.0	0.8		15.7	11.3	8.5
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1		1.7	2.8	0.2
Delay (s)	14.5	0.9		17.4	14.1	8.7
Level of Service	B	A		B	B	A
Approach Delay (s)	6.4			17.4	13.0	
Approach LOS	A			B	B	

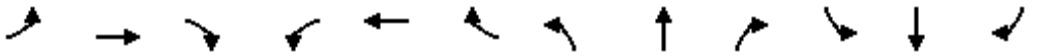
Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	476	409	225	588
Demand Flow Rate, veh/h	485	417	229	599
Vehicles Circulating, veh/h	405	536	533	330
Vehicles Exiting, veh/h	524	226	357	623
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.1	12.1	7.8	12.4
Approach LOS	B	B	A	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	485	417	229	599
Cap Entry Lane, veh/h	913	799	801	986
Entry HV Adj Factor	0.982	0.981	0.982	0.981
Flow Entry, veh/h	476	409	225	588
Cap Entry, veh/h	896	783	786	967
V/C Ratio	0.531	0.522	0.286	0.608
Control Delay, s/veh	11.1	12.1	7.8	12.4
LOS	B	B	A	B
95th %tile Queue, veh	3	3	1	4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1646	16	32	845	181	22	0	58	162	0	44
Future Volume (veh/h)	50	1646	16	32	845	181	22	0	58	162	0	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	1733	17	34	889	191	23	0	61	171	0	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	1889	843	59	1853	827	423	0	422	408	0	422
Arrive On Green	0.04	0.53	0.53	0.03	0.52	0.52	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1360	0	1585	1341	0	1585
Grp Volume(v), veh/h	53	1733	17	34	889	191	23	0	61	171	0	46
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1360	0	1585	1341	0	1585
Q Serve(g_s), s	2.3	35.7	0.4	1.5	12.8	5.2	1.0	0.0	2.3	8.9	0.0	1.8
Cycle Q Clear(g_c), s	2.3	35.7	0.4	1.5	12.8	5.2	2.8	0.0	2.3	11.3	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	1889	843	59	1853	827	423	0	422	408	0	422
V/C Ratio(X)	0.69	0.92	0.02	0.58	0.48	0.23	0.05	0.00	0.14	0.42	0.00	0.11
Avail Cap(c_a), veh/h	147	1932	862	111	1861	830	423	0	422	408	0	422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	17.1	8.9	38.1	12.2	10.4	23.2	0.0	22.4	26.7	0.0	22.2
Incr Delay (d2), s/veh	10.4	7.4	0.0	8.6	0.2	0.1	0.2	0.0	0.7	3.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	14.6	0.1	0.8	4.6	1.7	0.4	0.0	0.9	3.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	24.5	8.9	46.7	12.4	10.6	23.5	0.0	23.1	29.8	0.0	22.7
LnGrp LOS	D	C	A	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1803			1114			84			217	
Approach Delay, s/veh		25.1			13.1			23.2			28.3	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.8	7.2	47.0		25.8	8.0	46.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	6.6	41.9				
Max Q Clear Time (g_c+I1), s		4.8	3.5	37.7		13.3	4.3	14.8				
Green Ext Time (p_c), s		0.2	0.0	4.9		0.3	0.0	7.9				

Intersection Summary												
HCM 6th Ctrl Delay			21.1									
HCM 6th LOS			C									

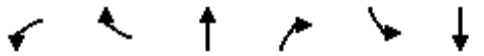
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	546	595	521	611	473	702
Future Volume (veh/h)	546	595	521	611	473	702
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	786	400	548	643	498	739
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	959	701	1182	954	598	2064
Arrive On Green	0.27	0.27	0.33	0.33	0.17	0.58
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	786	400	548	643	498	739
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	12.4	11.3	7.3	16.3	8.4	6.6
Cycle Q Clear(g_c), s	12.4	11.3	7.3	16.3	8.4	6.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	959	701	1182	954	598	2064
V/C Ratio(X)	0.82	0.57	0.46	0.67	0.83	0.36
Avail Cap(c_a), veh/h	1069	750	1182	954	605	2064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	12.5	15.8	8.0	24.0	6.7
Incr Delay (d2), s/veh	4.7	0.9	1.3	3.8	9.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	3.6	2.9	9.9	4.0	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	13.4	17.1	11.8	33.6	7.1
LnGrp LOS	C	B	B	B	C	A
Approach Vol, veh/h	1186		1191			1237
Approach Delay, s/veh	21.3		14.2			17.8
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.9	24.5			39.3	20.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	10.4	18.3			8.6	14.4
Green Ext Time (p_c), s	0.0	0.0			5.5	1.7

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



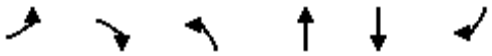
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	935	490	636	35	547	703
Future Volume (veh/h)	935	490	636	35	547	703
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	984	0	669	37	576	740
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1126		1080	482	657	1969
Arrive On Green	0.33	0.00	0.30	0.30	0.19	0.55
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	984	0	669	37	576	740
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	20.1	0.0	12.1	1.2	12.2	8.8
Cycle Q Clear(g_c), s	20.1	0.0	12.1	1.2	12.2	8.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1126		1080	482	657	1969
V/C Ratio(X)	0.87		0.62	0.08	0.88	0.38
Avail Cap(c_a), veh/h	1313		1080	482	668	1969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	22.4	18.6	29.5	9.4
Incr Delay (d2), s/veh	6.1	0.0	2.7	0.3	12.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	5.2	0.5	6.0	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.9	0.0	25.0	18.9	42.0	10.0
LnGrp LOS	C		C	B	D	A
Approach Vol, veh/h	984	A	706			1316
Approach Delay, s/veh	29.9		24.7			24.0
Approach LOS	C		C			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.8	27.3			46.1	28.9
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.5	18.5			37.5	28.5
Max Q Clear Time (g_c+I1), s	14.2	14.1			10.8	22.1
Green Ext Time (p_c), s	0.1	1.8			5.6	2.3

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Notes

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



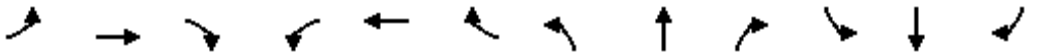
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	239	334	168	409	1456	184
Future Volume (veh/h)	239	334	168	409	1456	184
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	352	177	431	1533	194
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	497	443	217	2206	1595	711
Arrive On Green	0.28	0.28	0.12	0.62	0.45	0.45
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	252	352	177	431	1533	194
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	10.7	18.5	8.7	4.7	37.6	6.9
Cycle Q Clear(g_c), s	10.7	18.5	8.7	4.7	37.6	6.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	497	443	217	2206	1595	711
V/C Ratio(X)	0.51	0.80	0.81	0.20	0.96	0.27
Avail Cap(c_a), veh/h	497	443	356	2488	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	30.1	38.5	7.4	24.0	15.6
Incr Delay (d2), s/veh	0.8	9.7	7.2	0.0	14.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	8.0	4.2	1.6	17.9	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.1	39.8	45.7	7.4	38.4	15.8
LnGrp LOS	C	D	D	A	D	B
Approach Vol, veh/h	604			608	1727	
Approach Delay, s/veh	34.9			18.6	35.8	
Approach LOS	C			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		29.6	15.5	44.9		60.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	40.5		63.0
Max Q Clear Time (g_c+I1), s		20.5	10.7	39.6		6.7
Green Ext Time (p_c), s		0.0	0.3	0.8		3.3

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/02/2019



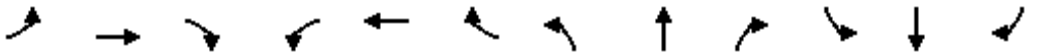
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	815	415	0	0	0	581	345	335	181	700	959
Future Volume (veh/h)	229	815	415	0	0	0	581	345	335	181	700	959
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	241	858	437				488	537	353	191	737	1009
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	479	955	426				590	620	525	412	822	1395
Arrive On Green	0.27	0.27	0.27				0.33	0.33	0.33	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	241	858	437				488	537	353	191	737	1009
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	9.2	18.6	21.5				20.2	21.5	15.3	7.4	16.1	18.5
Cycle Q Clear(g_c), s	9.2	18.6	21.5				20.2	21.5	15.3	7.4	16.1	18.5
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	479	955	426				590	620	525	412	822	1395
V/C Ratio(X)	0.50	0.90	1.03				0.83	0.87	0.67	0.46	0.90	0.72
Avail Cap(c_a), veh/h	479	955	426				590	620	525	412	822	1395
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	28.2	29.3				24.6	25.1	23.0	26.5	29.8	14.6
Incr Delay (d2), s/veh	0.8	11.2	50.4				12.6	15.1	6.7	3.7	14.5	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	9.0	13.7				10.1	11.6	6.4	3.5	8.2	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	39.4	79.6				37.2	40.2	29.7	30.2	44.3	17.9
LnGrp LOS	C	D	F				D	D	C	C	D	B
Approach Vol, veh/h		1536						1378			1937	
Approach Delay, s/veh		48.7						36.5			29.2	
Approach LOS		D						D			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		31.0		26.0		23.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		26.5		21.5		18.5						
Max Q Clear Time (g_c+I1), s		23.5		23.5		20.5						
Green Ext Time (p_c), s		1.8		0.0		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			37.4									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	0	231	0	0	2	317	636	1	16	607	129
Future Volume (veh/h)	430	0	231	0	0	2	317	636	1	16	607	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	453	0	243	0	0	2	334	669	1	17	639	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	664	0	296	0	0	4	324	2061	3	35	1748	780
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.09	0.57	0.57	0.02	0.49	0.49
Sat Flow, veh/h	3563	0	1585	0	0	1585	3456	3641	5	1781	3554	1585
Grp Volume(v), veh/h	453	0	243	0	0	2	334	326	344	17	639	136
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	9.5	0.0	11.8	0.0	0.0	0.1	7.5	7.8	7.8	0.8	8.9	3.8
Cycle Q Clear(g_c), s	9.5	0.0	11.8	0.0	0.0	0.1	7.5	7.8	7.8	0.8	8.9	3.8
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	664	0	296	0	0	4	324	1006	1058	35	1748	780
V/C Ratio(X)	0.68	0.00	0.82	0.00	0.00	0.46	1.03	0.32	0.32	0.49	0.37	0.17
Avail Cap(c_a), veh/h	802	0	357	0	0	357	324	1006	1058	111	1748	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	31.3	0.0	0.0	39.8	36.3	9.2	9.2	38.8	12.6	11.3
Incr Delay (d2), s/veh	1.8	0.0	12.2	0.0	0.0	62.2	58.2	0.9	0.8	10.0	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	5.4	0.0	0.0	0.1	5.7	2.9	3.1	0.4	3.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	43.5	0.0	0.0	102.1	94.5	10.1	10.0	48.8	13.2	11.8
LnGrp LOS	C	A	D	A	A	F	F	B	B	D	B	B
Approach Vol, veh/h		696			2			1004			792	
Approach Delay, s/veh		36.1			102.1			38.1			13.7	
Approach LOS		D			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	49.8		19.4	12.0	43.9		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	9.8		13.8	9.5	10.9		2.1				
Green Ext Time (p_c), s	0.0	3.1		1.1	0.0	2.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		29.9	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	421	601	101	486	637	169
Future Volume (vph)	421	601	101	486	637	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3509	1770	1583
Flt Permitted	1.00	1.00		0.63	0.95	1.00
Satd. Flow (perm)	1863	1583		2238	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	443	633	106	512	671	178
RTOR Reduction (vph)	0	63	0	0	0	81
Lane Group Flow (vph)	443	570	0	618	671	97
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	32.0	81.0		32.0	49.0	49.0
Effective Green, g (s)	32.0	81.0		32.0	49.0	49.0
Actuated g/C Ratio	0.36	0.90		0.36	0.54	0.54
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	662	1583		795	963	861
v/s Ratio Prot	0.24	0.20			c0.38	
v/s Ratio Perm		0.16		c0.28		0.06
v/c Ratio	0.67	0.36		0.78	0.70	0.11
Uniform Delay, d1	24.5	0.7		25.8	15.0	9.9
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.6	0.1		4.8	4.2	0.3
Delay (s)	27.1	0.8		30.6	19.2	10.2
Level of Service	C	A		C	B	B
Approach Delay (s)	11.6			30.6	17.3	
Approach LOS	B			C	B	

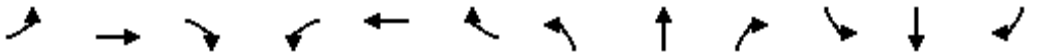
Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	20.6
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	638	370	426	730
Demand Flow Rate, veh/h	650	378	434	745
Vehicles Circulating, veh/h	472	823	852	322
Vehicles Exiting, veh/h	595	463	270	878
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	20.5	19.4	26.7	17.6
Approach LOS	C	C	D	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	650	378	434	745
Cap Entry Lane, veh/h	853	596	579	994
Entry HV Adj Factor	0.981	0.978	0.981	0.980
Flow Entry, veh/h	638	370	426	730
Cap Entry, veh/h	836	583	567	974
V/C Ratio	0.762	0.634	0.750	0.750
Control Delay, s/veh	20.5	19.4	26.7	17.6
LOS	C	C	D	C
95th %tile Queue, veh	7	4	7	7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1258	20	9	1399	123	3	0	31	131	0	36
Future Volume (veh/h)	34	1258	20	9	1399	123	3	0	31	131	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	1324	21	9	1473	129	3	0	33	138	0	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	1794	800	20	1709	762	489	0	482	494	0	482
Arrive On Green	0.04	0.50	0.50	0.01	0.48	0.48	0.30	0.00	0.30	0.30	0.00	0.30
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1370	0	1585	1376	0	1585
Grp Volume(v), veh/h	36	1324	21	9	1473	129	3	0	33	138	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1370	0	1585	1376	0	1585
Q Serve(g_s), s	1.5	22.1	0.5	0.4	27.6	3.4	0.1	0.0	1.1	5.9	0.0	1.3
Cycle Q Clear(g_c), s	1.5	22.1	0.5	0.4	27.6	3.4	1.4	0.0	1.1	7.1	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	1794	800	20	1709	762	489	0	482	494	0	482
V/C Ratio(X)	0.57	0.74	0.03	0.44	0.86	0.17	0.01	0.00	0.07	0.28	0.00	0.08
Avail Cap(c_a), veh/h	119	1824	814	119	1824	814	489	0	482	494	0	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	14.7	9.3	36.8	17.3	11.0	19.1	0.0	18.6	21.1	0.0	18.6
Incr Delay (d2), s/veh	8.0	1.6	0.0	14.4	4.3	0.1	0.0	0.0	0.3	1.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.2	0.2	0.2	11.0	1.1	0.0	0.0	0.4	2.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	16.2	9.3	51.3	21.5	11.1	19.1	0.0	18.8	22.5	0.0	18.9
LnGrp LOS	D	B	A	D	C	B	B	A	B	C	A	B
Approach Vol, veh/h		1381			1611			36			176	
Approach Delay, s/veh		16.9			20.9			18.9			21.7	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.3	5.4	42.4		27.3	7.1	40.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	38.5		18.0	5.0	38.5				
Max Q Clear Time (g_c+I1), s		3.4	2.4	24.1		9.1	3.5	29.6				
Green Ext Time (p_c), s		0.1	0.0	8.3		0.4	0.0	6.5				

Intersection Summary												
HCM 6th Ctrl Delay			19.2									
HCM 6th LOS			B									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	466	511	436	547	261	580
Future Volume (veh/h)	466	511	436	547	261	580
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	673	343	459	576	275	611
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	910	563	1419	1037	346	2065
Arrive On Green	0.26	0.26	0.40	0.40	0.10	0.58
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	673	343	459	576	275	611
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	9.5	9.8	4.9	10.8	4.3	4.8
Cycle Q Clear(g_c), s	9.5	9.8	4.9	10.8	4.3	4.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	910	563	1419	1037	346	2065
V/C Ratio(X)	0.74	0.61	0.32	0.56	0.80	0.30
Avail Cap(c_a), veh/h	1166	677	1419	1037	346	2065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	14.6	11.4	5.2	24.2	5.8
Incr Delay (d2), s/veh	1.9	1.1	0.6	2.1	12.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.2	1.8	6.3	2.2	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	15.7	12.0	7.3	36.4	6.2
LnGrp LOS	C	B	B	A	D	A
Approach Vol, veh/h	1016		1035			886
Approach Delay, s/veh	19.0		9.4			15.6
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	26.5			36.5	18.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	6.3	12.8			6.8	11.8
Green Ext Time (p_c), s	0.0	2.5			4.2	2.3

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
2: Camino Capistrano & I-5 SB Of-Ramp

08/02/2019

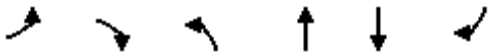
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	779	410	573	30	424	621
Future Volume (veh/h)	779	410	573	30	424	621
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	820	0	603	32	446	654
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	948		1208	539	555	2046
Arrive On Green	0.27	0.00	0.34	0.34	0.16	0.58
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	820	0	603	32	446	654
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	13.5	0.0	8.1	0.8	7.5	5.7
Cycle Q Clear(g_c), s	13.5	0.0	8.1	0.8	7.5	5.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	948		1208	539	555	2046
V/C Ratio(X)	0.86		0.50	0.06	0.80	0.32
Avail Cap(c_a), veh/h	1037		1208	539	599	2046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	15.7	13.3	24.3	6.6
Incr Delay (d2), s/veh	7.3	0.0	1.5	0.2	7.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	3.2	0.3	3.4	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.0	0.0	17.2	13.6	31.6	7.0
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	820	A	635			1100
Approach Delay, s/veh	28.0		17.0			17.0
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.1	24.9			39.0	21.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.4	18.1			33.0	18.0
Max Q Clear Time (g_c+I1), s	9.5	10.1			7.7	15.5
Green Ext Time (p_c), s	0.2	2.6			4.8	0.9

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

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



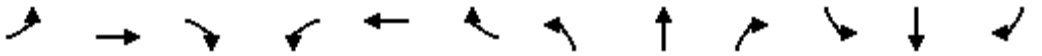
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	132	181	200	460	994	303
Future Volume (veh/h)	132	181	200	460	994	303
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	191	211	484	1046	319
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	612	544	260	1907	1175	524
Arrive On Green	0.34	0.34	0.15	0.54	0.33	0.33
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	139	191	211	484	1046	319
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	4.2	6.7	8.6	5.5	20.9	12.7
Cycle Q Clear(g_c), s	4.2	6.7	8.6	5.5	20.9	12.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	612	544	260	1907	1175	524
V/C Ratio(X)	0.23	0.35	0.81	0.25	0.89	0.61
Avail Cap(c_a), veh/h	612	544	428	2274	1208	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	18.4	31.0	9.3	23.8	21.0
Incr Delay (d2), s/veh	0.2	0.4	6.0	0.1	8.4	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.4	4.0	1.9	9.6	4.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.7	18.8	37.0	9.4	32.2	22.9
LnGrp LOS	B	B	D	A	C	C
Approach Vol, veh/h	330			695	1365	
Approach Delay, s/veh	18.3			17.8	30.1	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.3	15.4	29.3		44.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	25.5		48.0
Max Q Clear Time (g_c+I1), s		8.7	10.6	22.9		7.5
Green Ext Time (p_c), s		0.7	0.3	1.8		3.6

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

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	335	1230	360	0	0	0	389	351	245	49	327	719
Future Volume (veh/h)	335	1230	360	0	0	0	389	351	245	49	327	719
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	353	1295	379				389	397	258	52	344	757
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	681	1359	606				476	500	424	356	711	1625
Arrive On Green	0.38	0.38	0.38				0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	353	1295	379				389	397	258	52	344	757
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	13.7	31.9	17.5				18.4	17.8	12.8	2.2	7.7	14.0
Cycle Q Clear(g_c), s	13.7	31.9	17.5				18.4	17.8	12.8	2.2	7.7	14.0
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	681	1359	606				476	500	424	356	711	1625
V/C Ratio(X)	0.52	0.95	0.63				0.82	0.79	0.61	0.15	0.48	0.47
Avail Cap(c_a), veh/h	683	1362	608				476	500	424	356	711	1625
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	27.0	22.5				30.9	30.7	28.8	29.7	31.9	10.8
Incr Delay (d2), s/veh	0.7	14.6	2.0				14.3	12.2	6.4	0.9	2.4	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	15.5	6.6				9.6	9.5	5.5	1.0	3.5	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	41.6	24.6				45.2	42.9	35.2	30.5	34.2	11.7
LnGrp LOS	C	D	C				D	D	D	C	C	B
Approach Vol, veh/h		2027						1044			1153	
Approach Delay, s/veh		35.0						41.9			19.3	
Approach LOS		C						D			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.6		38.9		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		24.0		34.5		18.0						
Max Q Clear Time (g_c+I1), s		20.4		33.9		16.0						
Green Ext Time (p_c), s		1.7		0.6		1.2						

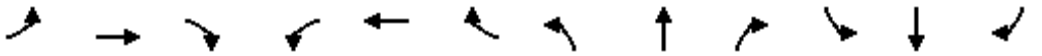
Intersection Summary												
HCM 6th Ctrl Delay			32.4									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	0	84	1	0	0	130	595	1	6	459	34
Future Volume (veh/h)	172	0	84	1	0	0	130	595	1	6	459	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	181	0	88	1	0	0	137	626	1	6	483	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	0	138	2	0	0	213	2471	4	14	2221	991
Arrive On Green	0.09	0.00	0.09	0.00	0.00	0.00	0.06	0.68	0.68	0.01	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1781	0	0	3456	3640	6	1781	3554	1585
Grp Volume(v), veh/h	181	0	88	1	0	0	137	306	321	6	483	36
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	0	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	3.9	0.0	4.3	0.0	0.0	0.0	3.1	5.3	5.3	0.3	4.7	0.7
Cycle Q Clear(g_c), s	3.9	0.0	4.3	0.0	0.0	0.0	3.1	5.3	5.3	0.3	4.7	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	0	138	2	0	0	213	1206	1269	14	2221	991
V/C Ratio(X)	0.58	0.00	0.64	0.41	0.00	0.00	0.64	0.25	0.25	0.43	0.22	0.04
Avail Cap(c_a), veh/h	802	0	357	401	0	0	302	1206	1269	111	2221	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	35.3	39.9	0.0	0.0	36.7	5.0	5.0	39.5	6.5	5.8
Incr Delay (d2), s/veh	1.7	0.0	4.8	83.6	0.0	0.0	3.3	0.5	0.5	19.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.8	0.1	0.0	0.0	1.4	1.7	1.8	0.2	1.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	40.1	123.5	0.0	0.0	39.9	5.5	5.5	59.2	6.7	5.8
LnGrp LOS	D	A	D	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		269			1			764			525	
Approach Delay, s/veh		37.9			123.5			11.7			7.3	
Approach LOS		D			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	58.8		11.5	9.4	54.5		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	7.3		6.3	5.1	6.7		2.0				
Green Ext Time (p_c), s	0.0	3.2		0.7	0.1	2.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		14.8	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	304	440	149	492	559	134
Future Volume (vph)	304	440	149	492	559	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3499	1770	1583
Flt Permitted	1.00	1.00		0.73	0.95	1.00
Satd. Flow (perm)	1863	1583		2582	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	320	463	157	518	588	141
RTOR Reduction (vph)	0	69	0	0	0	76
Lane Group Flow (vph)	320	394	0	675	588	65
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	23.4	51.0		23.4	27.6	27.6
Effective Green, g (s)	23.4	51.0		23.4	27.6	27.6
Actuated g/C Ratio	0.39	0.85		0.39	0.46	0.46
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	726	1583		1006	814	728
v/s Ratio Prot	0.17	0.11			c0.33	
v/s Ratio Perm		0.13		c0.26		0.04
v/c Ratio	0.44	0.25		0.67	0.72	0.09
Uniform Delay, d1	13.5	0.9		15.1	13.1	9.1
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1		1.8	5.5	0.2
Delay (s)	13.9	0.9		16.9	18.6	9.4
Level of Service	B	A		B	B	A
Approach Delay (s)	6.2			16.9	16.8	
Approach LOS	A			B	B	

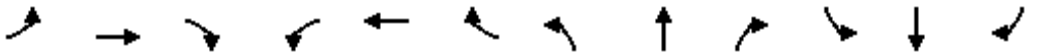
Intersection Summary			
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	14.0
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	508	431	339	619
Demand Flow Rate, veh/h	519	439	346	632
Vehicles Circulating, veh/h	424	676	568	370
Vehicles Exiting, veh/h	576	238	375	745
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.5	17.2	10.8	14.7
Approach LOS	B	C	B	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	519	439	346	632
Cap Entry Lane, veh/h	895	692	773	946
Entry HV Adj Factor	0.979	0.981	0.980	0.979
Flow Entry, veh/h	508	431	339	619
Cap Entry, veh/h	877	679	758	926
V/C Ratio	0.580	0.634	0.448	0.668
Control Delay, s/veh	12.5	17.2	10.8	14.7
LOS	B	C	B	B
95th %tile Queue, veh	4	5	2	5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1729	17	33	900	181	22	0	58	162	0	44
Future Volume (veh/h)	50	1729	17	33	900	181	22	0	58	162	0	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	1820	18	35	947	191	23	0	61	171	0	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	1918	856	60	1885	841	410	0	408	396	0	408
Arrive On Green	0.04	0.54	0.54	0.03	0.53	0.53	0.26	0.00	0.26	0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1360	0	1585	1341	0	1585
Grp Volume(v), veh/h	53	1820	18	35	947	191	23	0	61	171	0	46
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1360	0	1585	1341	0	1585
Q Serve(g_s), s	2.3	38.6	0.4	1.5	13.7	5.1	1.1	0.0	2.4	9.0	0.0	1.8
Cycle Q Clear(g_c), s	2.3	38.6	0.4	1.5	13.7	5.1	2.8	0.0	2.4	11.4	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	1918	856	60	1885	841	410	0	408	396	0	408
V/C Ratio(X)	0.69	0.95	0.02	0.58	0.50	0.23	0.06	0.00	0.15	0.43	0.00	0.11
Avail Cap(c_a), veh/h	147	1932	862	111	1885	841	410	0	408	396	0	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	17.4	8.6	38.1	12.0	10.0	23.8	0.0	22.9	27.3	0.0	22.7
Incr Delay (d2), s/veh	10.4	10.8	0.0	8.6	0.2	0.1	0.3	0.0	0.8	3.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	16.6	0.1	0.8	4.9	1.7	0.4	0.0	1.0	3.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	28.1	8.6	46.7	12.2	10.2	24.0	0.0	23.7	30.7	0.0	23.3
LnGrp LOS	D	C	A	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1891			1173			84			217	
Approach Delay, s/veh		28.5			12.9			23.8			29.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.1	7.2	47.7		25.1	8.0	46.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	6.6	41.9				
Max Q Clear Time (g_c+I1), s		4.8	3.5	40.6		13.4	4.3	15.7				
Green Ext Time (p_c), s		0.2	0.0	2.5		0.3	0.0	8.4				

Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			C									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	583	625	565	654	497	727
Future Volume (veh/h)	583	625	565	654	497	727
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	832	424	595	688	523	765
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	991	718	1143	951	605	2032
Arrive On Green	0.28	0.28	0.32	0.32	0.17	0.57
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	832	424	595	688	523	765
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	13.2	12.0	8.2	18.4	8.8	7.0
Cycle Q Clear(g_c), s	13.2	12.0	8.2	18.4	8.8	7.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	991	718	1143	951	605	2032
V/C Ratio(X)	0.84	0.59	0.52	0.72	0.86	0.38
Avail Cap(c_a), veh/h	1069	753	1143	951	605	2032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	12.2	16.6	8.5	24.1	7.0
Incr Delay (d2), s/veh	5.7	1.1	1.7	4.8	12.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	3.8	3.3	10.7	4.4	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	13.4	18.3	13.2	36.5	7.5
LnGrp LOS	C	B	B	B	D	A
Approach Vol, veh/h	1256		1283			1288
Approach Delay, s/veh	21.8		15.6			19.3
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.0	23.8			38.8	21.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	10.8	20.4			9.0	15.2
Green Ext Time (p_c), s	0.0	0.0			5.7	1.5

Intersection Summary		
HCM 6th Ctrl Delay		18.9
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

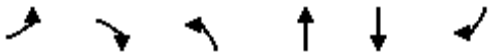
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1163	551	668	37	574	738
Future Volume (veh/h)	1163	551	668	37	574	738
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1224	0	703	39	604	777
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1298		892	398	668	1792
Arrive On Green	0.38	0.00	0.25	0.25	0.19	0.50
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	1224	0	703	39	604	777
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	25.7	0.0	13.9	1.4	12.8	10.4
Cycle Q Clear(g_c), s	25.7	0.0	13.9	1.4	12.8	10.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1298		892	398	668	1792
V/C Ratio(X)	0.94		0.79	0.10	0.90	0.43
Avail Cap(c_a), veh/h	1313		892	398	668	1792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	26.2	21.6	29.6	11.8
Incr Delay (d2), s/veh	13.4	0.0	7.0	0.5	15.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	0.0	6.4	0.6	6.6	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.1	0.0	33.2	22.1	45.4	12.6
LnGrp LOS	D		C	C	D	B
Approach Vol, veh/h	1224	A	742			1381
Approach Delay, s/veh	36.1		32.6			26.9
Approach LOS	D		C			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.0	23.3			42.3	32.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.5	18.5			37.5	28.5
Max Q Clear Time (g_c+I1), s	14.8	15.9			12.4	27.7
Green Ext Time (p_c), s	0.0	1.2			5.9	0.5

Intersection Summary		
HCM 6th Ctrl Delay		31.5
HCM 6th LOS		C

Notes

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



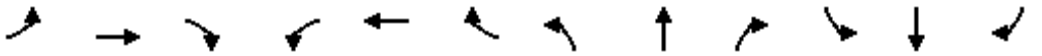
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	272	359	176	429	1623	208
Future Volume (veh/h)	272	359	176	429	1623	208
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	378	185	452	1708	219
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	487	434	225	2226	1599	713
Arrive On Green	0.27	0.27	0.13	0.63	0.45	0.45
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	286	378	185	452	1708	219
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	12.5	20.5	9.1	4.9	40.5	7.9
Cycle Q Clear(g_c), s	12.5	20.5	9.1	4.9	40.5	7.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	487	434	225	2226	1599	713
V/C Ratio(X)	0.59	0.87	0.82	0.20	1.07	0.31
Avail Cap(c_a), veh/h	487	434	356	2488	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	31.2	38.3	7.2	24.8	15.8
Incr Delay (d2), s/veh	1.8	17.3	8.2	0.0	43.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	9.7	4.4	1.7	25.4	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.1	48.5	46.5	7.2	67.9	16.0
LnGrp LOS	C	D	D	A	F	B
Approach Vol, veh/h	664			637	1927	
Approach Delay, s/veh	40.6			18.6	62.0	
Approach LOS	D			B	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		29.1	15.9	45.0		60.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	40.5		63.0
Max Q Clear Time (g_c+I1), s		22.5	11.1	42.5		6.9
Green Ext Time (p_c), s		0.0	0.3	0.0		3.4

Intersection Summary	
HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	854	419	0	0	0	608	363	353	193	736	1157
Future Volume (veh/h)	240	854	419	0	0	0	608	363	353	193	736	1157
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	899	441				511	563	372	203	775	1218
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	479	955	426				590	620	525	412	822	1395
Arrive On Green	0.27	0.27	0.27				0.33	0.33	0.33	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	253	899	441				511	563	372	203	775	1218
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	9.7	19.8	21.5				21.5	23.0	16.4	7.9	17.2	18.5
Cycle Q Clear(g_c), s	9.7	19.8	21.5				21.5	23.0	16.4	7.9	17.2	18.5
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	479	955	426				590	620	525	412	822	1395
V/C Ratio(X)	0.53	0.94	1.04				0.87	0.91	0.71	0.49	0.94	0.87
Avail Cap(c_a), veh/h	479	955	426				590	620	525	412	822	1395
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	28.6	29.3				25.1	25.6	23.4	26.7	30.2	14.6
Incr Delay (d2), s/veh	1.1	16.8	53.0				15.7	19.6	7.9	4.2	20.3	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	10.3	14.0				11.1	13.0	7.0	3.7	9.3	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	45.4	82.3				40.7	45.2	31.2	30.8	50.5	22.4
LnGrp LOS	C	D	F				D	D	C	C	D	C
Approach Vol, veh/h		1593						1446			2196	
Approach Delay, s/veh		52.5						40.0			33.1	
Approach LOS		D						D			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		31.0		26.0		23.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		26.5		21.5		18.5						
Max Q Clear Time (g_c+I1), s		25.0		23.5		20.5						
Green Ext Time (p_c), s		1.0		0.0		0.0						

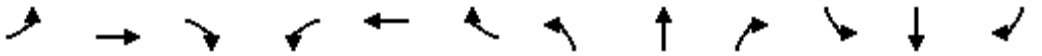
Intersection Summary												
HCM 6th Ctrl Delay			40.9									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	452	0	234	0	0	2	333	668	1	17	637	132
Future Volume (veh/h)	452	0	234	0	0	2	333	668	1	17	637	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	476	0	246	0	0	2	351	703	1	18	671	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	672	0	299	0	0	4	324	2050	3	37	1741	777
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.09	0.56	0.56	0.02	0.49	0.49
Sat Flow, veh/h	3563	0	1585	0	0	1585	3456	3641	5	1781	3554	1585
Grp Volume(v), veh/h	476	0	246	0	0	2	351	343	361	18	671	139
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	10.0	0.0	11.9	0.0	0.0	0.1	7.5	8.4	8.4	0.8	9.5	3.9
Cycle Q Clear(g_c), s	10.0	0.0	11.9	0.0	0.0	0.1	7.5	8.4	8.4	0.8	9.5	3.9
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	672	0	299	0	0	4	324	1001	1053	37	1741	777
V/C Ratio(X)	0.71	0.00	0.82	0.00	0.00	0.46	1.08	0.34	0.34	0.49	0.39	0.18
Avail Cap(c_a), veh/h	802	0	357	0	0	357	324	1001	1053	111	1741	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	31.2	0.0	0.0	39.8	36.3	9.5	9.5	38.8	12.8	11.4
Incr Delay (d2), s/veh	2.3	0.0	12.5	0.0	0.0	62.2	74.1	0.9	0.9	9.8	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	5.4	0.0	0.0	0.1	6.4	3.2	3.3	0.4	3.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	43.6	0.0	0.0	102.1	110.3	10.4	10.3	48.5	13.5	11.9
LnGrp LOS	C	A	D	A	A	F	F	B	B	D	B	B
Approach Vol, veh/h		722			2			1055			828	
Approach Delay, s/veh		36.4			102.1			43.6			14.0	
Approach LOS		D			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	49.6		19.6	12.0	43.7		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	10.4		13.9	9.5	11.5		2.1				
Green Ext Time (p_c), s	0.0	3.2		1.2	0.0	2.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		32.3	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	478	665	112	510	702	185
Future Volume (vph)	478	665	112	510	702	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3508	1770	1583
Flt Permitted	1.00	1.00		0.60	0.95	1.00
Satd. Flow (perm)	1863	1583		2118	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	503	700	118	537	739	195
RTOR Reduction (vph)	0	63	0	0	0	94
Lane Group Flow (vph)	503	637	0	655	739	101
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	34.6	81.0		34.6	46.4	46.4
Effective Green, g (s)	34.6	81.0		34.6	46.4	46.4
Actuated g/C Ratio	0.38	0.90		0.38	0.52	0.52
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	716	1583		814	912	816
v/s Ratio Prot	0.27	0.21			c0.42	
v/s Ratio Perm		0.19		c0.31		0.06
v/c Ratio	0.70	0.40		0.80	0.81	0.12
Uniform Delay, d1	23.4	0.7		24.7	18.1	11.3
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.1	0.2		5.8	7.7	0.3
Delay (s)	26.5	0.9		30.5	25.9	11.6
Level of Service	C	A		C	C	B
Approach Delay (s)	11.6			30.5	22.9	
Approach LOS	B			C	C	

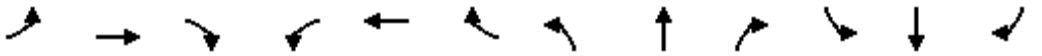
Intersection Summary			
HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	31.9
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	700	389	477	817
Demand Flow Rate, veh/h	715	398	487	833
Vehicles Circulating, veh/h	548	895	895	339
Vehicles Exiting, veh/h	624	487	368	953
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	36.5	25.4	41.9	25.3
Approach LOS	E	D	E	D

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	715	398	487	833
Cap Entry Lane, veh/h	789	554	554	977
Entry HV Adj Factor	0.980	0.979	0.979	0.981
Flow Entry, veh/h	700	389	477	817
Cap Entry, veh/h	773	542	542	958
V/C Ratio	0.906	0.719	0.879	0.853
Control Delay, s/veh	36.5	25.4	41.9	25.3
LOS	E	D	E	D
95th %tile Queue, veh	12	6	10	11



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1269	21	10	1596	123	3	0	31	131	0	36
Future Volume (veh/h)	34	1269	21	10	1596	123	3	0	31	131	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	1336	22	11	1680	129	3	0	33	138	0	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	1879	838	24	1803	804	452	0	440	457	0	440
Arrive On Green	0.04	0.53	0.53	0.01	0.51	0.51	0.28	0.00	0.28	0.28	0.00	0.28
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1370	0	1585	1376	0	1585
Grp Volume(v), veh/h	36	1336	22	11	1680	129	3	0	33	138	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1370	0	1585	1376	0	1585
Q Serve(g_s), s	1.5	21.3	0.5	0.5	33.1	3.3	0.1	0.0	1.2	6.2	0.0	1.3
Cycle Q Clear(g_c), s	1.5	21.3	0.5	0.5	33.1	3.3	1.5	0.0	1.2	7.3	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	1879	838	24	1803	804	452	0	440	457	0	440
V/C Ratio(X)	0.57	0.71	0.03	0.45	0.93	0.16	0.01	0.00	0.08	0.30	0.00	0.09
Avail Cap(c_a), veh/h	119	1879	838	119	1824	814	452	0	440	457	0	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	13.3	8.4	36.7	17.3	9.9	20.6	0.0	20.0	22.7	0.0	20.1
Incr Delay (d2), s/veh	8.0	1.3	0.0	12.6	9.2	0.1	0.0	0.0	0.3	1.7	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	7.8	0.2	0.3	14.1	1.1	0.0	0.0	0.5	2.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	14.6	8.5	49.3	26.5	10.0	20.6	0.0	20.3	24.4	0.0	20.4
LnGrp LOS	D	B	A	D	C	B	C	A	C	C	A	C
Approach Vol, veh/h		1394			1820			36			176	
Approach Delay, s/veh		15.3			25.4			20.3			23.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.3	5.5	44.2		25.3	7.1	42.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	38.5		18.0	5.0	38.5				
Max Q Clear Time (g_c+I1), s		3.5	2.5	23.3		9.3	3.5	35.1				
Green Ext Time (p_c), s		0.1	0.0	8.7		0.4	0.0	2.9				

Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	364	428	334	447	208	487
Future Volume (veh/h)	364	428	334	447	208	487
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	544	278	352	471	219	513
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	784	499	1564	1046	326	2190
Arrive On Green	0.22	0.22	0.44	0.44	0.09	0.62
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	544	278	352	471	219	513
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	7.7	8.0	3.4	7.9	3.4	3.6
Cycle Q Clear(g_c), s	7.7	8.0	3.4	7.9	3.4	3.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	784	499	1564	1046	326	2190
V/C Ratio(X)	0.69	0.56	0.23	0.45	0.67	0.23
Avail Cap(c_a), veh/h	1166	668	1564	1046	346	2190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	15.7	9.6	4.5	24.1	4.7
Incr Delay (d2), s/veh	1.1	1.0	0.3	1.4	4.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.7	1.2	4.2	1.5	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.8	16.6	9.9	5.9	28.7	5.0
LnGrp LOS	C	B	A	A	C	A
Approach Vol, veh/h	822		823			732
Approach Delay, s/veh	19.4		7.6			12.1
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.7	28.7			38.4	16.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	5.4	9.9			5.6	10.0
Green Ext Time (p_c), s	0.0	2.7			3.5	2.1

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

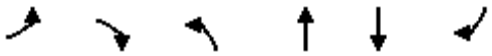
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	653	336	445	26	353	498
Future Volume (veh/h)	653	336	445	26	353	498
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	687	0	468	27	372	524
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	838		1388	619	490	2159
Arrive On Green	0.24	0.00	0.39	0.39	0.14	0.61
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	687	0	468	27	372	524
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	11.3	0.0	5.5	0.6	6.2	4.1
Cycle Q Clear(g_c), s	11.3	0.0	5.5	0.6	6.2	4.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	838		1388	619	490	2159
V/C Ratio(X)	0.82		0.34	0.04	0.76	0.24
Avail Cap(c_a), veh/h	1037		1388	619	599	2159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	12.8	11.3	24.8	5.4
Incr Delay (d2), s/veh	4.4	0.0	0.7	0.1	4.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	2.1	0.2	2.7	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.9	0.0	13.5	11.5	29.2	5.7
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	687	A	495			896
Approach Delay, s/veh	25.9		13.4			15.5
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.0	27.9			41.0	19.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.4	18.1			33.0	18.0
Max Q Clear Time (g_c+I1), s	8.2	7.5			6.1	13.3
Green Ext Time (p_c), s	0.3	2.3			3.8	1.3

Intersection Summary		
HCM 6th Ctrl Delay		18.4
HCM 6th LOS		B

Notes

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



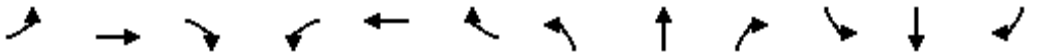
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	114	164	174	344	830	238
Future Volume (veh/h)	114	164	174	344	830	238
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	173	183	362	874	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	699	622	236	1702	1003	447
Arrive On Green	0.39	0.39	0.13	0.48	0.28	0.28
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	120	173	183	362	874	251
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.1	5.2	7.0	4.1	16.4	9.5
Cycle Q Clear(g_c), s	3.1	5.2	7.0	4.1	16.4	9.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	699	622	236	1702	1003	447
V/C Ratio(X)	0.17	0.28	0.78	0.21	0.87	0.56
Avail Cap(c_a), veh/h	699	622	458	2183	1041	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	14.5	29.4	10.6	23.9	21.4
Incr Delay (d2), s/veh	0.1	0.2	5.4	0.1	8.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.8	3.2	1.5	7.5	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	14.7	34.8	10.6	31.9	22.9
LnGrp LOS	B	B	C	B	C	C
Approach Vol, veh/h	293			545	1125	
Approach Delay, s/veh	14.4			18.7	29.9	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		32.0	13.8	24.2		38.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	20.5		43.0
Max Q Clear Time (g_c+I1), s		7.2	9.0	18.4		6.1
Green Ext Time (p_c), s		0.7	0.3	1.4		2.6

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/19/2019



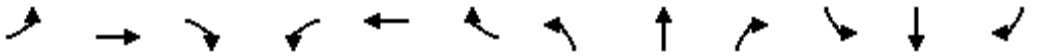
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	1122	314	0	0	0	352	245	224	48	231	627
Future Volume (veh/h)	284	1122	314	0	0	0	352	245	224	48	231	627
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	299	1181	331				314	337	236	51	243	660
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	664	1325	591				494	519	439	356	711	1598
Arrive On Green	0.37	0.37	0.37				0.28	0.28	0.28	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	299	1181	331				314	337	236	51	243	660
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	11.4	28.1	14.9				13.9	14.3	11.4	2.1	5.3	11.9
Cycle Q Clear(g_c), s	11.4	28.1	14.9				13.9	14.3	11.4	2.1	5.3	11.9
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	664	1325	591				494	519	439	356	711	1598
V/C Ratio(X)	0.45	0.89	0.56				0.64	0.65	0.54	0.14	0.34	0.41
Avail Cap(c_a), veh/h	683	1362	608				494	519	439	356	711	1598
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	26.5	22.4				28.5	28.7	27.6	29.6	30.9	10.8
Incr Delay (d2), s/veh	0.5	7.6	1.1				6.1	6.2	4.6	0.8	1.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	12.7	5.5				6.6	7.1	4.8	1.0	2.4	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	34.2	23.5				34.7	34.9	32.3	30.5	32.2	11.6
LnGrp LOS	C	C	C				C	C	C	C	C	B
Approach Vol, veh/h		1811						887			954	
Approach Delay, s/veh		30.2						34.1			17.8	
Approach LOS		C						C			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		29.5		38.0		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		24.0		34.5		18.0						
Max Q Clear Time (g_c+I1), s		16.3		30.1		13.9						
Green Ext Time (p_c), s		2.5		3.4		1.8						

Intersection Summary												
HCM 6th Ctrl Delay			27.9									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	0	78	1	0	0	120	453	1	6	337	33
Future Volume (veh/h)	159	0	78	1	0	0	120	453	1	6	337	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	0	82	1	0	0	126	477	1	6	355	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	0	131	2	0	0	203	2486	5	14	2247	1002
Arrive On Green	0.08	0.00	0.08	0.00	0.00	0.00	0.06	0.68	0.68	0.01	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1781	0	0	3456	3638	8	1781	3554	1585
Grp Volume(v), veh/h	167	0	82	1	0	0	126	233	245	6	355	35
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	0	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	3.6	0.0	4.0	0.0	0.0	0.0	2.8	3.8	3.8	0.3	3.3	0.7
Cycle Q Clear(g_c), s	3.6	0.0	4.0	0.0	0.0	0.0	2.8	3.8	3.8	0.3	3.3	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	0	131	2	0	0	203	1214	1277	14	2247	1002
V/C Ratio(X)	0.57	0.00	0.63	0.41	0.00	0.00	0.62	0.19	0.19	0.43	0.16	0.03
Avail Cap(c_a), veh/h	802	0	357	401	0	0	302	1214	1277	111	2247	1002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	35.5	39.9	0.0	0.0	36.8	4.6	4.6	39.5	6.0	5.5
Incr Delay (d2), s/veh	1.7	0.0	4.8	83.6	0.0	0.0	3.1	0.4	0.3	19.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.7	0.1	0.0	0.0	1.3	1.2	1.3	0.2	1.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	0.0	40.3	123.5	0.0	0.0	39.9	5.0	5.0	59.2	6.2	5.6
LnGrp LOS	D	A	D	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		249			1			604			396	
Approach Delay, s/veh		38.1			123.5			12.2			6.9	
Approach LOS		D			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	59.2		11.1	9.2	55.1		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	5.8		6.0	4.8	5.3		2.0				
Green Ext Time (p_c), s	0.0	2.5		0.6	0.1	2.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		15.8	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	272	317	123	447	351	88
Future Volume (vph)	272	317	123	447	351	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3502	1770	1583
Flt Permitted	1.00	1.00		0.75	0.95	1.00
Satd. Flow (perm)	1863	1583		2652	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	286	334	129	471	369	93
RTOR Reduction (vph)	0	50	0	0	0	46
Lane Group Flow (vph)	286	284	0	600	369	47
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	20.7	51.0		20.7	30.3	30.3
Effective Green, g (s)	20.7	51.0		20.7	30.3	30.3
Actuated g/C Ratio	0.34	0.85		0.34	0.51	0.51
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	642	1583		914	893	799
v/s Ratio Prot	0.15	0.09			c0.21	
v/s Ratio Perm		0.09		c0.23		0.03
v/c Ratio	0.45	0.18		0.66	0.41	0.06
Uniform Delay, d1	15.2	0.8		16.6	9.3	7.6
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	0.1		1.7	1.4	0.1
Delay (s)	15.7	0.9		18.4	10.7	7.7
Level of Service	B	A		B	B	A
Approach Delay (s)	7.7			18.4	10.1	
Approach LOS	A			B	B	

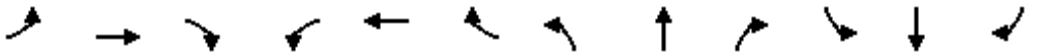
Intersection Summary			
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	420	252	149	465
Demand Flow Rate, veh/h	428	257	152	475
Vehicles Circulating, veh/h	280	456	394	235
Vehicles Exiting, veh/h	430	90	314	478
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.1	7.5	5.6	8.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	428	257	152	475
Cap Entry Lane, veh/h	1037	867	923	1086
Entry HV Adj Factor	0.981	0.980	0.982	0.980
Flow Entry, veh/h	420	252	149	465
Cap Entry, veh/h	1018	849	907	1064
V/C Ratio	0.413	0.297	0.165	0.437
Control Delay, s/veh	8.1	7.5	5.6	8.2
LOS	A	A	A	A
95th %tile Queue, veh	2	1	1	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1610	16	32	866	85	22	0	58	70	0	18
Future Volume (veh/h)	23	1610	16	32	866	85	22	0	58	70	0	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	1695	17	34	912	89	23	0	61	74	0	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1873	835	59	1899	847	455	0	430	414	0	430
Arrive On Green	0.03	0.53	0.53	0.03	0.53	0.53	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1393	0	1585	1341	0	1585
Grp Volume(v), veh/h	24	1695	17	34	912	89	23	0	61	74	0	19
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1393	0	1585	1341	0	1585
Q Serve(g_s), s	1.1	34.5	0.4	1.5	12.9	2.2	1.0	0.0	2.3	3.5	0.0	0.7
Cycle Q Clear(g_c), s	1.1	34.5	0.4	1.5	12.9	2.2	1.7	0.0	2.3	5.9	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	1873	835	59	1899	847	455	0	430	414	0	430
V/C Ratio(X)	0.52	0.90	0.02	0.58	0.48	0.11	0.05	0.00	0.14	0.18	0.00	0.04
Avail Cap(c_a), veh/h	118	1932	862	111	1919	856	455	0	430	414	0	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.5	17.1	9.0	38.1	11.7	9.2	22.1	0.0	22.1	24.3	0.0	21.5
Incr Delay (d2), s/veh	8.8	6.4	0.0	8.6	0.2	0.1	0.2	0.0	0.7	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	14.0	0.1	0.8	4.6	0.7	0.3	0.0	0.9	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	23.5	9.1	46.7	11.9	9.2	22.3	0.0	22.8	25.3	0.0	21.7
LnGrp LOS	D	C	A	D	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1736			1035			84			93	
Approach Delay, s/veh		23.7			12.8			22.7			24.5	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.2	7.2	46.7		26.2	6.6	47.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	5.3	43.2				
Max Q Clear Time (g_c+I1), s		4.3	3.5	36.5		7.9	3.1	14.9				
Green Ext Time (p_c), s		0.2	0.0	5.7		0.2	0.0	7.8				

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
1: Camino Capistrano & San Juan Creek

08/19/2019

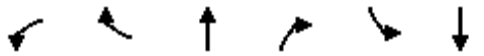
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	440	520	462	468	412	644
Future Volume (veh/h)	440	520	462	468	412	644
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	337	682	486	493	434	678
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	436	1277	1322	978	546	2150
Arrive On Green	0.24	0.24	0.37	0.37	0.16	0.61
Sat Flow, veh/h	1781	3170	3647	1585	3456	3647
Grp Volume(v), veh/h	337	682	486	493	434	678
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	10.6	9.8	6.0	10.4	7.3	5.6
Cycle Q Clear(g_c), s	10.6	9.8	6.0	10.4	7.3	5.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	436	1277	1322	978	546	2150
V/C Ratio(X)	0.77	0.53	0.37	0.50	0.79	0.32
Avail Cap(c_a), veh/h	534	1452	1322	978	605	2150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	13.6	13.7	6.4	24.3	5.8
Incr Delay (d2), s/veh	5.6	0.3	0.8	1.9	6.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.1	2.3	5.9	3.3	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.7	14.0	14.5	8.2	30.9	6.2
LnGrp LOS	C	B	B	A	C	A
Approach Vol, veh/h	1019		979			1112
Approach Delay, s/veh	18.2		11.3			15.8
Approach LOS	B		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.0	26.8			40.8	19.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	9.3	12.4			7.6	12.6
Green Ext Time (p_c), s	0.2	2.5			5.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



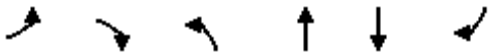
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	892	382	548	34	480	605
Future Volume (veh/h)	892	382	548	34	480	605
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	939	0	577	36	505	637
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1082		1228	548	596	2041
Arrive On Green	0.31	0.00	0.35	0.35	0.17	0.57
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	939	0	577	36	505	637
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	20.5	0.0	10.1	1.2	11.3	7.4
Cycle Q Clear(g_c), s	20.5	0.0	10.1	1.2	11.3	7.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1082		1228	548	596	2041
V/C Ratio(X)	0.87		0.47	0.07	0.85	0.31
Avail Cap(c_a), veh/h	1317		1228	548	670	2041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	20.4	17.5	32.1	8.8
Incr Delay (d2), s/veh	5.5	0.0	1.3	0.2	9.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	4.2	0.5	5.3	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.4	0.0	21.7	17.8	41.2	9.2
LnGrp LOS	C		C	B	D	A
Approach Vol, veh/h	939	A	613			1142
Approach Delay, s/veh	31.4		21.5			23.4
Approach LOS	C		C			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.3	32.2				50.5	29.5
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	15.5	20.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	13.3	12.1				9.4	22.5
Green Ext Time (p_c), s	0.5	2.5				4.9	2.5

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Notes

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



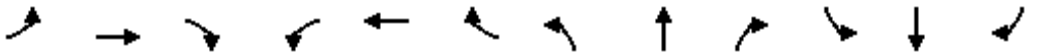
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	225	321	160	333	1326	175
Future Volume (veh/h)	225	321	160	333	1326	175
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	338	168	351	1396	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	531	472	208	2140	1546	690
Arrive On Green	0.30	0.30	0.12	0.60	0.44	0.44
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	237	338	168	351	1396	184
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	9.7	17.1	8.3	3.9	32.9	6.7
Cycle Q Clear(g_c), s	9.7	17.1	8.3	3.9	32.9	6.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	531	472	208	2140	1546	690
V/C Ratio(X)	0.45	0.72	0.81	0.16	0.90	0.27
Avail Cap(c_a), veh/h	531	472	356	2488	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	28.2	38.7	7.9	23.6	16.2
Incr Delay (d2), s/veh	0.6	5.1	7.2	0.0	7.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	7.0	4.0	1.4	14.5	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	33.3	45.9	7.9	31.0	16.4
LnGrp LOS	C	C	D	A	C	B
Approach Vol, veh/h	575			519	1580	
Approach Delay, s/veh	30.4			20.2	29.3	
Approach LOS	C			C	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		31.3	15.0	43.7		58.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	40.5		63.0
Max Q Clear Time (g_c+I1), s		19.1	10.3	34.9		5.9
Green Ext Time (p_c), s		0.0	0.3	4.3		2.6

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/19/2019



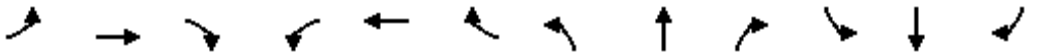
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	776	387	0	0	0	547	273	325	176	609	911
Future Volume (veh/h)	218	776	387	0	0	0	547	273	325	176	609	911
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	229	817	407				432	489	342	185	641	959
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	468	933	416				565	594	503	428	853	1402
Arrive On Green	0.26	0.26	0.26				0.32	0.32	0.32	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	229	817	407				432	489	342	185	641	959
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	8.2	16.5	19.1				16.4	18.1	14.1	6.6	12.5	18.0
Cycle Q Clear(g_c), s	8.2	16.5	19.1				16.4	18.1	14.1	6.6	12.5	18.0
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	468	933	416				565	594	503	428	853	1402
V/C Ratio(X)	0.49	0.88	0.98				0.76	0.82	0.68	0.43	0.75	0.68
Avail Cap(c_a), veh/h	468	933	416				565	594	503	428	853	1402
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	26.5	27.4				23.1	23.7	22.3	24.2	26.4	13.8
Incr Delay (d2), s/veh	0.8	9.3	38.1				9.5	12.3	7.2	3.2	6.1	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	7.8	11.2				7.9	9.5	6.0	3.0	5.8	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	35.8	65.5				32.5	35.9	29.5	27.3	32.5	16.5
LnGrp LOS	C	D	E				C	D	C	C	C	B
Approach Vol, veh/h		1453						1263			1785	
Approach Delay, s/veh		42.3						33.0			23.4	
Approach LOS		D						C			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.3		24.2		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		23.8		19.7		18.0						
Max Q Clear Time (g_c+I1), s		20.1		21.1		20.0						
Green Ext Time (p_c), s		2.1		0.0		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			32.2									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	417	0	224	0	0	2	308	540	1	16	506	125
Future Volume (veh/h)	417	0	224	0	0	2	308	540	1	16	506	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	439	0	236	0	0	2	324	568	1	17	533	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	650	0	289	0	0	4	324	2075	4	35	1763	786
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.00	0.09	0.57	0.57	0.02	0.50	0.50
Sat Flow, veh/h	3563	0	1585	0	0	1585	3456	3640	6	1781	3554	1585
Grp Volume(v), veh/h	439	0	236	0	0	2	324	277	292	17	533	132
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	9.2	0.0	11.4	0.0	0.0	0.1	7.5	6.4	6.4	0.8	7.1	3.7
Cycle Q Clear(g_c), s	9.2	0.0	11.4	0.0	0.0	0.1	7.5	6.4	6.4	0.8	7.1	3.7
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	650	0	289	0	0	4	324	1013	1066	35	1763	786
V/C Ratio(X)	0.67	0.00	0.82	0.00	0.00	0.46	1.00	0.27	0.27	0.49	0.30	0.17
Avail Cap(c_a), veh/h	802	0	357	0	0	357	324	1013	1066	111	1763	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	31.4	0.0	0.0	39.8	36.3	8.8	8.8	38.8	12.0	11.1
Incr Delay (d2), s/veh	1.7	0.0	11.4	0.0	0.0	62.2	50.0	0.7	0.6	10.0	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	5.1	0.0	0.0	0.1	5.3	2.4	2.5	0.4	2.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	42.8	0.0	0.0	102.1	86.3	9.4	9.4	48.8	12.4	11.5
LnGrp LOS	C	A	D	A	A	F	F	A	A	D	B	B
Approach Vol, veh/h		675			2			893			682	
Approach Delay, s/veh		35.9			102.1			37.3			13.1	
Approach LOS		D			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	50.1		19.1	12.0	44.2		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	8.4		13.4	9.5	9.1		2.1				
Green Ext Time (p_c), s	0.0	2.8		1.2	0.0	2.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		29.6	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	402	417	75	462	481	138
Future Volume (vph)	402	417	75	462	481	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3515	1770	1583
Flt Permitted	1.00	1.00		0.65	0.95	1.00
Satd. Flow (perm)	1863	1583		2296	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	423	439	79	486	506	145
RTOR Reduction (vph)	0	44	0	0	0	59
Lane Group Flow (vph)	423	395	0	565	506	86
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	27.7	81.0		27.7	53.3	53.3
Effective Green, g (s)	27.7	81.0		27.7	53.3	53.3
Actuated g/C Ratio	0.31	0.90		0.31	0.59	0.59
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	573	1583		706	1048	937
v/s Ratio Prot	0.23	0.15			c0.29	
v/s Ratio Perm		0.10		c0.25		0.05
v/c Ratio	0.74	0.25		0.80	0.48	0.09
Uniform Delay, d1	27.9	0.6		28.6	10.5	7.9
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.9	0.1		6.5	1.6	0.2
Delay (s)	32.9	0.7		35.1	12.1	8.1
Level of Service	C	A		D	B	A
Approach Delay (s)	16.5			35.1	11.2	
Approach LOS	B			D	B	

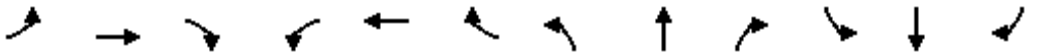
Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	544	139	359	510
Demand Flow Rate, veh/h	555	141	366	520
Vehicles Circulating, veh/h	240	750	610	215
Vehicles Exiting, veh/h	495	226	185	676
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.5	8.4	12.2	8.6
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	555	141	366	520
Cap Entry Lane, veh/h	1080	642	741	1108
Entry HV Adj Factor	0.980	0.985	0.981	0.980
Flow Entry, veh/h	544	139	359	510
Cap Entry, veh/h	1059	632	727	1086
V/C Ratio	0.514	0.220	0.494	0.469
Control Delay, s/veh	9.5	8.4	12.2	8.6
LOS	A	A	B	A
95th %tile Queue, veh	3	1	3	3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1231	20	9	1397	44	3	0	31	58	0	15
Future Volume (veh/h)	11	1231	20	9	1397	44	3	0	31	58	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1296	21	9	1471	46	3	0	33	61	0	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1754	783	20	1743	777	536	0	517	519	0	517
Arrive On Green	0.01	0.49	0.49	0.01	0.49	0.49	0.33	0.00	0.33	0.33	0.00	0.33
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1397	0	1585	1376	0	1585
Grp Volume(v), veh/h	12	1296	21	9	1471	46	3	0	33	61	0	16
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1397	0	1585	1376	0	1585
Q Serve(g_s), s	0.5	23.3	0.5	0.4	28.8	1.2	0.1	0.0	1.1	2.6	0.0	0.5
Cycle Q Clear(g_c), s	0.5	23.3	0.5	0.4	28.8	1.2	0.7	0.0	1.1	3.7	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	26	1754	783	20	1743	777	536	0	517	519	0	517
V/C Ratio(X)	0.46	0.74	0.03	0.45	0.84	0.06	0.01	0.00	0.06	0.12	0.00	0.03
Avail Cap(c_a), veh/h	111	1932	862	111	1932	862	536	0	517	519	0	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.1	16.1	10.4	39.3	17.7	10.7	18.6	0.0	18.5	19.8	0.0	18.3
Incr Delay (d2), s/veh	12.1	1.4	0.0	14.7	3.3	0.0	0.0	0.0	0.2	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.9	0.2	0.3	11.4	0.4	0.0	0.0	0.4	0.9	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	17.5	10.4	53.9	21.1	10.7	18.6	0.0	18.8	20.3	0.0	18.5
LnGrp LOS	D	B	B	D	C	B	B	A	B	C	A	B
Approach Vol, veh/h		1329			1526			36			77	
Approach Delay, s/veh		17.7			20.9			18.8			19.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.6	5.4	44.0		30.6	5.7	43.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	5.0	43.5				
Max Q Clear Time (g_c+I1), s		3.1	2.4	25.3		5.7	2.5	30.8				
Green Ext Time (p_c), s		0.1	0.0	9.5		0.1	0.0	8.4				

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	443	485	412	521	249	550
Future Volume (veh/h)	443	485	412	521	249	550
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	639	326	434	548	262	579
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	878	549	1451	1037	346	2097
Arrive On Green	0.25	0.25	0.41	0.41	0.10	0.59
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	639	326	434	548	262	579
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	9.1	9.3	4.5	10.0	4.1	4.4
Cycle Q Clear(g_c), s	9.1	9.3	4.5	10.0	4.1	4.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	878	549	1451	1037	346	2097
V/C Ratio(X)	0.73	0.59	0.30	0.53	0.76	0.28
Avail Cap(c_a), veh/h	1166	677	1451	1037	346	2097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	14.8	11.0	5.0	24.1	5.5
Incr Delay (d2), s/veh	1.6	1.0	0.5	1.9	9.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.1	1.6	5.7	2.0	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	15.8	11.5	6.9	33.4	5.8
LnGrp LOS	C	B	B	A	C	A
Approach Vol, veh/h	965		982			841
Approach Delay, s/veh	19.0		9.0			14.4
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	27.0			37.0	18.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	6.1	12.0			6.4	11.3
Green Ext Time (p_c), s	0.0	2.6			4.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

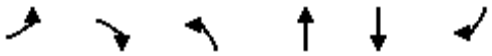
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	673	390	542	27	403	588
Future Volume (veh/h)	673	390	542	27	403	588
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	708	0	571	28	424	619
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	856		1322	589	537	2140
Arrive On Green	0.25	0.00	0.37	0.37	0.16	0.60
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	708	0	571	28	424	619
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	11.6	0.0	7.2	0.7	7.1	5.0
Cycle Q Clear(g_c), s	11.6	0.0	7.2	0.7	7.1	5.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	856		1322	589	537	2140
V/C Ratio(X)	0.83		0.43	0.05	0.79	0.29
Avail Cap(c_a), veh/h	1037		1322	589	599	2140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	14.1	12.0	24.4	5.7
Incr Delay (d2), s/veh	4.8	0.0	1.0	0.2	6.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	2.8	0.2	3.2	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	0.0	15.1	12.2	30.8	6.1
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	708	A	599			1043
Approach Delay, s/veh	26.1		15.0			16.1
Approach LOS	C		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.8	26.8				40.6	19.4
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	10.4	18.1				33.0	18.0
Max Q Clear Time (g_c+I1), s	9.1	9.2				7.0	13.6
Green Ext Time (p_c), s	0.2	2.6				4.5	1.2

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

Notes

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



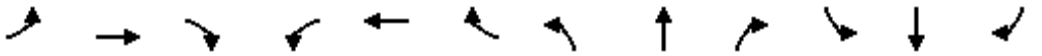
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	169	179	435	926	248
Future Volume (veh/h)	120	169	179	435	926	248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	178	188	458	975	261
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	675	601	241	1750	1041	464
Arrive On Green	0.38	0.38	0.14	0.49	0.29	0.29
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	126	178	188	458	975	261
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.3	5.5	7.1	5.3	18.7	9.8
Cycle Q Clear(g_c), s	3.3	5.5	7.1	5.3	18.7	9.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	675	601	241	1750	1041	464
V/C Ratio(X)	0.19	0.30	0.78	0.26	0.94	0.56
Avail Cap(c_a), veh/h	675	601	458	2183	1041	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	15.2	29.3	10.4	24.1	21.0
Incr Delay (d2), s/veh	0.1	0.3	5.4	0.1	15.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.9	3.3	1.9	9.5	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.7	15.5	34.7	10.4	39.2	22.5
LnGrp LOS	B	B	C	B	D	C
Approach Vol, veh/h	304			646	1236	
Approach Delay, s/veh	15.1			17.5	35.7	
Approach LOS	B			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		31.0	14.0	25.0		39.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	20.5		43.0
Max Q Clear Time (g_c+I1), s		7.5	9.1	20.7		7.3
Green Ext Time (p_c), s		0.7	0.3	0.0		3.4

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	1155	323	0	0	0	362	334	232	49	310	644
Future Volume (veh/h)	292	1155	323	0	0	0	362	334	232	49	310	644
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	307	1216	340				366	372	244	52	326	678
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	671	1338	597				487	511	433	356	711	1608
Arrive On Green	0.38	0.38	0.38				0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	307	1216	340				366	372	244	52	326	678
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	11.7	29.2	15.3				16.9	16.2	11.9	2.2	7.3	12.2
Cycle Q Clear(g_c), s	11.7	29.2	15.3				16.9	16.2	11.9	2.2	7.3	12.2
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	671	1338	597				487	511	433	356	711	1608
V/C Ratio(X)	0.46	0.91	0.57				0.75	0.73	0.56	0.15	0.46	0.42
Avail Cap(c_a), veh/h	683	1362	608				487	511	433	356	711	1608
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	26.6	22.3				29.9	29.6	28.1	29.7	31.7	10.7
Incr Delay (d2), s/veh	0.5	9.1	1.2				10.2	8.8	5.2	0.9	2.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	13.4	5.7				8.4	8.3	5.0	1.0	3.3	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	35.7	23.5				40.1	38.4	33.3	30.5	33.8	11.5
LnGrp LOS	C	D	C				D	D	C	C	C	B
Approach Vol, veh/h		1863						982			1056	
Approach Delay, s/veh		31.2						37.8			19.3	
Approach LOS		C						D			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		29.1		38.4		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		24.0		34.5		18.0						
Max Q Clear Time (g_c+I1), s		18.9		31.2		14.2						
Green Ext Time (p_c), s		2.1		2.7		1.9						

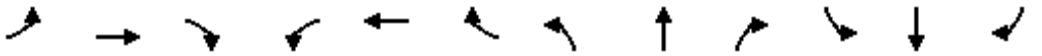
Intersection Summary												
HCM 6th Ctrl Delay			29.6									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	0	80	1	0	0	124	548	1	6	419	34
Future Volume (veh/h)	164	0	80	1	0	0	124	548	1	6	419	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	0	84	1	0	0	131	577	1	6	441	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	0	133	2	0	0	206	2481	4	14	2239	999
Arrive On Green	0.08	0.00	0.08	0.00	0.00	0.00	0.06	0.68	0.68	0.01	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1781	0	0	3456	3640	6	1781	3554	1585
Grp Volume(v), veh/h	173	0	84	1	0	0	131	282	296	6	441	36
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	0	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	3.7	0.0	4.1	0.0	0.0	0.0	3.0	4.8	4.8	0.3	4.2	0.7
Cycle Q Clear(g_c), s	3.7	0.0	4.1	0.0	0.0	0.0	3.0	4.8	4.8	0.3	4.2	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	300	0	133	2	0	0	206	1211	1274	14	2239	999
V/C Ratio(X)	0.58	0.00	0.63	0.41	0.00	0.00	0.64	0.23	0.23	0.43	0.20	0.04
Avail Cap(c_a), veh/h	802	0	357	401	0	0	302	1211	1274	111	2239	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	35.4	39.9	0.0	0.0	36.8	4.8	4.8	39.5	6.3	5.6
Incr Delay (d2), s/veh	1.8	0.0	4.8	83.6	0.0	0.0	3.3	0.4	0.4	19.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.7	0.1	0.0	0.0	1.3	1.6	1.6	0.2	1.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	0.0	40.2	123.5	0.0	0.0	40.0	5.3	5.2	59.2	6.4	5.7
LnGrp LOS	D	A	D	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		257			1			709			483	
Approach Delay, s/veh		38.1			123.5			11.7			7.0	
Approach LOS		D			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	59.0		11.2	9.3	54.9		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	6.8		6.1	5.0	6.2		2.0				
Green Ext Time (p_c), s	0.0	3.0		0.7	0.1	2.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		14.9	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	285	417	141	475	459	116
Future Volume (vph)	285	417	141	475	459	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3499	1770	1583
Flt Permitted	1.00	1.00		0.74	0.95	1.00
Satd. Flow (perm)	1863	1583		2623	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	300	439	148	500	483	122
RTOR Reduction (vph)	0	66	0	0	0	64
Lane Group Flow (vph)	300	373	0	648	483	58
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	22.4	51.0		22.4	28.6	28.6
Effective Green, g (s)	22.4	51.0		22.4	28.6	28.6
Actuated g/C Ratio	0.37	0.85		0.37	0.48	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	695	1583		979	843	754
v/s Ratio Prot	0.16	0.11			c0.27	
v/s Ratio Perm		0.12		c0.25		0.04
v/c Ratio	0.43	0.24		0.66	0.57	0.08
Uniform Delay, d1	14.0	0.8		15.6	11.3	8.5
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1		1.7	2.8	0.2
Delay (s)	14.5	0.9		17.3	14.1	8.7
Level of Service	B	A		B	B	A
Approach Delay (s)	6.4			17.3	13.0	
Approach LOS	A			B	B	

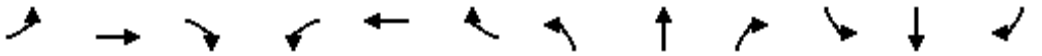
Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	476	409	225	588
Demand Flow Rate, veh/h	485	417	229	599
Vehicles Circulating, veh/h	405	536	533	330
Vehicles Exiting, veh/h	524	226	357	623
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.1	12.1	7.8	12.4
Approach LOS	B	B	A	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	485	417	229	599
Cap Entry Lane, veh/h	913	799	801	986
Entry HV Adj Factor	0.982	0.981	0.982	0.981
Flow Entry, veh/h	476	409	225	588
Cap Entry, veh/h	896	783	786	967
V/C Ratio	0.531	0.522	0.286	0.608
Control Delay, s/veh	11.1	12.1	7.8	12.4
LOS	B	B	A	B
95th %tile Queue, veh	3	3	1	4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1659	16	32	892	85	22	0	58	70	0	18
Future Volume (veh/h)	23	1659	16	32	892	85	22	0	58	70	0	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	1746	17	34	939	89	23	0	61	74	0	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1894	845	59	1920	857	447	0	420	406	0	420
Arrive On Green	0.03	0.53	0.53	0.03	0.54	0.54	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1393	0	1585	1341	0	1585
Grp Volume(v), veh/h	24	1746	17	34	939	89	23	0	61	74	0	19
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1393	0	1585	1341	0	1585
Q Serve(g_s), s	1.1	36.1	0.4	1.5	13.2	2.2	1.0	0.0	2.4	3.6	0.0	0.7
Cycle Q Clear(g_c), s	1.1	36.1	0.4	1.5	13.2	2.2	1.7	0.0	2.4	5.9	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	1894	845	59	1920	857	447	0	420	406	0	420
V/C Ratio(X)	0.52	0.92	0.02	0.58	0.49	0.10	0.05	0.00	0.15	0.18	0.00	0.05
Avail Cap(c_a), veh/h	118	1932	862	111	1920	857	447	0	420	406	0	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.5	17.1	8.8	38.1	11.5	9.0	22.5	0.0	22.5	24.7	0.0	21.9
Incr Delay (d2), s/veh	8.8	7.8	0.0	8.6	0.2	0.1	0.2	0.0	0.7	1.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	14.9	0.1	0.8	4.7	0.7	0.3	0.0	0.9	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	24.9	8.8	46.7	11.7	9.0	22.7	0.0	23.2	25.7	0.0	22.1
LnGrp LOS	D	C	A	D	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1787			1062			84			93	
Approach Delay, s/veh		25.1			12.6			23.1			25.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.7	7.2	47.1		25.7	6.6	47.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	5.3	43.2				
Max Q Clear Time (g_c+I1), s		4.4	3.5	38.1		7.9	3.1	15.2				
Green Ext Time (p_c), s		0.2	0.0	4.6		0.2	0.0	8.1				

Intersection Summary												
HCM 6th Ctrl Delay			20.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: Camino Capistrano & San Juan Creek

08/19/2019

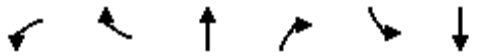
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	546	595	519	611	473	700
Future Volume (veh/h)	546	595	519	611	473	700
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	786	400	546	643	498	737
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	959	701	1182	954	598	2064
Arrive On Green	0.27	0.27	0.33	0.33	0.17	0.58
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	786	400	546	643	498	737
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	12.4	11.3	7.3	16.3	8.4	6.6
Cycle Q Clear(g_c), s	12.4	11.3	7.3	16.3	8.4	6.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	959	701	1182	954	598	2064
V/C Ratio(X)	0.82	0.57	0.46	0.67	0.83	0.36
Avail Cap(c_a), veh/h	1069	750	1182	954	605	2064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	12.5	15.8	8.0	24.0	6.7
Incr Delay (d2), s/veh	4.7	0.9	1.3	3.8	9.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	3.6	2.9	9.9	4.0	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	13.4	17.1	11.8	33.6	7.1
LnGrp LOS	C	B	B	B	C	A
Approach Vol, veh/h	1186		1189			1235
Approach Delay, s/veh	21.3		14.2			17.8
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.9	24.5			39.3	20.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	10.4	18.3			8.6	14.4
Green Ext Time (p_c), s	0.0	0.0			5.5	1.7

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



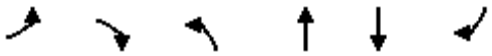
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	919	490	634	35	547	701
Future Volume (veh/h)	919	490	634	35	547	701
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	967	0	667	37	576	738
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1107		1144	510	653	2015
Arrive On Green	0.32	0.00	0.32	0.32	0.19	0.57
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	967	0	667	37	576	738
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	21.1	0.0	12.5	1.3	13.0	9.1
Cycle Q Clear(g_c), s	21.1	0.0	12.5	1.3	13.0	9.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1107		1144	510	653	2015
V/C Ratio(X)	0.87		0.58	0.07	0.88	0.37
Avail Cap(c_a), veh/h	1317		1144	510	670	2015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	22.6	18.8	31.6	9.5
Incr Delay (d2), s/veh	5.9	0.0	2.2	0.3	12.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	0.0	5.3	0.5	6.4	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.6	0.0	24.8	19.1	44.5	10.0
LnGrp LOS	C		C	B	D	A
Approach Vol, veh/h	967	A	704			1314
Approach Delay, s/veh	31.6		24.5			25.1
Approach LOS	C		C			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	19.6	30.2				49.9	30.1
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	15.5	20.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	15.0	14.5				11.1	23.1
Green Ext Time (p_c), s	0.1	2.3				5.8	2.5

Intersection Summary		
HCM 6th Ctrl Delay		27.1
HCM 6th LOS		C

Notes

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



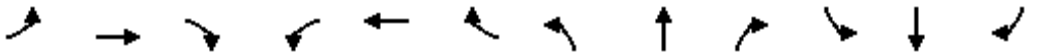
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	239	331	165	407	1438	184
Future Volume (veh/h)	239	331	165	407	1438	184
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	348	174	428	1514	194
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	503	447	214	2196	1590	709
Arrive On Green	0.28	0.28	0.12	0.62	0.45	0.45
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	252	348	174	428	1514	194
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	10.6	18.2	8.6	4.7	36.9	6.9
Cycle Q Clear(g_c), s	10.6	18.2	8.6	4.7	36.9	6.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	503	447	214	2196	1590	709
V/C Ratio(X)	0.50	0.78	0.81	0.19	0.95	0.27
Avail Cap(c_a), veh/h	503	447	356	2488	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	29.7	38.6	7.5	23.9	15.7
Incr Delay (d2), s/veh	0.8	8.5	7.2	0.0	12.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	7.8	4.1	1.6	17.3	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.8	38.2	45.8	7.5	36.8	15.9
LnGrp LOS	C	D	D	A	D	B
Approach Vol, veh/h	600			602	1708	
Approach Delay, s/veh	33.8			18.6	34.4	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	29.9	15.3	44.8	60.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	40.5	63.0
Max Q Clear Time (g_c+I1), s	20.2	10.6	38.9	6.7
Green Ext Time (p_c), s	0.0	0.3	1.4	3.2

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	800	398	0	0	0	563	345	335	181	700	938
Future Volume (veh/h)	224	800	398	0	0	0	563	345	335	181	700	938
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	236	842	419				478	524	353	191	737	987
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	468	933	416				565	594	503	428	853	1402
Arrive On Green	0.26	0.26	0.26				0.32	0.32	0.32	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	236	842	419				478	524	353	191	737	987
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	8.4	17.2	19.7				18.8	19.9	14.7	6.8	14.9	18.0
Cycle Q Clear(g_c), s	8.4	17.2	19.7				18.8	19.9	14.7	6.8	14.9	18.0
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	468	933	416				565	594	503	428	853	1402
V/C Ratio(X)	0.50	0.90	1.01				0.85	0.88	0.70	0.45	0.86	0.70
Avail Cap(c_a), veh/h	468	933	416				565	594	503	428	853	1402
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	26.7	27.7				23.9	24.3	22.5	24.3	27.3	13.8
Incr Delay (d2), s/veh	0.9	11.8	45.7				14.4	17.2	8.0	3.4	11.3	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	8.4	12.3				9.7	11.1	6.2	3.2	7.4	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	38.6	73.4				38.3	41.5	30.4	27.6	38.7	16.7
LnGrp LOS	C	D	F				D	D	C	C	D	B
Approach Vol, veh/h		1497						1355			1915	
Approach Delay, s/veh		46.1						37.5			26.3	
Approach LOS		D						D			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.3		24.2		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		23.8		19.7		18.0						
Max Q Clear Time (g_c+I1), s		21.9		21.7		20.0						
Green Ext Time (p_c), s		1.2		0.0		0.0						

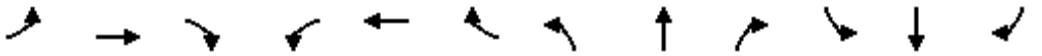
Intersection Summary												
HCM 6th Ctrl Delay			35.7									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	0	231	0	0	2	317	621	1	16	593	129
Future Volume (veh/h)	430	0	231	0	0	2	317	621	1	16	593	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	453	0	243	0	0	2	334	654	1	17	624	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	664	0	296	0	0	4	324	2061	3	35	1748	780
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.09	0.57	0.57	0.02	0.49	0.49
Sat Flow, veh/h	3563	0	1585	0	0	1585	3456	3641	6	1781	3554	1585
Grp Volume(v), veh/h	453	0	243	0	0	2	334	319	336	17	624	136
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	9.5	0.0	11.8	0.0	0.0	0.1	7.5	7.6	7.6	0.8	8.7	3.8
Cycle Q Clear(g_c), s	9.5	0.0	11.8	0.0	0.0	0.1	7.5	7.6	7.6	0.8	8.7	3.8
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	664	0	296	0	0	4	324	1006	1058	35	1748	780
V/C Ratio(X)	0.68	0.00	0.82	0.00	0.00	0.46	1.03	0.32	0.32	0.49	0.36	0.17
Avail Cap(c_a), veh/h	802	0	357	0	0	357	324	1006	1058	111	1748	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	31.3	0.0	0.0	39.8	36.3	9.2	9.2	38.8	12.5	11.3
Incr Delay (d2), s/veh	1.8	0.0	12.2	0.0	0.0	62.2	58.2	0.8	0.8	10.0	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	5.4	0.0	0.0	0.1	5.7	2.9	3.0	0.4	3.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	43.5	0.0	0.0	102.1	94.5	10.0	10.0	48.8	13.1	11.8
LnGrp LOS	C	A	D	A	A	F	F	B	A	D	B	B
Approach Vol, veh/h		696			2			989			777	
Approach Delay, s/veh		36.1			102.1			38.5			13.6	
Approach LOS		D			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	49.8		19.4	12.0	43.9		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	9.6		13.8	9.5	10.7		2.1				
Green Ext Time (p_c), s	0.0	3.1		1.1	0.0	2.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		30.0
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	421	601	101	486	637	169
Future Volume (vph)	421	601	101	486	637	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3509	1770	1583
Flt Permitted	1.00	1.00		0.63	0.95	1.00
Satd. Flow (perm)	1863	1583		2238	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	443	633	106	512	671	178
RTOR Reduction (vph)	0	63	0	0	0	81
Lane Group Flow (vph)	443	570	0	618	671	97
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	32.0	81.0		32.0	49.0	49.0
Effective Green, g (s)	32.0	81.0		32.0	49.0	49.0
Actuated g/C Ratio	0.36	0.90		0.36	0.54	0.54
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	662	1583		795	963	861
v/s Ratio Prot	0.24	0.20			c0.38	
v/s Ratio Perm		0.16		c0.28		0.06
v/c Ratio	0.67	0.36		0.78	0.70	0.11
Uniform Delay, d1	24.5	0.7		25.8	15.0	9.9
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.6	0.1		4.8	4.2	0.3
Delay (s)	27.1	0.8		30.6	19.2	10.2
Level of Service	C	A		C	B	B
Approach Delay (s)	11.6			30.6	17.3	
Approach LOS	B			C	B	

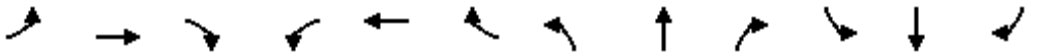
Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	20.6
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	638	370	426	730
Demand Flow Rate, veh/h	650	378	434	745
Vehicles Circulating, veh/h	472	823	852	322
Vehicles Exiting, veh/h	595	463	270	878
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	20.5	19.4	26.7	17.6
Approach LOS	C	C	D	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	650	378	434	745
Cap Entry Lane, veh/h	853	596	579	994
Entry HV Adj Factor	0.981	0.978	0.981	0.980
Flow Entry, veh/h	638	370	426	730
Cap Entry, veh/h	836	583	567	974
V/C Ratio	0.762	0.634	0.750	0.750
Control Delay, s/veh	20.5	19.4	26.7	17.6
LOS	C	C	D	C
95th %tile Queue, veh	7	4	7	7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1269	20	9	1439	44	3	0	31	58	0	15
Future Volume (veh/h)	11	1269	20	9	1439	44	3	0	31	58	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1336	21	9	1515	46	3	0	33	61	0	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1785	796	20	1773	791	524	0	504	507	0	504
Arrive On Green	0.01	0.50	0.50	0.01	0.50	0.50	0.32	0.00	0.32	0.32	0.00	0.32
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1397	0	1585	1376	0	1585
Grp Volume(v), veh/h	12	1336	21	9	1515	46	3	0	33	61	0	16
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1397	0	1585	1376	0	1585
Q Serve(g_s), s	0.5	24.0	0.5	0.4	29.8	1.2	0.1	0.0	1.2	2.6	0.0	0.6
Cycle Q Clear(g_c), s	0.5	24.0	0.5	0.4	29.8	1.2	0.7	0.0	1.2	3.7	0.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	26	1785	796	20	1773	791	524	0	504	507	0	504
V/C Ratio(X)	0.46	0.75	0.03	0.45	0.85	0.06	0.01	0.00	0.07	0.12	0.00	0.03
Avail Cap(c_a), veh/h	111	1932	862	111	1932	862	524	0	504	507	0	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.1	15.9	10.0	39.3	17.5	10.3	19.0	0.0	19.0	20.3	0.0	18.8
Incr Delay (d2), s/veh	12.1	1.5	0.0	14.7	3.7	0.0	0.0	0.0	0.3	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	9.1	0.2	0.3	11.8	0.4	0.0	0.0	0.4	0.9	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	17.4	10.1	53.9	21.2	10.4	19.1	0.0	19.3	20.8	0.0	18.9
LnGrp LOS	D	B	B	D	C	B	B	A	B	C	A	B
Approach Vol, veh/h		1369			1570			36			77	
Approach Delay, s/veh		17.6			21.1			19.3			20.4	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.9	5.4	44.7		29.9	5.7	44.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	5.0	43.5				
Max Q Clear Time (g_c+I1), s		3.2	2.4	26.0		5.7	2.5	31.8				
Green Ext Time (p_c), s		0.1	0.0	9.5		0.1	0.0	8.1				

Intersection Summary												
HCM 6th Ctrl Delay			19.5									
HCM 6th LOS			B									

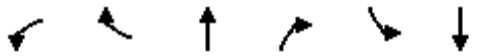
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	465	511	433	547	261	577
Future Volume (veh/h)	465	511	433	547	261	577
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	672	342	456	576	275	607
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	908	562	1420	1037	346	2067
Arrive On Green	0.25	0.25	0.40	0.40	0.10	0.58
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	672	342	456	576	275	607
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	9.5	9.8	4.9	10.8	4.3	4.7
Cycle Q Clear(g_c), s	9.5	9.8	4.9	10.8	4.3	4.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	908	562	1420	1037	346	2067
V/C Ratio(X)	0.74	0.61	0.32	0.56	0.80	0.29
Avail Cap(c_a), veh/h	1166	677	1420	1037	346	2067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	14.6	11.4	5.2	24.2	5.8
Incr Delay (d2), s/veh	1.9	1.1	0.6	2.1	12.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.2	1.8	6.3	2.2	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	15.7	12.0	7.3	36.4	6.2
LnGrp LOS	C	B	B	A	D	A
Approach Vol, veh/h	1014		1032			882
Approach Delay, s/veh	19.0		9.4			15.6
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	26.5			36.5	18.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	6.3	12.8			6.7	11.8
Green Ext Time (p_c), s	0.0	2.5			4.2	2.3

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



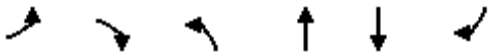
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	760	410	570	30	424	618
Future Volume (veh/h)	760	410	570	30	424	618
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	800	0	600	32	446	651
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	933		1224	546	555	2062
Arrive On Green	0.27	0.00	0.34	0.34	0.16	0.58
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	800	0	600	32	446	651
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	13.2	0.0	8.0	0.8	7.5	5.7
Cycle Q Clear(g_c), s	13.2	0.0	8.0	0.8	7.5	5.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	933		1224	546	555	2062
V/C Ratio(X)	0.86		0.49	0.06	0.80	0.32
Avail Cap(c_a), veh/h	1037		1224	546	599	2062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	15.5	13.2	24.3	6.5
Incr Delay (d2), s/veh	6.8	0.0	1.4	0.2	7.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	3.1	0.3	3.4	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.6	0.0	16.9	13.4	31.6	6.9
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	800	A	632			1097
Approach Delay, s/veh	27.6		16.7			16.9
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.1	25.2			39.3	20.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.4	18.1			33.0	18.0
Max Q Clear Time (g_c+I1), s	9.5	10.0			7.7	15.2
Green Ext Time (p_c), s	0.2	2.6			4.8	1.0

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Notes

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



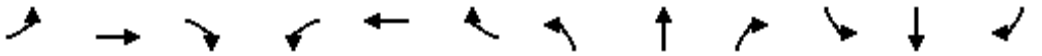
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	132	177	196	457	972	303
Future Volume (veh/h)	132	177	196	457	972	303
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	186	206	481	1023	319
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	657	585	259	1786	1041	464
Arrive On Green	0.37	0.37	0.15	0.50	0.29	0.29
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	139	186	206	481	1023	319
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.7	5.9	7.8	5.5	20.0	12.5
Cycle Q Clear(g_c), s	3.7	5.9	7.8	5.5	20.0	12.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	657	585	259	1786	1041	464
V/C Ratio(X)	0.21	0.32	0.80	0.27	0.98	0.69
Avail Cap(c_a), veh/h	657	585	458	2183	1041	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	15.8	28.9	10.0	24.6	21.9
Incr Delay (d2), s/veh	0.2	0.3	5.5	0.1	23.7	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.0	3.6	1.9	11.2	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.3	16.1	34.4	10.1	48.3	26.1
LnGrp LOS	B	B	C	B	D	C
Approach Vol, veh/h	325			687	1342	
Approach Delay, s/veh	15.7			17.4	43.0	
Approach LOS	B			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.3	14.7	25.0		39.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	20.5		43.0
Max Q Clear Time (g_c+I1), s		7.9	9.8	22.0		7.5
Green Ext Time (p_c), s		0.7	0.4	0.0		3.6

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	329	1211	338	0	0	0	367	351	245	49	327	693
Future Volume (veh/h)	329	1211	338	0	0	0	367	351	245	49	327	693
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	346	1275	356				378	381	258	52	344	729
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	679	1355	605				478	502	426	356	711	1622
Arrive On Green	0.38	0.38	0.38				0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	346	1275	356				378	381	258	52	344	729
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	13.4	31.2	16.1				17.7	16.8	12.8	2.2	7.7	13.3
Cycle Q Clear(g_c), s	13.4	31.2	16.1				17.7	16.8	12.8	2.2	7.7	13.3
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	679	1355	605				478	502	426	356	711	1622
V/C Ratio(X)	0.51	0.94	0.59				0.79	0.76	0.61	0.15	0.48	0.45
Avail Cap(c_a), veh/h	683	1362	608				478	502	426	356	711	1622
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	26.9	22.2				30.6	30.2	28.8	29.7	31.9	10.7
Incr Delay (d2), s/veh	0.6	12.8	1.5				12.5	10.3	6.3	0.9	2.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	14.9	6.0				9.1	8.8	5.5	1.0	3.5	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	39.7	23.7				43.1	40.5	35.0	30.5	34.2	11.6
LnGrp LOS	C	D	C				D	D	D	C	C	B
Approach Vol, veh/h		1977						1017			1125	
Approach Delay, s/veh		33.7						40.1			19.4	
Approach LOS		C						D			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.7		38.8		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		24.0		34.5		18.0						
Max Q Clear Time (g_c+I1), s		19.7		33.2		15.3						
Green Ext Time (p_c), s		1.9		1.2		1.5						

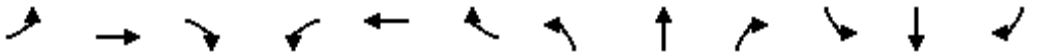
Intersection Summary												
HCM 6th Ctrl Delay			31.4									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	0	84	1	0	0	130	576	1	6	441	34
Future Volume (veh/h)	172	0	84	1	0	0	130	576	1	6	441	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	181	0	88	1	0	0	137	606	1	6	464	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	0	138	2	0	0	213	2471	4	14	2221	991
Arrive On Green	0.09	0.00	0.09	0.00	0.00	0.00	0.06	0.68	0.68	0.01	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1781	0	0	3456	3640	6	1781	3554	1585
Grp Volume(v), veh/h	181	0	88	1	0	0	137	296	311	6	464	36
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	0	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	3.9	0.0	4.3	0.0	0.0	0.0	3.1	5.1	5.1	0.3	4.5	0.7
Cycle Q Clear(g_c), s	3.9	0.0	4.3	0.0	0.0	0.0	3.1	5.1	5.1	0.3	4.5	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	0	138	2	0	0	213	1206	1269	14	2221	991
V/C Ratio(X)	0.58	0.00	0.64	0.41	0.00	0.00	0.64	0.25	0.25	0.43	0.21	0.04
Avail Cap(c_a), veh/h	802	0	357	401	0	0	302	1206	1269	111	2221	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	35.3	39.9	0.0	0.0	36.7	5.0	5.0	39.5	6.5	5.8
Incr Delay (d2), s/veh	1.7	0.0	4.8	83.6	0.0	0.0	3.3	0.5	0.5	19.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.8	0.1	0.0	0.0	1.4	1.7	1.7	0.2	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	40.1	123.5	0.0	0.0	39.9	5.4	5.4	59.2	6.7	5.8
LnGrp LOS	D	A	D	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		269			1			744			506	
Approach Delay, s/veh		37.9			123.5			11.8			7.2	
Approach LOS		D			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	58.8		11.5	9.4	54.5		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	7.1		6.3	5.1	6.5		2.0				
Green Ext Time (p_c), s	0.0	3.1		0.7	0.1	2.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		15.0	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	304	440	149	491	559	134
Future Volume (vph)	304	440	149	491	559	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3498	1770	1583
Flt Permitted	1.00	1.00		0.73	0.95	1.00
Satd. Flow (perm)	1863	1583		2579	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	320	463	157	517	588	141
RTOR Reduction (vph)	0	69	0	0	0	76
Lane Group Flow (vph)	320	394	0	674	588	65
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	23.3	51.0		23.3	27.7	27.7
Effective Green, g (s)	23.3	51.0		23.3	27.7	27.7
Actuated g/C Ratio	0.39	0.85		0.39	0.46	0.46
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	723	1583		1001	817	730
v/s Ratio Prot	0.17	0.11			c0.33	
v/s Ratio Perm		0.13		c0.26		0.04
v/c Ratio	0.44	0.25		0.67	0.72	0.09
Uniform Delay, d1	13.6	0.9		15.2	13.0	9.1
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1		1.8	5.4	0.2
Delay (s)	14.0	0.9		17.0	18.4	9.3
Level of Service	B	A		B	B	A
Approach Delay (s)	6.3			17.0	16.7	
Approach LOS	A			B	B	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

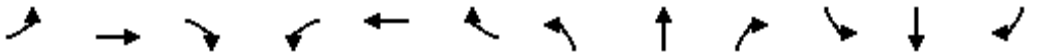
Intersection	
Intersection Delay, s/veh	14.0
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	508	431	339	619
Demand Flow Rate, veh/h	519	439	346	632
Vehicles Circulating, veh/h	424	676	568	370
Vehicles Exiting, veh/h	576	238	375	745
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.5	17.2	10.8	14.7
Approach LOS	B	C	B	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	519	439	346	632
Cap Entry Lane, veh/h	895	692	773	946
Entry HV Adj Factor	0.979	0.981	0.980	0.979
Flow Entry, veh/h	508	431	339	619
Cap Entry, veh/h	877	679	758	926
V/C Ratio	0.580	0.634	0.448	0.668
Control Delay, s/veh	12.5	17.2	10.8	14.7
LOS	B	C	B	B
95th %tile Queue, veh	4	5	2	5

HCM 6th Signalized Intersection Summary
12: Stonehill Drive & Project Driveway

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1742	17	33	947	85	22	0	58	70	0	18
Future Volume (veh/h)	23	1742	17	33	947	85	22	0	58	70	0	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	1834	18	35	997	89	23	0	61	74	0	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1922	857	60	1950	870	435	0	407	394	0	407
Arrive On Green	0.03	0.54	0.54	0.03	0.55	0.55	0.26	0.00	0.26	0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1393	0	1585	1341	0	1585
Grp Volume(v), veh/h	24	1834	18	35	997	89	23	0	61	74	0	19
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1393	0	1585	1341	0	1585
Q Serve(g_s), s	1.1	39.2	0.4	1.5	14.1	2.1	1.0	0.0	2.4	3.6	0.0	0.7
Cycle Q Clear(g_c), s	1.1	39.2	0.4	1.5	14.1	2.1	1.7	0.0	2.4	6.0	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	1922	857	60	1950	870	435	0	407	394	0	407
V/C Ratio(X)	0.52	0.95	0.02	0.58	0.51	0.10	0.05	0.00	0.15	0.19	0.00	0.05
Avail Cap(c_a), veh/h	118	1932	862	111	1950	870	435	0	407	394	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.5	17.4	8.5	38.1	11.3	8.6	23.0	0.0	23.0	25.3	0.0	22.4
Incr Delay (d2), s/veh	8.8	11.5	0.0	8.6	0.2	0.1	0.2	0.0	0.8	1.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	17.0	0.1	0.8	5.0	0.7	0.4	0.0	1.0	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	29.0	8.5	46.7	11.5	8.7	23.3	0.0	23.8	26.4	0.0	22.6
LnGrp LOS	D	C	A	D	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1876			1121			84			93	
Approach Delay, s/veh		29.0			12.4			23.6			25.6	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.0	7.2	47.8		25.0	6.6	48.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	5.3	43.2				
Max Q Clear Time (g_c+I1), s		4.4	3.5	41.2		8.0	3.1	16.1				
Green Ext Time (p_c), s		0.2	0.0	2.1		0.2	0.0	8.6				

Intersection Summary												
HCM 6th Ctrl Delay			22.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: Camino Capistrano & San Juan Creek

08/19/2019

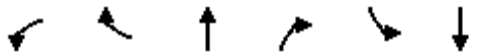
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	583	625	563	654	497	825
Future Volume (veh/h)	583	625	563	654	497	825
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	832	424	593	688	523	868
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	991	718	1143	951	605	2032
Arrive On Green	0.28	0.28	0.32	0.32	0.17	0.57
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	832	424	593	688	523	868
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	13.2	12.0	8.2	18.4	8.8	8.3
Cycle Q Clear(g_c), s	13.2	12.0	8.2	18.4	8.8	8.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	991	718	1143	951	605	2032
V/C Ratio(X)	0.84	0.59	0.52	0.72	0.86	0.43
Avail Cap(c_a), veh/h	1069	753	1143	951	605	2032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	12.2	16.6	8.5	24.1	7.3
Incr Delay (d2), s/veh	5.7	1.1	1.7	4.8	12.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	3.8	3.3	10.7	4.4	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	13.4	18.2	13.2	36.5	7.9
LnGrp LOS	C	B	B	B	D	A
Approach Vol, veh/h	1256		1281			1391
Approach Delay, s/veh	21.8		15.6			18.7
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.0	23.8			38.8	21.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	10.8	20.4			10.3	15.2
Green Ext Time (p_c), s	0.0	0.0			6.5	1.5

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



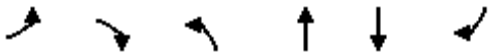
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1147	551	666	37	574	736
Future Volume (veh/h)	1147	551	666	37	574	736
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1207	0	701	39	604	775
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1288		940	419	670	1829
Arrive On Green	0.37	0.00	0.26	0.26	0.19	0.51
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	1207	0	701	39	604	775
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	26.9	0.0	14.5	1.5	13.7	10.8
Cycle Q Clear(g_c), s	26.9	0.0	14.5	1.5	13.7	10.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1288		940	419	670	1829
V/C Ratio(X)	0.94		0.75	0.09	0.90	0.42
Avail Cap(c_a), veh/h	1317		940	419	670	1829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	26.9	22.2	31.5	12.1
Incr Delay (d2), s/veh	12.5	0.0	5.4	0.4	15.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.5	0.0	6.6	0.6	6.9	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.7	0.0	32.3	22.6	47.0	12.8
LnGrp LOS	D		C	C	D	B
Approach Vol, veh/h	1207	A	740			1379
Approach Delay, s/veh	36.7		31.8			27.8
Approach LOS	D		C			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.0	25.7				45.7	34.3
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	15.5	20.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	15.7	16.5				12.8	28.9
Green Ext Time (p_c), s	0.0	1.8				6.0	0.9

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

Notes

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



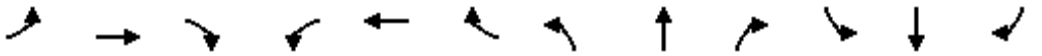
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	272	356	173	427	1608	208
Future Volume (veh/h)	272	356	173	427	1608	208
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	375	182	449	1693	219
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	490	436	222	2220	1599	713
Arrive On Green	0.28	0.28	0.12	0.62	0.45	0.45
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	286	375	182	449	1693	219
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	12.5	20.2	9.0	4.9	40.5	7.9
Cycle Q Clear(g_c), s	12.5	20.2	9.0	4.9	40.5	7.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	490	436	222	2220	1599	713
V/C Ratio(X)	0.58	0.86	0.82	0.20	1.06	0.31
Avail Cap(c_a), veh/h	490	436	356	2488	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	31.0	38.4	7.3	24.8	15.8
Incr Delay (d2), s/veh	1.8	15.8	7.8	0.0	39.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	9.4	4.3	1.7	24.6	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.9	46.7	46.2	7.3	64.6	16.0
LnGrp LOS	C	D	D	A	F	B
Approach Vol, veh/h	661			631	1912	
Approach Delay, s/veh	39.5			18.5	59.0	
Approach LOS	D			B	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		29.3	15.7	45.0		60.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	40.5		63.0
Max Q Clear Time (g_c+I1), s		22.2	11.0	42.5		6.9
Green Ext Time (p_c), s		0.0	0.3	0.0		3.4

Intersection Summary	
HCM 6th Ctrl Delay	47.0
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/19/2019



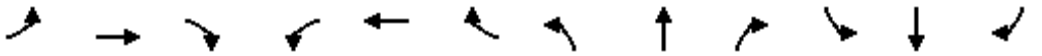
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	839	402	0	0	0	590	363	353	193	736	1136
Future Volume (veh/h)	235	839	402	0	0	0	590	363	353	193	736	1136
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	883	423				502	549	372	203	775	1196
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	468	933	416				565	594	503	428	853	1402
Arrive On Green	0.26	0.26	0.26				0.32	0.32	0.32	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	247	883	423				502	549	372	203	775	1196
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	8.9	18.3	19.7				20.1	21.3	15.7	7.3	15.9	18.0
Cycle Q Clear(g_c), s	8.9	18.3	19.7				20.1	21.3	15.7	7.3	15.9	18.0
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	468	933	416				565	594	503	428	853	1402
V/C Ratio(X)	0.53	0.95	1.02				0.89	0.92	0.74	0.47	0.91	0.85
Avail Cap(c_a), veh/h	468	933	416				565	594	503	428	853	1402
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	27.1	27.7				24.3	24.7	22.8	24.4	27.7	13.8
Incr Delay (d2), s/veh	1.1	17.8	48.2				18.5	22.5	9.4	3.7	15.3	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	9.6	12.6				10.8	12.5	6.8	3.4	8.2	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	45.0	75.9				42.8	47.2	32.2	28.2	43.0	20.5
LnGrp LOS	C	D	F				D	D	C	C	D	C
Approach Vol, veh/h		1553						1423			2174	
Approach Delay, s/veh		50.2						41.7			29.2	
Approach LOS		D						D			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.3		24.2		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		23.8		19.7		18.0						
Max Q Clear Time (g_c+I1), s		23.3		21.7		20.0						
Green Ext Time (p_c), s		0.4		0.0		0.0						

Intersection Summary			
HCM 6th Ctrl Delay		39.0	
HCM 6th LOS		D	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	452	0	234	0	0	2	333	653	1	17	623	132
Future Volume (veh/h)	452	0	234	0	0	2	333	653	1	17	623	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	476	0	246	0	0	2	351	687	1	18	656	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	672	0	299	0	0	4	324	2050	3	37	1741	777
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.09	0.56	0.56	0.02	0.49	0.49
Sat Flow, veh/h	3563	0	1585	0	0	1585	3456	3641	5	1781	3554	1585
Grp Volume(v), veh/h	476	0	246	0	0	2	351	335	353	18	656	139
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	10.0	0.0	11.9	0.0	0.0	0.1	7.5	8.1	8.1	0.8	9.2	3.9
Cycle Q Clear(g_c), s	10.0	0.0	11.9	0.0	0.0	0.1	7.5	8.1	8.1	0.8	9.2	3.9
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	672	0	299	0	0	4	324	1001	1053	37	1741	777
V/C Ratio(X)	0.71	0.00	0.82	0.00	0.00	0.46	1.08	0.34	0.34	0.49	0.38	0.18
Avail Cap(c_a), veh/h	802	0	357	0	0	357	324	1001	1053	111	1741	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	31.2	0.0	0.0	39.8	36.3	9.4	9.4	38.8	12.8	11.4
Incr Delay (d2), s/veh	2.3	0.0	12.5	0.0	0.0	62.2	74.1	0.9	0.9	9.8	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	5.4	0.0	0.0	0.1	6.4	3.1	3.2	0.4	3.5	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	43.6	0.0	0.0	102.1	110.3	10.3	10.3	48.5	13.4	11.9
LnGrp LOS	C	A	D	A	A	F	F	B	B	D	B	B
Approach Vol, veh/h		722			2			1039			813	
Approach Delay, s/veh		36.4			102.1			44.1			13.9	
Approach LOS		D			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	49.6		19.6	12.0	43.7		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	10.1		13.9	9.5	11.2		2.1				
Green Ext Time (p_c), s	0.0	3.2		1.2	0.0	2.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		32.5	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	478	665	112	510	702	185
Future Volume (vph)	478	665	112	510	702	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3508	1770	1583
Flt Permitted	1.00	1.00		0.60	0.95	1.00
Satd. Flow (perm)	1863	1583		2118	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	503	700	118	537	739	195
RTOR Reduction (vph)	0	63	0	0	0	94
Lane Group Flow (vph)	503	637	0	655	739	101
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	34.6	81.0		34.6	46.4	46.4
Effective Green, g (s)	34.6	81.0		34.6	46.4	46.4
Actuated g/C Ratio	0.38	0.90		0.38	0.52	0.52
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	716	1583		814	912	816
v/s Ratio Prot	0.27	0.21			c0.42	
v/s Ratio Perm		0.19		c0.31		0.06
v/c Ratio	0.70	0.40		0.80	0.81	0.12
Uniform Delay, d1	23.4	0.7		24.7	18.1	11.3
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.1	0.2		5.8	7.7	0.3
Delay (s)	26.5	0.9		30.5	25.9	11.6
Level of Service	C	A		C	C	B
Approach Delay (s)	11.6			30.5	22.9	
Approach LOS	B			C	C	

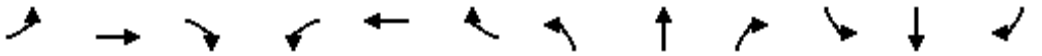
Intersection Summary			
HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	31.9
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	700	389	477	817
Demand Flow Rate, veh/h	715	398	487	833
Vehicles Circulating, veh/h	548	895	895	339
Vehicles Exiting, veh/h	624	487	368	953
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	36.5	25.4	41.9	25.3
Approach LOS	E	D	E	D

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	715	398	487	833
Cap Entry Lane, veh/h	789	554	554	977
Entry HV Adj Factor	0.980	0.979	0.979	0.981
Flow Entry, veh/h	700	389	477	817
Cap Entry, veh/h	773	542	542	958
V/C Ratio	0.906	0.719	0.879	0.853
Control Delay, s/veh	36.5	25.4	41.9	25.3
LOS	E	D	E	D
95th %tile Queue, veh	12	6	10	11



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1280	21	10	1636	44	3	0	31	58	0	15
Future Volume (veh/h)	11	1280	21	10	1636	44	3	0	31	58	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1347	22	11	1722	46	3	0	33	61	0	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1889	843	24	1885	841	479	0	453	463	0	453
Arrive On Green	0.01	0.53	0.53	0.01	0.53	0.53	0.29	0.00	0.29	0.29	0.00	0.29
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1397	0	1585	1376	0	1585
Grp Volume(v), veh/h	12	1347	22	11	1722	46	3	0	33	61	0	16
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1397	0	1585	1376	0	1585
Q Serve(g_s), s	0.5	22.9	0.5	0.5	35.3	1.1	0.1	0.0	1.2	2.7	0.0	0.6
Cycle Q Clear(g_c), s	0.5	22.9	0.5	0.5	35.3	1.1	0.7	0.0	1.2	3.9	0.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	26	1889	843	24	1885	841	479	0	453	463	0	453
V/C Ratio(X)	0.46	0.71	0.03	0.46	0.91	0.05	0.01	0.00	0.07	0.13	0.00	0.04
Avail Cap(c_a), veh/h	111	1932	862	111	1932	862	479	0	453	463	0	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.1	14.1	8.9	39.2	17.1	9.1	20.9	0.0	20.8	22.3	0.0	20.6
Incr Delay (d2), s/veh	12.1	1.2	0.0	12.8	7.1	0.0	0.0	0.0	0.3	0.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.5	0.2	0.3	14.5	0.4	0.0	0.0	0.5	0.9	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	15.4	8.9	52.0	24.2	9.1	20.9	0.0	21.1	22.8	0.0	20.7
LnGrp LOS	D	B	A	D	C	A	C	A	C	C	A	C
Approach Vol, veh/h		1381			1779			36			77	
Approach Delay, s/veh		15.6			23.9			21.1			22.4	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.4	5.6	47.0		27.4	5.7	46.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	5.0	43.5				
Max Q Clear Time (g_c+I1), s		3.2	2.5	24.9		5.9	2.5	37.3				
Green Ext Time (p_c), s		0.1	0.0	10.0		0.1	0.0	5.1				

Intersection Summary												
HCM 6th Ctrl Delay			20.3									
HCM 6th LOS			C									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	364	428	335	447	208	488
Future Volume (veh/h)	364	428	335	447	208	488
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	544	278	353	471	219	514
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	784	499	1564	1046	326	2190
Arrive On Green	0.22	0.22	0.44	0.44	0.09	0.62
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	544	278	353	471	219	514
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	7.7	8.0	3.4	7.9	3.4	3.6
Cycle Q Clear(g_c), s	7.7	8.0	3.4	7.9	3.4	3.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	784	499	1564	1046	326	2190
V/C Ratio(X)	0.69	0.56	0.23	0.45	0.67	0.23
Avail Cap(c_a), veh/h	1166	668	1564	1046	346	2190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	15.7	9.6	4.5	24.1	4.7
Incr Delay (d2), s/veh	1.1	1.0	0.3	1.4	4.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.7	1.2	4.2	1.5	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.8	16.6	9.9	5.9	28.7	5.0
LnGrp LOS	C	B	A	A	C	A
Approach Vol, veh/h	822		824			733
Approach Delay, s/veh	19.4		7.6			12.1
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.7	28.7			38.4	16.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	5.4	9.9			5.6	10.0
Green Ext Time (p_c), s	0.0	2.7			3.5	2.1

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

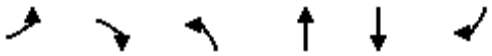
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	659	336	446	26	353	499
Future Volume (veh/h)	659	336	446	26	353	499
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	694	0	469	27	372	525
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	844		1382	616	490	2153
Arrive On Green	0.24	0.00	0.39	0.39	0.14	0.61
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	694	0	469	27	372	525
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	11.4	0.0	5.6	0.6	6.2	4.1
Cycle Q Clear(g_c), s	11.4	0.0	5.6	0.6	6.2	4.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	844		1382	616	490	2153
V/C Ratio(X)	0.82		0.34	0.04	0.76	0.24
Avail Cap(c_a), veh/h	1037		1382	616	599	2153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	12.9	11.4	24.8	5.5
Incr Delay (d2), s/veh	4.5	0.0	0.7	0.1	4.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	2.1	0.2	2.7	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.9	0.0	13.6	11.5	29.2	5.7
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	694	A	496			897
Approach Delay, s/veh	25.9		13.5			15.5
Approach LOS	C		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.0	27.8				40.8	19.2
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	10.4	18.1				33.0	18.0
Max Q Clear Time (g_c+I1), s	8.2	7.6				6.1	13.4
Green Ext Time (p_c), s	0.3	2.3				3.8	1.3

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

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



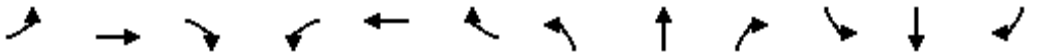
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	114	166	175	345	837	238
Future Volume (veh/h)	114	166	175	345	837	238
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	175	184	363	881	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	697	620	237	1707	1006	449
Arrive On Green	0.39	0.39	0.13	0.48	0.28	0.28
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	120	175	184	363	881	251
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.1	5.3	7.0	4.1	16.5	9.4
Cycle Q Clear(g_c), s	3.1	5.3	7.0	4.1	16.5	9.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	697	620	237	1707	1006	449
V/C Ratio(X)	0.17	0.28	0.78	0.21	0.88	0.56
Avail Cap(c_a), veh/h	697	620	458	2183	1041	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	14.6	29.3	10.5	23.9	21.4
Incr Delay (d2), s/veh	0.1	0.2	5.4	0.1	8.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.8	3.2	1.5	7.6	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	14.8	34.8	10.6	32.3	22.8
LnGrp LOS	B	B	C	B	C	C
Approach Vol, veh/h	295			547	1132	
Approach Delay, s/veh	14.5			18.7	30.2	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		31.9	13.8	24.3		38.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	20.5		43.0
Max Q Clear Time (g_c+I1), s		7.3	9.0	18.5		6.1
Green Ext Time (p_c), s		0.7	0.3	1.3		2.6

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	1128	321	0	0	0	359	245	224	48	231	636
Future Volume (veh/h)	286	1128	321	0	0	0	359	245	224	48	231	636
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	301	1187	338				318	342	236	51	243	669
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	665	1327	592				493	517	438	356	711	1600
Arrive On Green	0.37	0.37	0.37				0.28	0.28	0.28	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	301	1187	338				318	342	236	51	243	669
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	11.5	28.3	15.3				14.1	14.6	11.4	2.1	5.3	12.1
Cycle Q Clear(g_c), s	11.5	28.3	15.3				14.1	14.6	11.4	2.1	5.3	12.1
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	665	1327	592				493	517	438	356	711	1600
V/C Ratio(X)	0.45	0.89	0.57				0.65	0.66	0.54	0.14	0.34	0.42
Avail Cap(c_a), veh/h	683	1362	608				493	517	438	356	711	1600
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	26.5	22.5				28.7	28.8	27.7	29.6	30.9	10.8
Incr Delay (d2), s/veh	0.5	7.9	1.2				6.4	6.5	4.7	0.8	1.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	12.8	5.7				6.8	7.3	4.8	1.0	2.4	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	34.4	23.7				35.1	35.3	32.4	30.5	32.2	11.6
LnGrp LOS	C	C	C				D	D	C	C	C	B
Approach Vol, veh/h		1826						896			963	
Approach Delay, s/veh		30.3						34.5			17.8	
Approach LOS		C						C			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		29.4		38.1		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		24.0		34.5		18.0						
Max Q Clear Time (g_c+I1), s		16.6		30.3		14.1						
Green Ext Time (p_c), s		2.5		3.3		1.8						

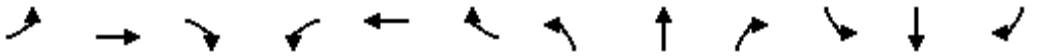
Intersection Summary												
HCM 6th Ctrl Delay			28.1									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	0	78	1	0	0	120	460	1	6	343	33
Future Volume (veh/h)	159	0	78	1	0	0	120	460	1	6	343	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	0	82	1	0	0	126	484	1	6	361	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	0	131	2	0	0	203	2486	5	14	2247	1002
Arrive On Green	0.08	0.00	0.08	0.00	0.00	0.00	0.06	0.68	0.68	0.01	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1781	0	0	3456	3638	8	1781	3554	1585
Grp Volume(v), veh/h	167	0	82	1	0	0	126	236	249	6	361	35
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	0	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	3.6	0.0	4.0	0.0	0.0	0.0	2.8	3.9	3.9	0.3	3.3	0.7
Cycle Q Clear(g_c), s	3.6	0.0	4.0	0.0	0.0	0.0	2.8	3.9	3.9	0.3	3.3	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	0	131	2	0	0	203	1214	1277	14	2247	1002
V/C Ratio(X)	0.57	0.00	0.63	0.41	0.00	0.00	0.62	0.19	0.19	0.43	0.16	0.03
Avail Cap(c_a), veh/h	802	0	357	401	0	0	302	1214	1277	111	2247	1002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	35.5	39.9	0.0	0.0	36.8	4.6	4.6	39.5	6.0	5.5
Incr Delay (d2), s/veh	1.7	0.0	4.8	83.6	0.0	0.0	3.1	0.4	0.3	19.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.7	0.1	0.0	0.0	1.3	1.3	1.3	0.2	1.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	0.0	40.3	123.5	0.0	0.0	39.9	5.0	5.0	59.2	6.2	5.6
LnGrp LOS	D	A	D	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		249			1			611			402	
Approach Delay, s/veh		38.1			123.5			12.2			6.9	
Approach LOS		D			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	59.2		11.1	9.2	55.1		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	5.9		6.0	4.8	5.3		2.0				
Green Ext Time (p_c), s	0.0	2.5		0.6	0.1	2.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		15.7	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	272	317	123	447	351	88
Future Volume (vph)	272	317	123	447	351	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3502	1770	1583
Flt Permitted	1.00	1.00		0.75	0.95	1.00
Satd. Flow (perm)	1863	1583		2652	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	286	334	129	471	369	93
RTOR Reduction (vph)	0	50	0	0	0	46
Lane Group Flow (vph)	286	284	0	600	369	47
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	20.7	51.0		20.7	30.3	30.3
Effective Green, g (s)	20.7	51.0		20.7	30.3	30.3
Actuated g/C Ratio	0.34	0.85		0.34	0.51	0.51
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	642	1583		914	893	799
v/s Ratio Prot	0.15	0.09			c0.21	
v/s Ratio Perm		0.09		c0.23		0.03
v/c Ratio	0.45	0.18		0.66	0.41	0.06
Uniform Delay, d1	15.2	0.8		16.6	9.3	7.6
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	0.1		1.7	1.4	0.1
Delay (s)	15.7	0.9		18.4	10.7	7.7
Level of Service	B	A		B	B	A
Approach Delay (s)	7.7			18.4	10.1	
Approach LOS	A			B	B	

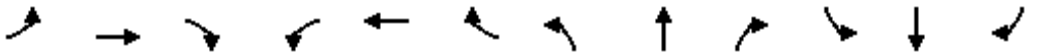
Intersection Summary			
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	420	252	149	465
Demand Flow Rate, veh/h	428	257	152	475
Vehicles Circulating, veh/h	280	456	394	235
Vehicles Exiting, veh/h	430	90	314	478
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.1	7.5	5.6	8.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	428	257	152	475
Cap Entry Lane, veh/h	1037	867	923	1086
Entry HV Adj Factor	0.981	0.980	0.982	0.980
Flow Entry, veh/h	420	252	149	465
Cap Entry, veh/h	1018	849	907	1064
V/C Ratio	0.413	0.297	0.165	0.437
Control Delay, s/veh	8.1	7.5	5.6	8.2
LOS	A	A	A	A
95th %tile Queue, veh	2	1	1	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1606	16	32	850	117	22	0	58	100	0	27
Future Volume (veh/h)	32	1606	16	32	850	117	22	0	58	100	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1691	17	34	895	123	23	0	61	105	0	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	1871	835	59	1871	835	447	0	430	415	0	430
Arrive On Green	0.03	0.53	0.53	0.03	0.53	0.53	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1382	0	1585	1341	0	1585
Grp Volume(v), veh/h	34	1691	17	34	895	123	23	0	61	105	0	28
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1382	0	1585	1341	0	1585
Q Serve(g_s), s	1.5	34.4	0.4	1.5	12.8	3.2	1.0	0.0	2.3	5.1	0.0	1.0
Cycle Q Clear(g_c), s	1.5	34.4	0.4	1.5	12.8	3.2	2.1	0.0	2.3	7.5	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	1871	835	59	1871	835	447	0	430	415	0	430
V/C Ratio(X)	0.58	0.90	0.02	0.58	0.48	0.15	0.05	0.00	0.14	0.25	0.00	0.07
Avail Cap(c_a), veh/h	129	1932	862	111	1897	846	447	0	430	415	0	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	17.1	9.1	38.1	12.0	9.7	22.4	0.0	22.1	24.9	0.0	21.6
Incr Delay (d2), s/veh	8.6	6.3	0.0	8.6	0.2	0.1	0.2	0.0	0.7	1.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	14.0	0.1	0.8	4.6	1.0	0.3	0.0	0.9	1.8	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	23.4	9.1	46.7	12.2	9.8	22.6	0.0	22.8	26.4	0.0	21.9
LnGrp LOS	D	C	A	D	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1742			1052			84			133	
Approach Delay, s/veh		23.8			13.0			22.7			25.4	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.2	7.2	46.6		26.2	7.2	46.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	5.8	42.7				
Max Q Clear Time (g_c+I1), s		4.3	3.5	36.4		9.5	3.5	14.8				
Green Ext Time (p_c), s		0.2	0.0	5.7		0.2	0.0	7.7				

Intersection Summary												
HCM 6th Ctrl Delay			20.0									
HCM 6th LOS			C									

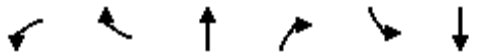
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	440	520	462	468	412	645
Future Volume (veh/h)	440	520	462	468	412	645
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	337	682	486	493	434	679
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	449	1324	1359	1006	572	2184
Arrive On Green	0.25	0.25	0.38	0.38	0.17	0.61
Sat Flow, veh/h	1781	3170	3647	1585	3456	3647
Grp Volume(v), veh/h	337	682	486	493	434	679
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	10.5	9.6	5.9	9.9	7.2	5.5
Cycle Q Clear(g_c), s	10.5	9.6	5.9	9.9	7.2	5.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	449	1324	1359	1006	572	2184
V/C Ratio(X)	0.75	0.52	0.36	0.49	0.76	0.31
Avail Cap(c_a), veh/h	549	1502	1359	1006	634	2184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	13.0	13.3	5.8	23.9	5.5
Incr Delay (d2), s/veh	4.6	0.3	0.7	1.7	4.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	3.0	2.2	5.8	3.1	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	13.3	14.0	7.5	28.7	5.9
LnGrp LOS	C	B	B	A	C	A
Approach Vol, veh/h	1019		979			1113
Approach Delay, s/veh	17.2		10.7			14.8
Approach LOS	B		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.9	26.9			40.9	19.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	9.2	11.9			7.5	12.5
Green Ext Time (p_c), s	0.2	2.7			5.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



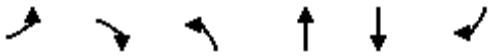
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	897	382	548	34	480	605
Future Volume (veh/h)	897	382	548	34	480	605
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	944	0	577	36	505	637
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1103		1254	559	615	2064
Arrive On Green	0.32	0.00	0.35	0.35	0.18	0.58
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	944	0	577	36	505	637
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	20.5	0.0	10.0	1.2	11.3	7.3
Cycle Q Clear(g_c), s	20.5	0.0	10.0	1.2	11.3	7.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1103		1254	559	615	2064
V/C Ratio(X)	0.86		0.46	0.06	0.82	0.31
Avail Cap(c_a), veh/h	1339		1254	559	691	2064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	20.0	17.1	31.7	8.6
Incr Delay (d2), s/veh	4.8	0.0	1.2	0.2	7.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	4.2	0.5	5.2	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.3	0.0	21.2	17.4	38.8	9.0
LnGrp LOS	C		C	B	D	A
Approach Vol, veh/h	944	A	613			1142
Approach Delay, s/veh	30.3		21.0			22.1
Approach LOS	C		C			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.2	32.2			50.5	29.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	15.5	20.5			40.5	30.5
Max Q Clear Time (g_c+I1), s	13.3	12.0			9.3	22.5
Green Ext Time (p_c), s	0.5	2.6			4.9	2.6

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

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



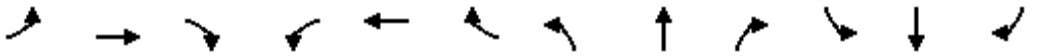
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	225	322	161	333	1332	175
Future Volume (veh/h)	225	322	161	333	1332	175
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	339	169	351	1402	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	541	481	218	2159	1565	698
Arrive On Green	0.30	0.30	0.12	0.61	0.44	0.44
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	237	339	169	351	1402	184
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	9.6	17.1	8.3	3.9	32.8	6.6
Cycle Q Clear(g_c), s	9.6	17.1	8.3	3.9	32.8	6.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	541	481	218	2159	1565	698
V/C Ratio(X)	0.44	0.70	0.77	0.16	0.90	0.26
Avail Cap(c_a), veh/h	541	481	366	2507	1619	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	27.8	38.3	7.7	23.3	15.9
Incr Delay (d2), s/veh	0.6	4.6	5.8	0.0	6.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.9	3.9	1.4	14.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.7	32.4	44.0	7.7	30.1	16.1
LnGrp LOS	C	C	D	A	C	B
Approach Vol, veh/h	576			520	1586	
Approach Delay, s/veh	29.7			19.5	28.5	
Approach LOS	C			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		31.3	15.0	43.6		58.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	40.5		63.0
Max Q Clear Time (g_c+I1), s		19.1	10.3	34.8		5.9
Green Ext Time (p_c), s		0.0	0.3	4.3		2.6

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	781	392	0	0	0	553	273	325	176	609	918
Future Volume (veh/h)	219	781	392	0	0	0	553	273	325	176	609	918
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	231	822	413				434	493	342	185	641	966
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	482	962	429				575	604	511	439	877	1443
Arrive On Green	0.27	0.27	0.27				0.32	0.32	0.32	0.25	0.25	0.25
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	231	822	413				434	493	342	185	641	966
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	8.2	16.5	19.3				16.4	18.2	14.0	6.5	12.4	18.5
Cycle Q Clear(g_c), s	8.2	16.5	19.3				16.4	18.2	14.0	6.5	12.4	18.5
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	482	962	429				575	604	511	439	877	1443
V/C Ratio(X)	0.48	0.85	0.96				0.76	0.82	0.67	0.42	0.73	0.67
Avail Cap(c_a), veh/h	482	962	429				575	604	511	439	877	1443
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	25.9	27.0				22.7	23.4	21.9	23.7	26.0	13.2
Incr Delay (d2), s/veh	0.7	7.6	33.8				8.9	11.7	6.8	2.9	5.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	7.6	10.9				7.9	9.5	5.9	3.0	5.7	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	33.6	60.8				31.7	35.0	28.7	26.7	31.3	15.7
LnGrp LOS	C	C	E				C	D	C	C	C	B
Approach Vol, veh/h		1466						1269			1792	
Approach Delay, s/veh		39.7						32.2			22.4	
Approach LOS		D						C			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.2		24.3		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		23.7		19.8		18.0						
Max Q Clear Time (g_c+I1), s		20.2		21.3		20.5						
Green Ext Time (p_c), s		2.0		0.0		0.0						

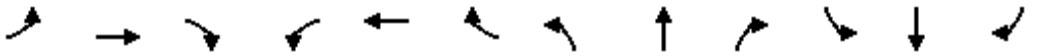
Intersection Summary												
HCM 6th Ctrl Delay			30.7									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	417	0	224	0	0	2	308	545	1	16	510	125
Future Volume (veh/h)	417	0	224	0	0	2	308	545	1	16	510	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	439	0	236	0	0	2	324	574	1	17	537	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	670	0	298	0	0	14	346	2100	4	46	1788	797
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.10	0.58	0.57	0.03	0.50	0.50
Sat Flow, veh/h	3563	0	1585	0	0	1585	3456	3640	6	1781	3554	1585
Grp Volume(v), veh/h	439	0	236	0	0	2	324	280	295	17	537	132
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	9.1	0.0	11.4	0.0	0.0	0.1	7.4	6.3	6.3	0.8	7.1	3.6
Cycle Q Clear(g_c), s	9.1	0.0	11.4	0.0	0.0	0.1	7.4	6.3	6.3	0.8	7.1	3.6
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	670	0	298	0	0	14	346	1025	1079	46	1788	797
V/C Ratio(X)	0.66	0.00	0.79	0.00	0.00	0.14	0.94	0.27	0.27	0.37	0.30	0.17
Avail Cap(c_a), veh/h	824	0	367	0	0	367	346	1025	1079	122	1788	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	0.0	31.0	0.0	0.0	39.6	35.8	8.5	8.5	38.3	11.6	10.8
Incr Delay (d2), s/veh	1.4	0.0	9.2	0.0	0.0	4.4	32.6	0.7	0.6	4.8	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	5.0	0.0	0.0	0.1	4.6	2.4	2.5	0.4	2.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	40.2	0.0	0.0	44.0	68.4	9.2	9.1	43.1	12.1	11.2
LnGrp LOS	C	A	D	A	A	D	E	A	A	D	B	B
Approach Vol, veh/h		675			2			899			686	
Approach Delay, s/veh		34.5			44.0			30.5			12.7	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	50.2		19.0	12.0	44.2		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	8.3		13.4	9.4	9.1		2.1				
Green Ext Time (p_c), s	0.0	2.8		1.2	0.0	2.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		26.3	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	402	417	75	462	481	138
Future Volume (vph)	402	417	75	462	481	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3515	1770	1583
Flt Permitted	1.00	1.00		0.65	0.95	1.00
Satd. Flow (perm)	1863	1583		2301	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	423	439	79	486	506	145
RTOR Reduction (vph)	0	39	0	0	0	58
Lane Group Flow (vph)	423	400	0	565	506	87
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	27.2	81.0		27.2	53.8	53.8
Effective Green, g (s)	27.7	82.0		27.7	54.3	54.3
Actuated g/C Ratio	0.31	0.91		0.31	0.60	0.60
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	573	1583		708	1067	955
v/s Ratio Prot	0.23	0.15			c0.29	
v/s Ratio Perm		0.10		c0.25		0.06
v/c Ratio	0.74	0.25		0.80	0.47	0.09
Uniform Delay, d1	27.9	0.5		28.6	9.9	7.5
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.9	0.1		6.3	1.5	0.2
Delay (s)	32.9	0.5		34.8	11.4	7.7
Level of Service	C	A		C	B	A
Approach Delay (s)	16.4			34.8	10.6	
Approach LOS	B			C	B	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

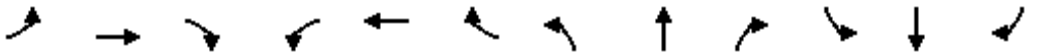
Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	544	139	359	510
Demand Flow Rate, veh/h	555	141	366	520
Vehicles Circulating, veh/h	240	750	610	215
Vehicles Exiting, veh/h	495	226	185	676
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.5	8.4	12.2	8.6
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	555	141	366	520
Cap Entry Lane, veh/h	1080	642	741	1108
Entry HV Adj Factor	0.980	0.985	0.981	0.980
Flow Entry, veh/h	544	139	359	510
Cap Entry, veh/h	1059	632	727	1086
V/C Ratio	0.514	0.220	0.494	0.469
Control Delay, s/veh	9.5	8.4	12.2	8.6
LOS	A	A	B	A
95th %tile Queue, veh	3	1	3	3

HCM 6th Signalized Intersection Summary
12: Stonehill Drive & Project Driveway

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1227	20	9	1384	70	3	0	31	82	0	22
Future Volume (veh/h)	19	1227	20	9	1384	70	3	0	31	82	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	1292	21	9	1457	74	3	0	33	86	0	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1737	775	20	1697	757	526	0	507	516	0	507
Arrive On Green	0.02	0.49	0.49	0.01	0.48	0.48	0.32	0.00	0.32	0.32	0.00	0.32
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1388	0	1585	1376	0	1585
Grp Volume(v), veh/h	20	1292	21	9	1457	74	3	0	33	86	0	23
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1388	0	1585	1376	0	1585
Q Serve(g_s), s	0.8	21.9	0.5	0.4	27.2	1.9	0.1	0.0	1.1	3.5	0.0	0.8
Cycle Q Clear(g_c), s	0.8	21.9	0.5	0.4	27.2	1.9	0.9	0.0	1.1	4.6	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	1737	775	20	1697	757	526	0	507	516	0	507
V/C Ratio(X)	0.49	0.74	0.03	0.44	0.86	0.10	0.01	0.00	0.07	0.17	0.00	0.05
Avail Cap(c_a), veh/h	119	1824	814	119	1824	814	526	0	507	516	0	507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	15.4	9.9	36.8	17.4	10.7	17.9	0.0	17.7	19.3	0.0	17.6
Incr Delay (d2), s/veh	9.0	1.6	0.0	14.4	4.1	0.1	0.0	0.0	0.2	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.3	0.2	0.2	10.9	0.6	0.0	0.0	0.4	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	17.0	9.9	51.3	21.5	10.8	17.9	0.0	18.0	20.0	0.0	17.8
LnGrp LOS	D	B	A	D	C	B	B	A	B	B	A	B
Approach Vol, veh/h		1333			1540			36			109	
Approach Delay, s/veh		17.3			21.2			18.0			19.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.5	5.4	41.2		28.5	6.2	40.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	38.5		18.0	5.0	38.5				
Max Q Clear Time (g_c+I1), s		3.1	2.4	23.9		6.6	2.8	29.2				
Green Ext Time (p_c), s		0.1	0.0	8.2		0.2	0.0	6.6				

Intersection Summary												
HCM 6th Ctrl Delay			19.4									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
1: Camino Capistrano & San Juan Creek

08/19/2019

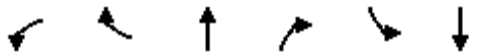
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	443	485	413	521	249	551
Future Volume (veh/h)	443	485	413	521	249	551
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	639	326	435	548	262	580
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	878	549	1451	1037	346	2097
Arrive On Green	0.25	0.25	0.41	0.41	0.10	0.59
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	639	326	435	548	262	580
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	9.1	9.3	4.5	10.0	4.1	4.4
Cycle Q Clear(g_c), s	9.1	9.3	4.5	10.0	4.1	4.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	878	549	1451	1037	346	2097
V/C Ratio(X)	0.73	0.59	0.30	0.53	0.76	0.28
Avail Cap(c_a), veh/h	1166	677	1451	1037	346	2097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	14.8	11.0	5.0	24.1	5.5
Incr Delay (d2), s/veh	1.6	1.0	0.5	1.9	9.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.1	1.6	5.7	2.0	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	15.8	11.5	6.9	33.4	5.9
LnGrp LOS	C	B	B	A	C	A
Approach Vol, veh/h	965		983			842
Approach Delay, s/veh	19.0		9.0			14.4
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	27.0			37.0	18.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	6.1	12.0			6.4	11.3
Green Ext Time (p_c), s	0.0	2.6			4.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



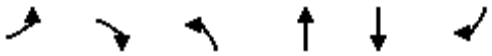
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	679	390	543	27	403	589
Future Volume (veh/h)	679	390	543	27	403	589
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	715	0	572	28	424	620
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	862		1315	587	537	2134
Arrive On Green	0.25	0.00	0.37	0.37	0.16	0.60
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	715	0	572	28	424	620
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	11.7	0.0	7.2	0.7	7.1	5.1
Cycle Q Clear(g_c), s	11.7	0.0	7.2	0.7	7.1	5.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	862		1315	587	537	2134
V/C Ratio(X)	0.83		0.43	0.05	0.79	0.29
Avail Cap(c_a), veh/h	1037		1315	587	599	2134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	14.2	12.1	24.4	5.8
Incr Delay (d2), s/veh	4.9	0.0	1.0	0.2	6.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	2.8	0.2	3.2	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	0.0	15.2	12.3	30.8	6.1
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	715	A	600			1044
Approach Delay, s/veh	26.2		15.1			16.2
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.8	26.7			40.5	19.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.4	18.1			33.0	18.0
Max Q Clear Time (g_c+I1), s	9.1	9.2			7.1	13.7
Green Ext Time (p_c), s	0.2	2.6			4.5	1.2

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

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



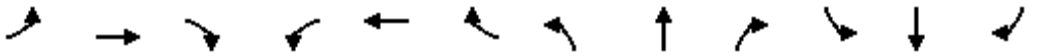
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	171	180	436	933	248
Future Volume (veh/h)	120	171	180	436	933	248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	180	189	459	982	261
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	674	600	242	1752	1041	464
Arrive On Green	0.38	0.38	0.14	0.49	0.29	0.29
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	126	180	189	459	982	261
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.3	5.6	7.2	5.3	18.9	9.8
Cycle Q Clear(g_c), s	3.3	5.6	7.2	5.3	18.9	9.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	674	600	242	1752	1041	464
V/C Ratio(X)	0.19	0.30	0.78	0.26	0.94	0.56
Avail Cap(c_a), veh/h	674	600	458	2183	1041	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	15.3	29.2	10.3	24.2	21.0
Incr Delay (d2), s/veh	0.1	0.3	5.4	0.1	16.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.9	3.3	1.9	9.7	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.7	15.5	34.7	10.4	40.3	22.5
LnGrp LOS	B	B	C	B	D	C
Approach Vol, veh/h	306			648	1243	
Approach Delay, s/veh	15.2			17.5	36.6	
Approach LOS	B			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		31.0	14.0	25.0		39.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	20.5		43.0
Max Q Clear Time (g_c+I1), s		7.6	9.2	20.9		7.3
Green Ext Time (p_c), s		0.7	0.3	0.0		3.4

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	1161	330	0	0	0	369	334	232	49	310	653
Future Volume (veh/h)	294	1161	330	0	0	0	369	334	232	49	310	653
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	309	1222	347				370	377	244	52	326	687
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	672	1340	598				486	510	433	356	711	1610
Arrive On Green	0.38	0.38	0.38				0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	309	1222	347				370	377	244	52	326	687
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	11.8	29.4	15.7				17.2	16.5	11.9	2.2	7.3	12.4
Cycle Q Clear(g_c), s	11.8	29.4	15.7				17.2	16.5	11.9	2.2	7.3	12.4
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	672	1340	598				486	510	433	356	711	1610
V/C Ratio(X)	0.46	0.91	0.58				0.76	0.74	0.56	0.15	0.46	0.43
Avail Cap(c_a), veh/h	683	1362	608				486	510	433	356	711	1610
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	26.6	22.4				30.0	29.8	28.1	29.7	31.7	10.7
Incr Delay (d2), s/veh	0.5	9.4	1.4				10.7	9.2	5.2	0.9	2.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	13.6	5.9				8.6	8.5	5.0	1.0	3.3	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	36.0	23.7				40.8	39.0	33.4	30.5	33.8	11.5
LnGrp LOS	C	D	C				D	D	C	C	C	B
Approach Vol, veh/h		1878						991			1065	
Approach Delay, s/veh		31.4						38.3			19.3	
Approach LOS		C						D			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		29.1		38.4		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		24.0		34.5		18.0						
Max Q Clear Time (g_c+I1), s		19.2		31.4		14.4						
Green Ext Time (p_c), s		2.0		2.6		1.8						

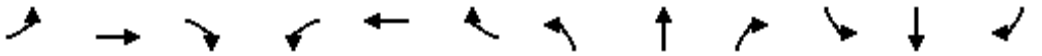
Intersection Summary												
HCM 6th Ctrl Delay			29.8									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	0	80	1	0	0	124	555	1	6	425	34
Future Volume (veh/h)	164	0	80	1	0	0	124	555	1	6	425	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	0	84	1	0	0	131	584	1	6	447	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	0	133	2	0	0	206	2481	4	14	2239	999
Arrive On Green	0.08	0.00	0.08	0.00	0.00	0.00	0.06	0.68	0.68	0.01	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1781	0	0	3456	3640	6	1781	3554	1585
Grp Volume(v), veh/h	173	0	84	1	0	0	131	285	300	6	447	36
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	0	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	3.7	0.0	4.1	0.0	0.0	0.0	3.0	4.9	4.9	0.3	4.3	0.7
Cycle Q Clear(g_c), s	3.7	0.0	4.1	0.0	0.0	0.0	3.0	4.9	4.9	0.3	4.3	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	300	0	133	2	0	0	206	1211	1274	14	2239	999
V/C Ratio(X)	0.58	0.00	0.63	0.41	0.00	0.00	0.64	0.24	0.24	0.43	0.20	0.04
Avail Cap(c_a), veh/h	802	0	357	401	0	0	302	1211	1274	111	2239	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	35.4	39.9	0.0	0.0	36.8	4.8	4.8	39.5	6.3	5.6
Incr Delay (d2), s/veh	1.8	0.0	4.8	83.6	0.0	0.0	3.3	0.5	0.4	19.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.7	0.1	0.0	0.0	1.3	1.6	1.6	0.2	1.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	0.0	40.2	123.5	0.0	0.0	40.0	5.3	5.3	59.2	6.5	5.7
LnGrp LOS	D	A	D	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		257			1			716			489	
Approach Delay, s/veh		38.1			123.5			11.6			7.1	
Approach LOS		D			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	59.0		11.2	9.3	54.9		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	6.9		6.1	5.0	6.3		2.0				
Green Ext Time (p_c), s	0.0	3.0		0.7	0.1	2.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		14.8	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	285	417	141	475	459	116
Future Volume (vph)	285	417	141	475	459	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3499	1770	1583
Flt Permitted	1.00	1.00		0.74	0.95	1.00
Satd. Flow (perm)	1863	1583		2623	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	300	439	148	500	483	122
RTOR Reduction (vph)	0	66	0	0	0	64
Lane Group Flow (vph)	300	373	0	648	483	58
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	22.4	51.0		22.4	28.6	28.6
Effective Green, g (s)	22.4	51.0		22.4	28.6	28.6
Actuated g/C Ratio	0.37	0.85		0.37	0.48	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	695	1583		979	843	754
v/s Ratio Prot	0.16	0.11			c0.27	
v/s Ratio Perm		0.12		c0.25		0.04
v/c Ratio	0.43	0.24		0.66	0.57	0.08
Uniform Delay, d1	14.0	0.8		15.6	11.3	8.5
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1		1.7	2.8	0.2
Delay (s)	14.5	0.9		17.3	14.1	8.7
Level of Service	B	A		B	B	A
Approach Delay (s)	6.4			17.3	13.0	
Approach LOS	A			B	B	

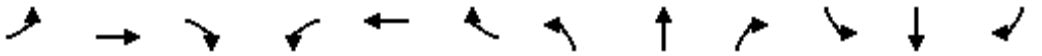
Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	476	409	225	588
Demand Flow Rate, veh/h	485	417	229	599
Vehicles Circulating, veh/h	405	536	533	330
Vehicles Exiting, veh/h	524	226	357	623
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.1	12.1	7.8	12.4
Approach LOS	B	B	A	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	485	417	229	599
Cap Entry Lane, veh/h	913	799	801	986
Entry HV Adj Factor	0.982	0.981	0.982	0.981
Flow Entry, veh/h	476	409	225	588
Cap Entry, veh/h	896	783	786	967
V/C Ratio	0.531	0.522	0.286	0.608
Control Delay, s/veh	11.1	12.1	7.8	12.4
LOS	B	B	A	B
95th %tile Queue, veh	3	3	1	4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1655	16	32	876	117	22	0	58	100	0	27
Future Volume (veh/h)	32	1655	16	32	876	117	22	0	58	100	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1742	17	34	922	123	23	0	61	105	0	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	1893	844	59	1893	844	439	0	421	407	0	421
Arrive On Green	0.03	0.53	0.53	0.03	0.53	0.53	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1382	0	1585	1341	0	1585
Grp Volume(v), veh/h	34	1742	17	34	922	123	23	0	61	105	0	28
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1382	0	1585	1341	0	1585
Q Serve(g_s), s	1.5	36.0	0.4	1.5	13.1	3.1	1.0	0.0	2.4	5.2	0.0	1.1
Cycle Q Clear(g_c), s	1.5	36.0	0.4	1.5	13.1	3.1	2.1	0.0	2.4	7.5	0.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	1893	844	59	1893	844	439	0	421	407	0	421
V/C Ratio(X)	0.58	0.92	0.02	0.58	0.49	0.15	0.05	0.00	0.14	0.26	0.00	0.07
Avail Cap(c_a), veh/h	129	1932	862	111	1897	846	439	0	421	407	0	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	17.1	8.8	38.1	11.8	9.5	22.7	0.0	22.4	25.3	0.0	22.0
Incr Delay (d2), s/veh	8.6	7.7	0.0	8.6	0.2	0.1	0.2	0.0	0.7	1.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	14.8	0.1	0.8	4.7	1.0	0.3	0.0	0.9	1.8	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	24.8	8.8	46.7	12.0	9.6	23.0	0.0	23.2	26.9	0.0	22.3
LnGrp LOS	D	C	A	D	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1793			1079			84			133	
Approach Delay, s/veh		25.1			12.8			23.1			25.9	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.7	7.2	47.1		25.7	7.2	47.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	5.8	42.7				
Max Q Clear Time (g_c+I1), s		4.4	3.5	38.0		9.5	3.5	15.1				
Green Ext Time (p_c), s		0.2	0.0	4.7		0.2	0.0	8.0				

Intersection Summary												
HCM 6th Ctrl Delay			20.8									
HCM 6th LOS			C									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	546	595	519	611	473	701
Future Volume (veh/h)	546	595	519	611	473	701
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	786	400	546	643	498	738
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	959	701	1182	954	598	2064
Arrive On Green	0.27	0.27	0.33	0.33	0.17	0.58
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	786	400	546	643	498	738
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	12.4	11.3	7.3	16.3	8.4	6.6
Cycle Q Clear(g_c), s	12.4	11.3	7.3	16.3	8.4	6.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	959	701	1182	954	598	2064
V/C Ratio(X)	0.82	0.57	0.46	0.67	0.83	0.36
Avail Cap(c_a), veh/h	1069	750	1182	954	605	2064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	12.5	15.8	8.0	24.0	6.7
Incr Delay (d2), s/veh	4.7	0.9	1.3	3.8	9.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	3.6	2.9	9.9	4.0	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	13.4	17.1	11.8	33.6	7.1
LnGrp LOS	C	B	B	B	C	A
Approach Vol, veh/h	1186		1189			1236
Approach Delay, s/veh	21.3		14.2			17.8
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.9	24.5			39.3	20.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	10.4	18.3			8.6	14.4
Green Ext Time (p_c), s	0.0	0.0			5.5	1.7

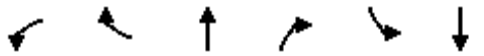
Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
2: Camino Capistrano & I-5 SB Off-Ramp

08/19/2019



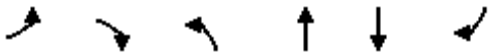
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	924	490	634	35	547	701
Future Volume (veh/h)	924	490	634	35	547	701
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	973	0	667	37	576	738
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1112		1138	508	653	2010
Arrive On Green	0.32	0.00	0.32	0.32	0.19	0.57
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	973	0	667	37	576	738
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	21.3	0.0	12.6	1.3	13.0	9.1
Cycle Q Clear(g_c), s	21.3	0.0	12.6	1.3	13.0	9.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1112		1138	508	653	2010
V/C Ratio(X)	0.87		0.59	0.07	0.88	0.37
Avail Cap(c_a), veh/h	1317		1138	508	670	2010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	0.0	22.7	18.9	31.6	9.5
Incr Delay (d2), s/veh	6.0	0.0	2.2	0.3	12.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	0.0	5.4	0.5	6.4	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.6	0.0	25.0	19.2	44.5	10.0
LnGrp LOS	C		C	B	D	B
Approach Vol, veh/h	973	A	704			1314
Approach Delay, s/veh	31.6		24.7			25.1
Approach LOS	C		C			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	19.6	30.1				49.7	30.3
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	15.5	20.5				40.5	30.5
Max Q Clear Time (g_c+I1), s	15.0	14.6				11.1	23.3
Green Ext Time (p_c), s	0.1	2.3				5.7	2.5

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

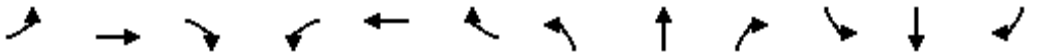
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	239	332	166	407	1444	184
Future Volume (veh/h)	239	332	166	407	1444	184
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	349	175	428	1520	194
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	501	446	215	2199	1592	710
Arrive On Green	0.28	0.28	0.12	0.62	0.45	0.45
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	252	349	175	428	1520	194
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	10.7	18.3	8.6	4.7	37.1	6.9
Cycle Q Clear(g_c), s	10.7	18.3	8.6	4.7	37.1	6.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	501	446	215	2199	1592	710
V/C Ratio(X)	0.50	0.78	0.81	0.19	0.95	0.27
Avail Cap(c_a), veh/h	501	446	356	2488	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	29.8	38.6	7.4	24.0	15.6
Incr Delay (d2), s/veh	0.8	8.8	7.2	0.0	13.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	7.8	4.1	1.6	17.4	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	38.7	45.8	7.5	37.3	15.8
LnGrp LOS	C	D	D	A	D	B
Approach Vol, veh/h	601			603	1714	
Approach Delay, s/veh	34.1			18.6	34.9	
Approach LOS	C			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		29.8	15.4	44.8		60.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	40.5		63.0
Max Q Clear Time (g_c+I1), s		20.3	10.6	39.1		6.7
Green Ext Time (p_c), s		0.0	0.3	1.2		3.2

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	805	403	0	0	0	569	345	335	181	700	945
Future Volume (veh/h)	225	805	403	0	0	0	569	345	335	181	700	945
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	847	424				481	528	353	191	737	995
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	470	938	418				563	591	501	428	853	1406
Arrive On Green	0.26	0.26	0.26				0.32	0.32	0.32	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	237	847	424				481	528	353	191	737	995
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	8.5	17.3	19.8				19.0	20.2	14.7	6.8	14.9	18.0
Cycle Q Clear(g_c), s	8.5	17.3	19.8				19.0	20.2	14.7	6.8	14.9	18.0
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	470	938	418				563	591	501	428	853	1406
V/C Ratio(X)	0.50	0.90	1.01				0.85	0.89	0.70	0.45	0.86	0.71
Avail Cap(c_a), veh/h	470	938	418				563	591	501	428	853	1406
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	26.7	27.6				24.0	24.4	22.6	24.3	27.3	13.7
Incr Delay (d2), s/veh	0.9	11.9	47.4				15.2	18.4	8.1	3.4	11.3	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	8.5	12.6				9.9	11.4	6.3	3.2	7.4	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	38.6	75.0				39.3	42.9	30.7	27.6	38.7	16.7
LnGrp LOS	C	D	F				D	D	C	C	D	B
Approach Vol, veh/h		1508						1362			1923	
Approach Delay, s/veh		46.5						38.4			26.2	
Approach LOS		D						D			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.2		24.3		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		23.7		19.8		18.0						
Max Q Clear Time (g_c+I1), s		22.2		21.8		20.0						
Green Ext Time (p_c), s		1.0		0.0		0.0						

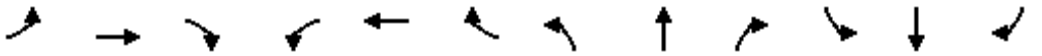
Intersection Summary												
HCM 6th Ctrl Delay			36.1									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	0	231	0	0	2	317	626	1	16	597	129
Future Volume (veh/h)	430	0	231	0	0	2	317	626	1	16	597	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	453	0	243	0	0	2	334	659	1	17	628	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	664	0	296	0	0	4	324	2061	3	35	1748	780
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.09	0.57	0.57	0.02	0.49	0.49
Sat Flow, veh/h	3563	0	1585	0	0	1585	3456	3641	6	1781	3554	1585
Grp Volume(v), veh/h	453	0	243	0	0	2	334	322	338	17	628	136
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	9.5	0.0	11.8	0.0	0.0	0.1	7.5	7.7	7.7	0.8	8.7	3.8
Cycle Q Clear(g_c), s	9.5	0.0	11.8	0.0	0.0	0.1	7.5	7.7	7.7	0.8	8.7	3.8
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	664	0	296	0	0	4	324	1006	1058	35	1748	780
V/C Ratio(X)	0.68	0.00	0.82	0.00	0.00	0.46	1.03	0.32	0.32	0.49	0.36	0.17
Avail Cap(c_a), veh/h	802	0	357	0	0	357	324	1006	1058	111	1748	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	31.3	0.0	0.0	39.8	36.3	9.2	9.2	38.8	12.5	11.3
Incr Delay (d2), s/veh	1.8	0.0	12.2	0.0	0.0	62.2	58.2	0.8	0.8	10.0	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	5.4	0.0	0.0	0.1	5.7	2.9	3.0	0.4	3.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	43.5	0.0	0.0	102.1	94.5	10.0	10.0	48.8	13.1	11.8
LnGrp LOS	C	A	D	A	A	F	F	B	A	D	B	B
Approach Vol, veh/h		696			2			994			781	
Approach Delay, s/veh		36.1			102.1			38.4			13.7	
Approach LOS		D			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	49.8		19.4	12.0	43.9		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	9.7		13.8	9.5	10.7		2.1				
Green Ext Time (p_c), s	0.0	3.1		1.1	0.0	2.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		30.0	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	421	601	101	486	637	169
Future Volume (vph)	421	601	101	486	637	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3509	1770	1583
Flt Permitted	1.00	1.00		0.63	0.95	1.00
Satd. Flow (perm)	1863	1583		2238	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	443	633	106	512	671	178
RTOR Reduction (vph)	0	63	0	0	0	81
Lane Group Flow (vph)	443	570	0	618	671	97
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	32.0	81.0		32.0	49.0	49.0
Effective Green, g (s)	32.0	81.0		32.0	49.0	49.0
Actuated g/C Ratio	0.36	0.90		0.36	0.54	0.54
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	662	1583		795	963	861
v/s Ratio Prot	0.24	0.20			c0.38	
v/s Ratio Perm		0.16		c0.28		0.06
v/c Ratio	0.67	0.36		0.78	0.70	0.11
Uniform Delay, d1	24.5	0.7		25.8	15.0	9.9
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.6	0.1		4.8	4.2	0.3
Delay (s)	27.1	0.8		30.6	19.2	10.2
Level of Service	C	A		C	B	B
Approach Delay (s)	11.6			30.6	17.3	
Approach LOS	B			C	B	

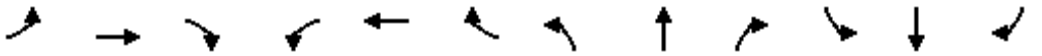
Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	20.6
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	638	370	426	730
Demand Flow Rate, veh/h	650	378	434	745
Vehicles Circulating, veh/h	472	823	852	322
Vehicles Exiting, veh/h	595	463	270	878
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	20.5	19.4	26.7	17.6
Approach LOS	C	C	D	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	650	378	434	745
Cap Entry Lane, veh/h	853	596	579	994
Entry HV Adj Factor	0.981	0.978	0.981	0.980
Flow Entry, veh/h	638	370	426	730
Cap Entry, veh/h	836	583	567	974
V/C Ratio	0.762	0.634	0.750	0.750
Control Delay, s/veh	20.5	19.4	26.7	17.6
LOS	C	C	D	C
95th %tile Queue, veh	7	4	7	7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1265	20	9	1426	70	3	0	31	82	0	22
Future Volume (veh/h)	19	1265	20	9	1426	70	3	0	31	82	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	1332	21	9	1501	74	3	0	33	86	0	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1763	786	20	1723	768	516	0	495	506	0	495
Arrive On Green	0.02	0.50	0.50	0.01	0.48	0.48	0.31	0.00	0.31	0.31	0.00	0.31
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1388	0	1585	1376	0	1585
Grp Volume(v), veh/h	20	1332	21	9	1501	74	3	0	33	86	0	23
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1388	0	1585	1376	0	1585
Q Serve(g_s), s	0.8	22.7	0.5	0.4	28.3	1.9	0.1	0.0	1.1	3.5	0.0	0.8
Cycle Q Clear(g_c), s	0.8	22.7	0.5	0.4	28.3	1.9	0.9	0.0	1.1	4.6	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	1763	786	20	1723	768	516	0	495	506	0	495
V/C Ratio(X)	0.49	0.76	0.03	0.44	0.87	0.10	0.01	0.00	0.07	0.17	0.00	0.05
Avail Cap(c_a), veh/h	119	1824	814	119	1824	814	516	0	495	506	0	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	15.2	9.7	36.8	17.2	10.4	18.3	0.0	18.1	19.7	0.0	18.0
Incr Delay (d2), s/veh	9.0	1.8	0.0	14.4	4.7	0.1	0.0	0.0	0.3	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.5	0.2	0.2	11.3	0.6	0.0	0.0	0.4	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	17.0	9.7	51.3	22.0	10.5	18.3	0.0	18.4	20.4	0.0	18.2
LnGrp LOS	D	B	A	D	C	B	B	A	B	C	A	B
Approach Vol, veh/h		1373			1584			36			109	
Approach Delay, s/veh		17.3			21.6			18.4			20.0	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.9	5.4	41.7		27.9	6.2	40.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	38.5		18.0	5.0	38.5				
Max Q Clear Time (g_c+I1), s		3.1	2.4	24.7		6.6	2.8	30.3				
Green Ext Time (p_c), s		0.1	0.0	8.1		0.2	0.0	6.1				

Intersection Summary												
HCM 6th Ctrl Delay			19.6									
HCM 6th LOS			B									

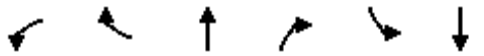
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	465	511	434	547	261	578
Future Volume (veh/h)	465	511	434	547	261	578
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	672	342	457	576	275	608
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	908	562	1420	1037	346	2067
Arrive On Green	0.25	0.25	0.40	0.40	0.10	0.58
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	672	342	457	576	275	608
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	9.5	9.8	4.9	10.8	4.3	4.8
Cycle Q Clear(g_c), s	9.5	9.8	4.9	10.8	4.3	4.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	908	562	1420	1037	346	2067
V/C Ratio(X)	0.74	0.61	0.32	0.56	0.80	0.29
Avail Cap(c_a), veh/h	1166	677	1420	1037	346	2067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	14.6	11.4	5.2	24.2	5.8
Incr Delay (d2), s/veh	1.9	1.1	0.6	2.1	12.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.2	1.8	6.3	2.2	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	15.7	12.0	7.3	36.4	6.2
LnGrp LOS	C	B	B	A	D	A
Approach Vol, veh/h	1014		1033			883
Approach Delay, s/veh	19.0		9.4			15.6
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	26.5			36.5	18.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	6.3	12.8			6.8	11.8
Green Ext Time (p_c), s	0.0	2.5			4.2	2.3

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



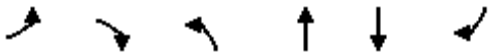
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	766	410	571	30	424	619
Future Volume (veh/h)	766	410	571	30	424	619
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	806	0	601	32	446	652
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	937		1219	544	555	2057
Arrive On Green	0.27	0.00	0.34	0.34	0.16	0.58
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	806	0	601	32	446	652
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	13.3	0.0	8.0	0.8	7.5	5.7
Cycle Q Clear(g_c), s	13.3	0.0	8.0	0.8	7.5	5.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	937		1219	544	555	2057
V/C Ratio(X)	0.86		0.49	0.06	0.80	0.32
Avail Cap(c_a), veh/h	1037		1219	544	599	2057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	15.6	13.2	24.3	6.5
Incr Delay (d2), s/veh	6.9	0.0	1.4	0.2	7.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	3.2	0.3	3.4	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.7	0.0	17.0	13.4	31.6	6.9
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	806	A	633			1098
Approach Delay, s/veh	27.7		16.8			16.9
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.1	25.1			39.2	20.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.4	18.1			33.0	18.0
Max Q Clear Time (g_c+I1), s	9.5	10.0			7.7	15.3
Green Ext Time (p_c), s	0.2	2.6			4.8	1.0

Intersection Summary		
HCM 6th Ctrl Delay		20.3
HCM 6th LOS		C

Notes

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



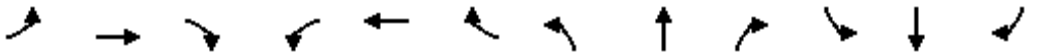
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	132	179	197	458	979	303
Future Volume (veh/h)	132	179	197	458	979	303
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	188	207	482	1031	319
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	656	584	260	1788	1041	464
Arrive On Green	0.37	0.37	0.15	0.50	0.29	0.29
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	139	188	207	482	1031	319
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.7	5.9	7.9	5.5	20.2	12.5
Cycle Q Clear(g_c), s	3.7	5.9	7.9	5.5	20.2	12.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	656	584	260	1788	1041	464
V/C Ratio(X)	0.21	0.32	0.80	0.27	0.99	0.69
Avail Cap(c_a), veh/h	656	584	458	2183	1041	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	15.8	28.9	10.0	24.7	21.9
Incr Delay (d2), s/veh	0.2	0.3	5.5	0.1	25.5	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.1	3.6	1.9	11.6	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.3	16.2	34.4	10.1	50.2	26.1
LnGrp LOS	B	B	C	B	D	C
Approach Vol, veh/h	327			689	1350	
Approach Delay, s/veh	15.8			17.4	44.5	
Approach LOS	B			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.3	14.7	25.0		39.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	20.5		43.0
Max Q Clear Time (g_c+I1), s		7.9	9.9	22.2		7.5
Green Ext Time (p_c), s		0.8	0.4	0.0		3.6

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

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	1217	345	0	0	0	374	351	245	49	327	702
Future Volume (veh/h)	331	1217	345	0	0	0	374	351	245	49	327	702
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	348	1281	363				382	386	258	52	344	739
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	680	1357	605				478	502	425	356	711	1623
Arrive On Green	0.38	0.38	0.38				0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	348	1281	363				382	386	258	52	344	739
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	13.5	31.4	16.5				18.0	17.1	12.8	2.2	7.7	13.6
Cycle Q Clear(g_c), s	13.5	31.4	16.5				18.0	17.1	12.8	2.2	7.7	13.6
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	680	1357	605				478	502	425	356	711	1623
V/C Ratio(X)	0.51	0.94	0.60				0.80	0.77	0.61	0.15	0.48	0.46
Avail Cap(c_a), veh/h	683	1362	608				478	502	425	356	711	1623
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	26.9	22.3				30.7	30.4	28.8	29.7	31.9	10.7
Incr Delay (d2), s/veh	0.6	13.3	1.6				13.1	10.8	6.3	0.9	2.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	15.1	6.2				9.2	9.0	5.5	1.0	3.5	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	40.2	23.9				43.8	41.2	35.1	30.5	34.2	11.6
LnGrp LOS	C	D	C				D	D	D	C	C	B
Approach Vol, veh/h		1992						1026			1135	
Approach Delay, s/veh		34.1						40.6			19.3	
Approach LOS		C						D			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.6		38.9		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		24.0		34.5		18.0						
Max Q Clear Time (g_c+I1), s		20.0		33.4		15.6						
Green Ext Time (p_c), s		1.8		1.0		1.4						

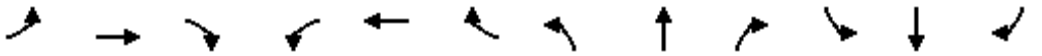
Intersection Summary												
HCM 6th Ctrl Delay			31.7									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	0	84	1	0	0	130	583	1	6	447	34
Future Volume (veh/h)	172	0	84	1	0	0	130	583	1	6	447	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	181	0	88	1	0	0	137	614	1	6	471	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	0	138	2	0	0	213	2471	4	14	2221	991
Arrive On Green	0.09	0.00	0.09	0.00	0.00	0.00	0.06	0.68	0.68	0.01	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1781	0	0	3456	3640	6	1781	3554	1585
Grp Volume(v), veh/h	181	0	88	1	0	0	137	300	315	6	471	36
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	0	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	3.9	0.0	4.3	0.0	0.0	0.0	3.1	5.2	5.2	0.3	4.6	0.7
Cycle Q Clear(g_c), s	3.9	0.0	4.3	0.0	0.0	0.0	3.1	5.2	5.2	0.3	4.6	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	0	138	2	0	0	213	1206	1269	14	2221	991
V/C Ratio(X)	0.58	0.00	0.64	0.41	0.00	0.00	0.64	0.25	0.25	0.43	0.21	0.04
Avail Cap(c_a), veh/h	802	0	357	401	0	0	302	1206	1269	111	2221	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	35.3	39.9	0.0	0.0	36.7	5.0	5.0	39.5	6.5	5.8
Incr Delay (d2), s/veh	1.7	0.0	4.8	83.6	0.0	0.0	3.3	0.5	0.5	19.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.8	0.1	0.0	0.0	1.4	1.7	1.8	0.2	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	40.1	123.5	0.0	0.0	39.9	5.5	5.4	59.2	6.7	5.8
LnGrp LOS	D	A	D	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		269			1			752			513	
Approach Delay, s/veh		37.9			123.5			11.7			7.3	
Approach LOS		D			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	58.8		11.5	9.4	54.5		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	7.2		6.3	5.1	6.6		2.0				
Green Ext Time (p_c), s	0.0	3.2		0.7	0.1	2.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		14.9	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	304	440	149	491	559	134
Future Volume (vph)	304	440	149	491	559	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3498	1770	1583
Flt Permitted	1.00	1.00		0.73	0.95	1.00
Satd. Flow (perm)	1863	1583		2579	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	320	463	157	517	588	141
RTOR Reduction (vph)	0	69	0	0	0	76
Lane Group Flow (vph)	320	394	0	674	588	65
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	23.3	51.0		23.3	27.7	27.7
Effective Green, g (s)	23.3	51.0		23.3	27.7	27.7
Actuated g/C Ratio	0.39	0.85		0.39	0.46	0.46
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	723	1583		1001	817	730
v/s Ratio Prot	0.17	0.11			c0.33	
v/s Ratio Perm		0.13		c0.26		0.04
v/c Ratio	0.44	0.25		0.67	0.72	0.09
Uniform Delay, d1	13.6	0.9		15.2	13.0	9.1
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1		1.8	5.4	0.2
Delay (s)	14.0	0.9		17.0	18.4	9.3
Level of Service	B	A		B	B	A
Approach Delay (s)	6.3			17.0	16.7	
Approach LOS	A			B	B	

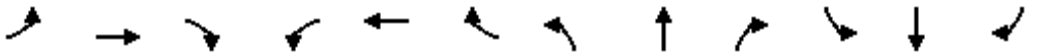
Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	14.0
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	508	431	339	619
Demand Flow Rate, veh/h	519	439	346	632
Vehicles Circulating, veh/h	424	676	568	370
Vehicles Exiting, veh/h	576	238	375	745
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.5	17.2	10.8	14.7
Approach LOS	B	C	B	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	519	439	346	632
Cap Entry Lane, veh/h	895	692	773	946
Entry HV Adj Factor	0.979	0.981	0.980	0.979
Flow Entry, veh/h	508	431	339	619
Cap Entry, veh/h	877	679	758	926
V/C Ratio	0.580	0.634	0.448	0.668
Control Delay, s/veh	12.5	17.2	10.8	14.7
LOS	B	C	B	B
95th %tile Queue, veh	4	5	2	5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1738	17	33	931	117	22	0	58	100	0	27
Future Volume (veh/h)	32	1738	17	33	931	117	22	0	58	100	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1829	18	35	980	123	23	0	61	105	0	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	1921	857	60	1923	858	427	0	407	395	0	407
Arrive On Green	0.03	0.54	0.54	0.03	0.54	0.54	0.26	0.00	0.26	0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1382	0	1585	1341	0	1585
Grp Volume(v), veh/h	34	1829	18	35	980	123	23	0	61	105	0	28
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1382	0	1585	1341	0	1585
Q Serve(g_s), s	1.5	39.0	0.4	1.5	14.0	3.1	1.0	0.0	2.4	5.2	0.0	1.1
Cycle Q Clear(g_c), s	1.5	39.0	0.4	1.5	14.0	3.1	2.1	0.0	2.4	7.6	0.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	1921	857	60	1923	858	427	0	407	395	0	407
V/C Ratio(X)	0.58	0.95	0.02	0.58	0.51	0.14	0.05	0.00	0.15	0.27	0.00	0.07
Avail Cap(c_a), veh/h	129	1932	862	111	1923	858	427	0	407	395	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	17.4	8.5	38.1	11.6	9.1	23.3	0.0	23.0	25.9	0.0	22.5
Incr Delay (d2), s/veh	8.6	11.2	0.0	8.6	0.2	0.1	0.2	0.0	0.8	1.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	16.8	0.1	0.8	5.0	1.0	0.4	0.0	1.0	1.8	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	28.7	8.6	46.7	11.9	9.2	23.5	0.0	23.7	27.6	0.0	22.8
LnGrp LOS	D	C	A	D	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1881			1138			84			133	
Approach Delay, s/veh		28.8			12.6			23.7			26.6	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.1	7.2	47.7		25.1	7.2	47.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	5.8	42.7				
Max Q Clear Time (g_c+I1), s		4.4	3.5	41.0		9.6	3.5	16.0				
Green Ext Time (p_c), s		0.2	0.0	2.2		0.2	0.0	8.5				

Intersection Summary												
HCM 6th Ctrl Delay			22.9									
HCM 6th LOS			C									

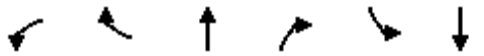
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	583	625	563	654	497	726
Future Volume (veh/h)	583	625	563	654	497	726
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	832	424	593	688	523	764
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	991	718	1143	951	605	2032
Arrive On Green	0.28	0.28	0.32	0.32	0.17	0.57
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	832	424	593	688	523	764
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	13.2	12.0	8.2	18.4	8.8	7.0
Cycle Q Clear(g_c), s	13.2	12.0	8.2	18.4	8.8	7.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	991	718	1143	951	605	2032
V/C Ratio(X)	0.84	0.59	0.52	0.72	0.86	0.38
Avail Cap(c_a), veh/h	1069	753	1143	951	605	2032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	12.2	16.6	8.5	24.1	7.0
Incr Delay (d2), s/veh	5.7	1.1	1.7	4.8	12.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	3.8	3.3	10.7	4.4	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	13.4	18.2	13.2	36.5	7.5
LnGrp LOS	C	B	B	B	D	A
Approach Vol, veh/h	1256		1281			1287
Approach Delay, s/veh	21.8		15.6			19.3
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.0	23.8			38.8	21.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	10.8	20.4			9.0	15.2
Green Ext Time (p_c), s	0.0	0.0			5.7	1.5

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



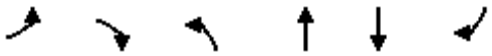
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1152	551	666	37	574	736
Future Volume (veh/h)	1152	551	666	37	574	736
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1213	0	701	39	604	775
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1292		937	418	670	1825
Arrive On Green	0.37	0.00	0.26	0.26	0.19	0.51
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	1213	0	701	39	604	775
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	27.1	0.0	14.5	1.5	13.7	10.9
Cycle Q Clear(g_c), s	27.1	0.0	14.5	1.5	13.7	10.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1292		937	418	670	1825
V/C Ratio(X)	0.94		0.75	0.09	0.90	0.42
Avail Cap(c_a), veh/h	1317		937	418	670	1825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	27.0	22.2	31.5	12.1
Incr Delay (d2), s/veh	12.8	0.0	5.4	0.4	15.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	0.0	6.6	0.6	6.9	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.0	0.0	32.5	22.7	47.0	12.8
LnGrp LOS	D		C	C	D	B
Approach Vol, veh/h	1213	A	740			1379
Approach Delay, s/veh	37.0		31.9			27.8
Approach LOS	D		C			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	20.0	25.6			45.6	34.4
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	15.5	20.5			40.5	30.5
Max Q Clear Time (g_c+I1), s	15.7	16.5			12.9	29.1
Green Ext Time (p_c), s	0.0	1.8			6.0	0.8

Intersection Summary		
HCM 6th Ctrl Delay		32.1
HCM 6th LOS		C

Notes

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



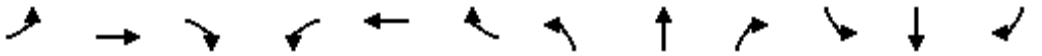
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	272	357	174	427	1614	208
Future Volume (veh/h)	272	357	174	427	1614	208
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	376	183	449	1699	219
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	489	435	223	2222	1599	713
Arrive On Green	0.27	0.27	0.13	0.63	0.45	0.45
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	286	376	183	449	1699	219
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	12.5	20.3	9.0	4.9	40.5	7.9
Cycle Q Clear(g_c), s	12.5	20.3	9.0	4.9	40.5	7.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	489	435	223	2222	1599	713
V/C Ratio(X)	0.58	0.86	0.82	0.20	1.06	0.31
Avail Cap(c_a), veh/h	489	435	356	2488	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	31.0	38.4	7.2	24.8	15.8
Incr Delay (d2), s/veh	1.8	16.3	7.9	0.0	41.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	9.5	4.4	1.7	24.9	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.0	47.3	46.3	7.3	65.9	16.0
LnGrp LOS	C	D	D	A	F	B
Approach Vol, veh/h	662			632	1918	
Approach Delay, s/veh	39.8			18.6	60.2	
Approach LOS	D			B	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		29.2	15.8	45.0		60.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	40.5		63.0
Max Q Clear Time (g_c+I1), s		22.3	11.0	42.5		6.9
Green Ext Time (p_c), s		0.0	0.3	0.0		3.4

Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	844	407	0	0	0	596	363	353	193	736	1143
Future Volume (veh/h)	236	844	407	0	0	0	596	363	353	193	736	1143
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	248	888	428				504	553	372	203	775	1203
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	470	938	418				563	591	501	428	853	1406
Arrive On Green	0.26	0.26	0.26				0.32	0.32	0.32	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	248	888	428				504	553	372	203	775	1203
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	8.9	18.4	19.8				20.2	21.5	15.7	7.3	15.9	18.0
Cycle Q Clear(g_c), s	8.9	18.4	19.8				20.2	21.5	15.7	7.3	15.9	18.0
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	470	938	418				563	591	501	428	853	1406
V/C Ratio(X)	0.53	0.95	1.02				0.90	0.94	0.74	0.47	0.91	0.86
Avail Cap(c_a), veh/h	470	938	418				563	591	501	428	853	1406
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	27.1	27.6				24.5	24.9	22.9	24.4	27.7	13.7
Incr Delay (d2), s/veh	1.1	17.9	49.9				19.4	24.1	9.6	3.7	15.3	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	9.7	12.9				11.0	12.9	6.9	3.4	8.2	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	44.9	77.5				43.9	49.1	32.5	28.2	43.0	20.6
LnGrp LOS	C	D	F				D	D	C	C	D	C
Approach Vol, veh/h		1564						1429			2181	
Approach Delay, s/veh		50.6						42.9			29.2	
Approach LOS		D						D			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.2		24.3		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		23.7		19.8		18.0						
Max Q Clear Time (g_c+I1), s		23.5		21.8		20.0						
Green Ext Time (p_c), s		0.1		0.0		0.0						

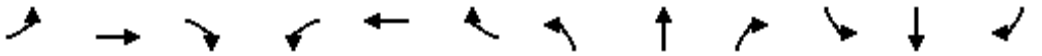
Intersection Summary												
HCM 6th Ctrl Delay			39.5									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	452	0	234	0	0	2	333	668	1	17	627	132
Future Volume (veh/h)	452	0	234	0	0	2	333	668	1	17	627	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	476	0	246	0	0	2	351	703	1	18	660	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	672	0	299	0	0	4	324	2050	3	37	1741	777
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.09	0.56	0.56	0.02	0.49	0.49
Sat Flow, veh/h	3563	0	1585	0	0	1585	3456	3641	5	1781	3554	1585
Grp Volume(v), veh/h	476	0	246	0	0	2	351	343	361	18	660	139
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	10.0	0.0	11.9	0.0	0.0	0.1	7.5	8.4	8.4	0.8	9.3	3.9
Cycle Q Clear(g_c), s	10.0	0.0	11.9	0.0	0.0	0.1	7.5	8.4	8.4	0.8	9.3	3.9
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	672	0	299	0	0	4	324	1001	1053	37	1741	777
V/C Ratio(X)	0.71	0.00	0.82	0.00	0.00	0.46	1.08	0.34	0.34	0.49	0.38	0.18
Avail Cap(c_a), veh/h	802	0	357	0	0	357	324	1001	1053	111	1741	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	31.2	0.0	0.0	39.8	36.3	9.5	9.5	38.8	12.8	11.4
Incr Delay (d2), s/veh	2.3	0.0	12.5	0.0	0.0	62.2	74.1	0.9	0.9	9.8	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	5.4	0.0	0.0	0.1	6.4	3.2	3.3	0.4	3.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	43.6	0.0	0.0	102.1	110.3	10.4	10.3	48.5	13.4	11.9
LnGrp LOS	C	A	D	A	A	F	F	B	B	D	B	B
Approach Vol, veh/h		722			2			1055			817	
Approach Delay, s/veh		36.4			102.1			43.6			13.9	
Approach LOS		D			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	49.6		19.6	12.0	43.7		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	10.4		13.9	9.5	11.3		2.1				
Green Ext Time (p_c), s	0.0	3.2		1.2	0.0	2.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		32.3	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	478	665	112	510	702	185
Future Volume (vph)	478	665	112	510	702	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3508	1770	1583
Flt Permitted	1.00	1.00		0.60	0.95	1.00
Satd. Flow (perm)	1863	1583		2118	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	503	700	118	537	739	195
RTOR Reduction (vph)	0	63	0	0	0	94
Lane Group Flow (vph)	503	637	0	655	739	101
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	34.6	81.0		34.6	46.4	46.4
Effective Green, g (s)	34.6	81.0		34.6	46.4	46.4
Actuated g/C Ratio	0.38	0.90		0.38	0.52	0.52
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	716	1583		814	912	816
v/s Ratio Prot	0.27	0.21			c0.42	
v/s Ratio Perm		0.19		c0.31		0.06
v/c Ratio	0.70	0.40		0.80	0.81	0.12
Uniform Delay, d1	23.4	0.7		24.7	18.1	11.3
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.1	0.2		5.8	7.7	0.3
Delay (s)	26.5	0.9		30.5	25.9	11.6
Level of Service	C	A		C	C	B
Approach Delay (s)	11.6			30.5	22.9	
Approach LOS	B			C	C	

Intersection Summary			
HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

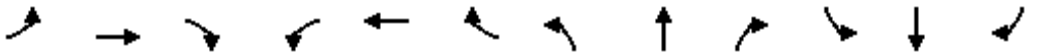
Intersection	
Intersection Delay, s/veh	31.9
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	700	389	477	817
Demand Flow Rate, veh/h	715	398	487	833
Vehicles Circulating, veh/h	548	895	895	339
Vehicles Exiting, veh/h	624	487	368	953
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	36.5	25.4	41.9	25.3
Approach LOS	E	D	E	D

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	715	398	487	833
Cap Entry Lane, veh/h	789	554	554	977
Entry HV Adj Factor	0.980	0.979	0.979	0.981
Flow Entry, veh/h	700	389	477	817
Cap Entry, veh/h	773	542	542	958
V/C Ratio	0.906	0.719	0.879	0.853
Control Delay, s/veh	36.5	25.4	41.9	25.3
LOS	E	D	E	D
95th %tile Queue, veh	12	6	10	11

HCM 6th Signalized Intersection Summary
12: Stonehill Drive & Project Driveway

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1276	21	10	1623	70	3	0	31	82	0	22
Future Volume (veh/h)	19	1276	21	10	1623	70	3	0	31	82	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	1343	22	11	1708	74	3	0	33	86	0	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1842	822	24	1810	807	481	0	456	471	0	456
Arrive On Green	0.02	0.52	0.52	0.01	0.51	0.51	0.29	0.00	0.29	0.29	0.00	0.29
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1388	0	1585	1376	0	1585
Grp Volume(v), veh/h	20	1343	22	11	1708	74	3	0	33	86	0	23
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1388	0	1585	1376	0	1585
Q Serve(g_s), s	0.8	21.9	0.5	0.5	34.1	1.8	0.1	0.0	1.1	3.6	0.0	0.8
Cycle Q Clear(g_c), s	0.8	21.9	0.5	0.5	34.1	1.8	0.9	0.0	1.1	4.8	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	1842	822	24	1810	807	481	0	456	471	0	456
V/C Ratio(X)	0.49	0.73	0.03	0.45	0.94	0.09	0.01	0.00	0.07	0.18	0.00	0.05
Avail Cap(c_a), veh/h	119	1842	822	119	1824	814	481	0	456	471	0	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	14.0	8.8	36.7	17.4	9.5	19.6	0.0	19.4	21.2	0.0	19.3
Incr Delay (d2), s/veh	9.0	1.5	0.0	12.6	10.6	0.0	0.0	0.0	0.3	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.1	0.2	0.3	14.7	0.6	0.0	0.0	0.4	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	15.5	8.8	49.3	28.0	9.5	19.6	0.0	19.7	22.0	0.0	19.5
LnGrp LOS	D	B	A	D	C	A	B	A	B	C	A	B
Approach Vol, veh/h		1385			1793			36			109	
Approach Delay, s/veh		15.8			27.3			19.7			21.5	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.1	5.5	43.4		26.1	6.2	42.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	38.5		18.0	5.0	38.5				
Max Q Clear Time (g_c+I1), s		3.1	2.5	23.9		6.8	2.8	36.1				
Green Ext Time (p_c), s		0.1	0.0	8.5		0.2	0.0	2.1				

Intersection Summary												
HCM 6th Ctrl Delay			22.2									
HCM 6th LOS			C									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	364	428	336	447	208	489
Future Volume (veh/h)	364	428	336	447	208	489
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	544	278	354	471	219	515
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	784	499	1564	1046	326	2190
Arrive On Green	0.22	0.22	0.44	0.44	0.09	0.62
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	544	278	354	471	219	515
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	7.7	8.0	3.4	7.9	3.4	3.6
Cycle Q Clear(g_c), s	7.7	8.0	3.4	7.9	3.4	3.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	784	499	1564	1046	326	2190
V/C Ratio(X)	0.69	0.56	0.23	0.45	0.67	0.24
Avail Cap(c_a), veh/h	1166	668	1564	1046	346	2190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	15.7	9.6	4.5	24.1	4.7
Incr Delay (d2), s/veh	1.1	1.0	0.3	1.4	4.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.7	1.2	4.2	1.5	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.8	16.6	9.9	5.9	28.7	5.0
LnGrp LOS	C	B	A	A	C	A
Approach Vol, veh/h	822		825			734
Approach Delay, s/veh	19.4		7.6			12.1
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.7	28.7			38.4	16.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	5.4	9.9			5.6	10.0
Green Ext Time (p_c), s	0.0	2.7			3.5	2.1

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
2: Camino Capistrano & I-5 SB Of-Ramp

08/02/2019

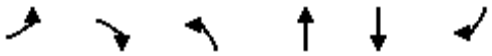
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	666	336	447	26	353	500
Future Volume (veh/h)	666	336	447	26	353	500
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	701	0	471	27	372	526
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	850		1376	614	490	2146
Arrive On Green	0.25	0.00	0.39	0.39	0.14	0.60
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	701	0	471	27	372	526
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	11.5	0.0	5.6	0.6	6.2	4.1
Cycle Q Clear(g_c), s	11.5	0.0	5.6	0.6	6.2	4.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	850		1376	614	490	2146
V/C Ratio(X)	0.82		0.34	0.04	0.76	0.25
Avail Cap(c_a), veh/h	1037		1376	614	599	2146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	13.0	11.5	24.8	5.5
Incr Delay (d2), s/veh	4.6	0.0	0.7	0.1	4.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	2.1	0.2	2.7	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.0	0.0	13.7	11.6	29.2	5.8
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	701	A	498			898
Approach Delay, s/veh	26.0		13.6			15.5
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.0	27.7			40.7	19.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.4	18.1			33.0	18.0
Max Q Clear Time (g_c+I1), s	8.2	7.6			6.1	13.5
Green Ext Time (p_c), s	0.3	2.3			3.8	1.2

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

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



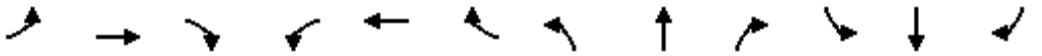
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	114	167	176	346	845	238
Future Volume (veh/h)	114	167	176	346	845	238
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	176	185	364	889	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	684	609	234	1763	1083	483
Arrive On Green	0.38	0.38	0.13	0.50	0.30	0.30
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	120	176	185	364	889	251
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.3	5.8	7.5	4.3	17.4	9.8
Cycle Q Clear(g_c), s	3.3	5.8	7.5	4.3	17.4	9.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	684	609	234	1763	1083	483
V/C Ratio(X)	0.18	0.29	0.79	0.21	0.82	0.52
Avail Cap(c_a), veh/h	684	609	428	2274	1208	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	16.0	31.6	10.6	24.2	21.5
Incr Delay (d2), s/veh	0.1	0.3	5.9	0.1	4.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.0	3.5	1.6	7.5	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.4	16.3	37.5	10.7	28.4	22.4
LnGrp LOS	B	B	D	B	C	C
Approach Vol, veh/h	296			549	1140	
Approach Delay, s/veh	15.9			19.7	27.1	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		33.3	14.4	27.3		41.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	25.5		48.0
Max Q Clear Time (g_c+I1), s		7.8	9.5	19.4		6.3
Green Ext Time (p_c), s		0.7	0.3	3.4		2.6

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	1135	329	0	0	0	367	245	224	48	231	645
Future Volume (veh/h)	288	1135	329	0	0	0	367	245	224	48	231	645
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	303	1195	346				322	348	236	51	243	679
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	667	1331	593				491	515	437	356	711	1602
Arrive On Green	0.37	0.37	0.37				0.28	0.28	0.28	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	303	1195	346				322	348	236	51	243	679
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	11.5	28.5	15.7				14.4	14.9	11.4	2.1	5.3	12.3
Cycle Q Clear(g_c), s	11.5	28.5	15.7				14.4	14.9	11.4	2.1	5.3	12.3
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	667	1331	593				491	515	437	356	711	1602
V/C Ratio(X)	0.45	0.90	0.58				0.66	0.68	0.54	0.14	0.34	0.42
Avail Cap(c_a), veh/h	683	1362	608				491	515	437	356	711	1602
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	26.5	22.5				28.8	29.0	27.7	29.6	30.9	10.8
Incr Delay (d2), s/veh	0.5	8.2	1.4				6.7	6.9	4.7	0.8	1.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	13.0	5.9				6.9	7.5	4.8	1.0	2.4	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	34.7	23.9				35.5	35.9	32.5	30.5	32.2	11.6
LnGrp LOS	C	C	C				D	D	C	C	C	B
Approach Vol, veh/h		1844						906			973	
Approach Delay, s/veh		30.5						34.9			17.7	
Approach LOS		C						C			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		29.3		38.2		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		24.0		34.5		18.0						
Max Q Clear Time (g_c+I1), s		16.9		30.5		14.3						
Green Ext Time (p_c), s		2.4		3.2		1.7						

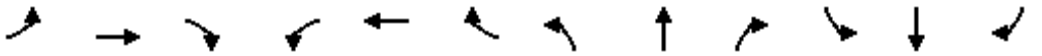
Intersection Summary												
HCM 6th Ctrl Delay			28.3									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	0	78	1	0	0	120	466	1	6	349	33
Future Volume (veh/h)	159	0	78	1	0	0	120	466	1	6	349	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	0	82	1	0	0	126	491	1	6	367	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	0	131	2	0	0	203	2486	5	14	2247	1002
Arrive On Green	0.08	0.00	0.08	0.00	0.00	0.00	0.06	0.68	0.68	0.01	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1781	0	0	3456	3638	7	1781	3554	1585
Grp Volume(v), veh/h	167	0	82	1	0	0	126	240	252	6	367	35
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	0	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	3.6	0.0	4.0	0.0	0.0	0.0	2.8	4.0	4.0	0.3	3.4	0.7
Cycle Q Clear(g_c), s	3.6	0.0	4.0	0.0	0.0	0.0	2.8	4.0	4.0	0.3	3.4	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	0	131	2	0	0	203	1214	1277	14	2247	1002
V/C Ratio(X)	0.57	0.00	0.63	0.41	0.00	0.00	0.62	0.20	0.20	0.43	0.16	0.03
Avail Cap(c_a), veh/h	802	0	357	401	0	0	302	1214	1277	111	2247	1002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	35.5	39.9	0.0	0.0	36.8	4.6	4.6	39.5	6.0	5.5
Incr Delay (d2), s/veh	1.7	0.0	4.8	83.6	0.0	0.0	3.1	0.4	0.3	19.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.7	0.1	0.0	0.0	1.3	1.3	1.3	0.2	1.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	0.0	40.3	123.5	0.0	0.0	39.9	5.0	5.0	59.2	6.2	5.6
LnGrp LOS	D	A	D	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		249			1			618			408	
Approach Delay, s/veh		38.1			123.5			12.1			6.9	
Approach LOS		D			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	59.2		11.1	9.2	55.1		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	6.0		6.0	4.8	5.4		2.0				
Green Ext Time (p_c), s	0.0	2.6		0.6	0.1	2.1		0.0				

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	272	317	123	447	351	88
Future Volume (vph)	272	317	123	447	351	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3502	1770	1583
Flt Permitted	1.00	1.00		0.75	0.95	1.00
Satd. Flow (perm)	1863	1583		2652	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	286	334	129	471	369	93
RTOR Reduction (vph)	0	50	0	0	0	46
Lane Group Flow (vph)	286	284	0	600	369	47
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	20.7	51.0		20.7	30.3	30.3
Effective Green, g (s)	20.7	51.0		20.7	30.3	30.3
Actuated g/C Ratio	0.34	0.85		0.34	0.51	0.51
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	642	1583		914	893	799
v/s Ratio Prot	0.15	0.09			c0.21	
v/s Ratio Perm		0.09		c0.23		0.03
v/c Ratio	0.45	0.18		0.66	0.41	0.06
Uniform Delay, d1	15.2	0.8		16.6	9.3	7.6
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	0.1		1.7	1.4	0.1
Delay (s)	15.7	0.9		18.4	10.7	7.7
Level of Service	B	A		B	B	A
Approach Delay (s)	7.7			18.4	10.1	
Approach LOS	A			B	B	

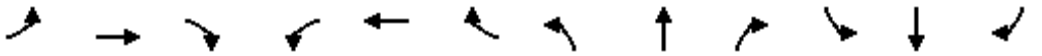
Intersection Summary			
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	420	252	149	465
Demand Flow Rate, veh/h	428	257	152	475
Vehicles Circulating, veh/h	280	456	394	235
Vehicles Exiting, veh/h	430	90	314	478
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.1	7.5	5.6	8.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	428	257	152	475
Cap Entry Lane, veh/h	1037	867	923	1086
Entry HV Adj Factor	0.981	0.980	0.982	0.980
Flow Entry, veh/h	420	252	149	465
Cap Entry, veh/h	1018	849	907	1064
V/C Ratio	0.413	0.297	0.165	0.437
Control Delay, s/veh	8.1	7.5	5.6	8.2
LOS	A	A	A	A
95th %tile Queue, veh	2	1	1	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1601	16	32	835	149	22	0	58	131	0	36
Future Volume (veh/h)	41	1601	16	32	835	149	22	0	58	131	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1685	17	34	879	157	23	0	61	138	0	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	1868	833	59	1850	825	439	0	432	416	0	432
Arrive On Green	0.04	0.53	0.53	0.03	0.52	0.52	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1370	0	1585	1341	0	1585
Grp Volume(v), veh/h	43	1685	17	34	879	157	23	0	61	138	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1370	0	1585	1341	0	1585
Q Serve(g_s), s	1.9	34.2	0.4	1.5	12.6	4.2	1.0	0.0	2.3	6.9	0.0	1.4
Cycle Q Clear(g_c), s	1.9	34.2	0.4	1.5	12.6	4.2	2.4	0.0	2.3	9.3	0.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	1868	833	59	1850	825	439	0	432	416	0	432
V/C Ratio(X)	0.63	0.90	0.02	0.58	0.48	0.19	0.05	0.00	0.14	0.33	0.00	0.09
Avail Cap(c_a), veh/h	147	1932	862	111	1861	830	439	0	432	416	0	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	17.1	9.1	38.1	12.2	10.2	22.6	0.0	22.0	25.5	0.0	21.7
Incr Delay (d2), s/veh	9.1	6.2	0.0	8.6	0.2	0.1	0.2	0.0	0.7	2.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	13.9	0.1	0.8	4.6	1.4	0.3	0.0	0.9	2.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	23.3	9.1	46.7	12.4	10.3	22.8	0.0	22.7	27.7	0.0	22.1
LnGrp LOS	D	C	A	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1745			1070			84			176	
Approach Delay, s/veh		23.8			13.2			22.7			26.5	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.3	7.2	46.6		26.3	7.6	46.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	6.6	41.9				
Max Q Clear Time (g_c+I1), s		4.4	3.5	36.2		11.3	3.9	14.6				
Green Ext Time (p_c), s		0.2	0.0	5.9		0.3	0.0	7.7				

Intersection Summary												
HCM 6th Ctrl Delay			20.2									
HCM 6th LOS			C									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	440	520	463	468	412	645
Future Volume (veh/h)	440	520	463	468	412	645
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	337	682	487	493	434	679
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	436	1277	1322	978	546	2150
Arrive On Green	0.24	0.24	0.37	0.37	0.16	0.61
Sat Flow, veh/h	1781	3170	3647	1585	3456	3647
Grp Volume(v), veh/h	337	682	487	493	434	679
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	10.6	9.8	6.0	10.4	7.3	5.6
Cycle Q Clear(g_c), s	10.6	9.8	6.0	10.4	7.3	5.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	436	1277	1322	978	546	2150
V/C Ratio(X)	0.77	0.53	0.37	0.50	0.79	0.32
Avail Cap(c_a), veh/h	534	1452	1322	978	605	2150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	13.6	13.7	6.4	24.3	5.8
Incr Delay (d2), s/veh	5.6	0.3	0.8	1.9	6.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.1	2.3	5.9	3.3	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.7	14.0	14.5	8.2	30.9	6.2
LnGrp LOS	C	B	B	A	C	A
Approach Vol, veh/h	1019		980			1113
Approach Delay, s/veh	18.2		11.4			15.8
Approach LOS	B		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.0	26.8			40.8	19.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	9.3	12.4			7.6	12.6
Green Ext Time (p_c), s	0.2	2.5			5.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

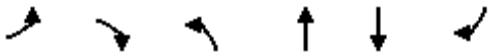
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	903	382	549	34	480	606
Future Volume (veh/h)	903	382	549	34	480	606
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	951	0	578	36	505	638
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1098		1168	521	600	1998
Arrive On Green	0.32	0.00	0.33	0.33	0.17	0.56
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	951	0	578	36	505	638
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	19.4	0.0	9.8	1.2	10.6	7.2
Cycle Q Clear(g_c), s	19.4	0.0	9.8	1.2	10.6	7.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1098		1168	521	600	1998
V/C Ratio(X)	0.87		0.49	0.07	0.84	0.32
Avail Cap(c_a), veh/h	1313		1168	521	668	1998
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	20.2	17.3	30.0	8.8
Incr Delay (d2), s/veh	5.5	0.0	1.5	0.3	8.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	4.1	0.4	5.0	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.6	0.0	21.7	17.5	38.7	9.2
LnGrp LOS	C		C	B	D	A
Approach Vol, veh/h	951	A	614			1143
Approach Delay, s/veh	29.6		21.4			22.2
Approach LOS	C		C			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	17.5	29.2				46.7	28.3
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	14.5	18.5				37.5	28.5
Max Q Clear Time (g_c+I1), s	12.6	11.8				9.2	21.4
Green Ext Time (p_c), s	0.4	2.2				4.8	2.4

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

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



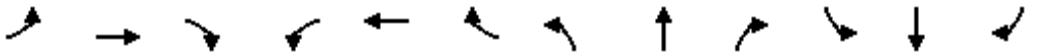
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	225	323	162	334	1338	175
Future Volume (veh/h)	225	323	162	334	1338	175
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	340	171	352	1408	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	525	467	211	2151	1552	692
Arrive On Green	0.29	0.29	0.12	0.61	0.44	0.44
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	237	340	171	352	1408	184
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	9.7	17.3	8.4	3.9	33.3	6.7
Cycle Q Clear(g_c), s	9.7	17.3	8.4	3.9	33.3	6.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	525	467	211	2151	1552	692
V/C Ratio(X)	0.45	0.73	0.81	0.16	0.91	0.27
Avail Cap(c_a), veh/h	525	467	356	2488	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	28.5	38.7	7.8	23.6	16.2
Incr Delay (d2), s/veh	0.6	5.7	7.2	0.0	7.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	7.1	4.0	1.4	14.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.4	34.2	45.9	7.8	31.4	16.4
LnGrp LOS	C	C	D	A	C	B
Approach Vol, veh/h	577			523	1592	
Approach Delay, s/veh	31.0			20.3	29.7	
Approach LOS	C			C	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		31.0	15.2	43.8		59.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	40.5		63.0
Max Q Clear Time (g_c+I1), s		19.3	10.4	35.3		5.9
Green Ext Time (p_c), s		0.0	0.3	4.0		2.6

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	786	398	0	0	0	559	273	325	176	609	925
Future Volume (veh/h)	221	786	398	0	0	0	559	273	325	176	609	925
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	233	827	419				438	498	342	185	641	974
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	479	955	426				590	620	525	412	822	1395
Arrive On Green	0.27	0.27	0.27				0.33	0.33	0.33	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	233	827	419				438	498	342	185	641	974
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	8.8	17.7	21.0				17.4	19.4	14.7	7.1	13.5	18.5
Cycle Q Clear(g_c), s	8.8	17.7	21.0				17.4	19.4	14.7	7.1	13.5	18.5
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	479	955	426				590	620	525	412	822	1395
V/C Ratio(X)	0.49	0.87	0.98				0.74	0.80	0.65	0.45	0.78	0.70
Avail Cap(c_a), veh/h	479	955	426				590	620	525	412	822	1395
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	27.9	29.1				23.7	24.4	22.8	26.4	28.8	14.6
Incr Delay (d2), s/veh	0.8	8.4	39.2				8.2	10.6	6.2	3.5	7.2	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	8.3	12.2				8.3	9.9	6.1	3.3	6.4	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	36.3	68.2				31.9	35.0	29.0	29.9	36.1	17.5
LnGrp LOS	C	D	E				C	D	C	C	D	B
Approach Vol, veh/h		1479						1278			1800	
Approach Delay, s/veh		43.6						32.3			25.4	
Approach LOS		D						C			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		31.0		26.0		23.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		26.5		21.5		18.5						
Max Q Clear Time (g_c+I1), s		21.4		23.0		20.5						
Green Ext Time (p_c), s		2.7		0.0		0.0						

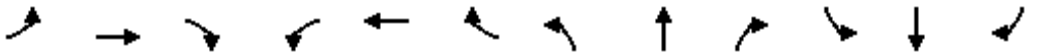
Intersection Summary												
HCM 6th Ctrl Delay			33.3									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	417	0	224	0	0	2	308	550	1	16	515	125
Future Volume (veh/h)	417	0	224	0	0	2	308	550	1	16	515	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	439	0	236	0	0	2	324	579	1	17	542	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	650	0	289	0	0	4	324	2075	4	35	1763	786
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.00	0.09	0.57	0.57	0.02	0.50	0.50
Sat Flow, veh/h	3563	0	1585	0	0	1585	3456	3640	6	1781	3554	1585
Grp Volume(v), veh/h	439	0	236	0	0	2	324	283	297	17	542	132
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	9.2	0.0	11.4	0.0	0.0	0.1	7.5	6.5	6.5	0.8	7.3	3.7
Cycle Q Clear(g_c), s	9.2	0.0	11.4	0.0	0.0	0.1	7.5	6.5	6.5	0.8	7.3	3.7
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	650	0	289	0	0	4	324	1013	1066	35	1763	786
V/C Ratio(X)	0.67	0.00	0.82	0.00	0.00	0.46	1.00	0.28	0.28	0.49	0.31	0.17
Avail Cap(c_a), veh/h	802	0	357	0	0	357	324	1013	1066	111	1763	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	31.4	0.0	0.0	39.8	36.3	8.8	8.8	38.8	12.0	11.1
Incr Delay (d2), s/veh	1.7	0.0	11.4	0.0	0.0	62.2	50.0	0.7	0.7	10.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	5.1	0.0	0.0	0.1	5.3	2.4	2.5	0.4	2.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	42.8	0.0	0.0	102.1	86.3	9.5	9.4	48.8	12.4	11.5
LnGrp LOS	C	A	D	A	A	F	F	A	A	D	B	B
Approach Vol, veh/h		675			2			904			691	
Approach Delay, s/veh		35.9			102.1			37.0			13.2	
Approach LOS		D			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	50.1		19.1	12.0	44.2		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	8.5		13.4	9.5	9.3		2.1				
Green Ext Time (p_c), s	0.0	2.8		1.2	0.0	2.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		29.5	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	402	417	75	462	481	138
Future Volume (vph)	402	417	75	462	481	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3515	1770	1583
Flt Permitted	1.00	1.00		0.65	0.95	1.00
Satd. Flow (perm)	1863	1583		2296	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	423	439	79	486	506	145
RTOR Reduction (vph)	0	44	0	0	0	59
Lane Group Flow (vph)	423	395	0	565	506	86
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	27.7	81.0		27.7	53.3	53.3
Effective Green, g (s)	27.7	81.0		27.7	53.3	53.3
Actuated g/C Ratio	0.31	0.90		0.31	0.59	0.59
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	573	1583		706	1048	937
v/s Ratio Prot	0.23	0.15			c0.29	
v/s Ratio Perm		0.10		c0.25		0.05
v/c Ratio	0.74	0.25		0.80	0.48	0.09
Uniform Delay, d1	27.9	0.6		28.6	10.5	7.9
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.9	0.1		6.5	1.6	0.2
Delay (s)	32.9	0.7		35.1	12.1	8.1
Level of Service	C	A		D	B	A
Approach Delay (s)	16.5			35.1	11.2	
Approach LOS	B			D	B	

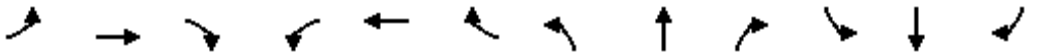
Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	544	139	359	510
Demand Flow Rate, veh/h	555	141	366	520
Vehicles Circulating, veh/h	240	750	610	215
Vehicles Exiting, veh/h	495	226	185	676
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.5	8.4	12.2	8.6
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	555	141	366	520
Cap Entry Lane, veh/h	1080	642	741	1108
Entry HV Adj Factor	0.980	0.985	0.981	0.980
Flow Entry, veh/h	544	139	359	510
Cap Entry, veh/h	1059	632	727	1086
V/C Ratio	0.514	0.220	0.494	0.469
Control Delay, s/veh	9.5	8.4	12.2	8.6
LOS	A	A	B	A
95th %tile Queue, veh	3	1	3	3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1224	20	9	1370	97	3	0	31	107	0	29
Future Volume (veh/h)	26	1224	20	9	1370	97	3	0	31	107	0	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	1288	21	9	1442	102	3	0	33	113	0	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	1750	781	20	1689	753	513	0	501	511	0	501
Arrive On Green	0.03	0.49	0.49	0.01	0.48	0.48	0.32	0.00	0.32	0.32	0.00	0.32
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1378	0	1585	1376	0	1585
Grp Volume(v), veh/h	27	1288	21	9	1442	102	3	0	33	113	0	31
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1378	0	1585	1376	0	1585
Q Serve(g_s), s	1.1	21.6	0.5	0.4	26.9	2.7	0.1	0.0	1.1	4.7	0.0	1.0
Cycle Q Clear(g_c), s	1.1	21.6	0.5	0.4	26.9	2.7	1.1	0.0	1.1	5.8	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	1750	781	20	1689	753	513	0	501	511	0	501
V/C Ratio(X)	0.53	0.74	0.03	0.44	0.85	0.14	0.01	0.00	0.07	0.22	0.00	0.06
Avail Cap(c_a), veh/h	119	1824	814	119	1824	814	513	0	501	511	0	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.9	15.1	9.8	36.8	17.4	11.0	18.3	0.0	17.9	19.9	0.0	17.9
Incr Delay (d2), s/veh	8.2	1.5	0.0	14.4	3.9	0.1	0.0	0.0	0.3	1.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.1	0.2	0.2	10.7	0.9	0.0	0.0	0.4	1.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	16.7	9.8	51.3	21.3	11.1	18.3	0.0	18.2	20.9	0.0	18.1
LnGrp LOS	D	B	A	D	C	B	B	A	B	C	A	B
Approach Vol, veh/h		1336			1553			36			144	
Approach Delay, s/veh		17.1			20.8			18.2			20.3	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.2	5.4	41.4		28.2	6.7	40.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	38.5		18.0	5.0	38.5				
Max Q Clear Time (g_c+I1), s		3.1	2.4	23.6		7.8	3.1	28.9				
Green Ext Time (p_c), s		0.1	0.0	8.3		0.3	0.0	6.8				

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	443	485	414	521	249	552
Future Volume (veh/h)	443	485	414	521	249	552
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	639	326	436	548	262	581
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	878	549	1451	1037	346	2097
Arrive On Green	0.25	0.25	0.41	0.41	0.10	0.59
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	639	326	436	548	262	581
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	9.1	9.3	4.6	10.0	4.1	4.4
Cycle Q Clear(g_c), s	9.1	9.3	4.6	10.0	4.1	4.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	878	549	1451	1037	346	2097
V/C Ratio(X)	0.73	0.59	0.30	0.53	0.76	0.28
Avail Cap(c_a), veh/h	1166	677	1451	1037	346	2097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	14.8	11.0	5.0	24.1	5.5
Incr Delay (d2), s/veh	1.6	1.0	0.5	1.9	9.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.1	1.6	5.7	2.0	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	15.8	11.5	6.9	33.4	5.9
LnGrp LOS	C	B	B	A	C	A
Approach Vol, veh/h	965		984			843
Approach Delay, s/veh	19.0		9.0			14.4
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	27.0			37.0	18.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	6.1	12.0			6.4	11.3
Green Ext Time (p_c), s	0.0	2.6			4.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

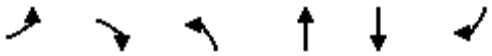
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	686	390	544	27	403	590
Future Volume (veh/h)	686	390	544	27	403	590
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	722	0	573	28	424	621
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	868		1309	584	537	2128
Arrive On Green	0.25	0.00	0.37	0.37	0.16	0.60
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	722	0	573	28	424	621
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	11.9	0.0	7.3	0.7	7.1	5.1
Cycle Q Clear(g_c), s	11.9	0.0	7.3	0.7	7.1	5.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	868		1309	584	537	2128
V/C Ratio(X)	0.83		0.44	0.05	0.79	0.29
Avail Cap(c_a), veh/h	1037		1309	584	599	2128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	14.3	12.2	24.4	5.9
Incr Delay (d2), s/veh	5.0	0.0	1.1	0.2	6.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	2.8	0.2	3.2	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.3	0.0	15.3	12.3	30.8	6.2
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	722	A	601			1045
Approach Delay, s/veh	26.3		15.2			16.2
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.8	26.6			40.4	19.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.4	18.1			33.0	18.0
Max Q Clear Time (g_c+I1), s	9.1	9.3			7.1	13.9
Green Ext Time (p_c), s	0.2	2.6			4.5	1.2

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

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



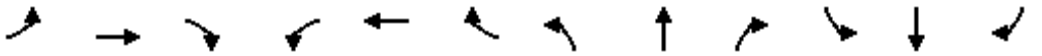
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	172	181	437	941	248
Future Volume (veh/h)	120	172	181	437	941	248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	181	191	460	991	261
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	646	575	240	1838	1146	511
Arrive On Green	0.36	0.36	0.13	0.52	0.32	0.32
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	126	181	191	460	991	261
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.6	6.2	7.8	5.4	19.6	10.0
Cycle Q Clear(g_c), s	3.6	6.2	7.8	5.4	19.6	10.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	646	575	240	1838	1146	511
V/C Ratio(X)	0.20	0.31	0.80	0.25	0.86	0.51
Avail Cap(c_a), veh/h	646	575	428	2274	1208	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	17.2	31.4	10.0	23.9	20.6
Incr Delay (d2), s/veh	0.1	0.3	5.9	0.1	6.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.2	3.6	1.9	8.8	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.5	17.5	37.4	10.1	30.4	21.4
LnGrp LOS	B	B	D	B	C	C
Approach Vol, veh/h	307			651	1252	
Approach Delay, s/veh	17.1			18.1	28.5	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		31.7	14.6	28.7		43.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	25.5		48.0
Max Q Clear Time (g_c+I1), s		8.2	9.8	21.6		7.4
Green Ext Time (p_c), s		0.7	0.3	2.5		3.4

Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	1168	338	0	0	0	377	334	232	49	310	662
Future Volume (veh/h)	296	1168	338	0	0	0	377	334	232	49	310	662
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	312	1229	356				374	383	244	52	326	697
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	673	1343	599				485	509	431	356	711	1612
Arrive On Green	0.38	0.38	0.38				0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	312	1229	356				374	383	244	52	326	697
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	11.9	29.6	16.2				17.4	16.9	11.9	2.2	7.3	12.7
Cycle Q Clear(g_c), s	11.9	29.6	16.2				17.4	16.9	11.9	2.2	7.3	12.7
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	673	1343	599				485	509	431	356	711	1612
V/C Ratio(X)	0.46	0.92	0.59				0.77	0.75	0.57	0.15	0.46	0.43
Avail Cap(c_a), veh/h	683	1362	608				485	509	431	356	711	1612
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	26.6	22.5				30.2	30.0	28.2	29.7	31.7	10.7
Incr Delay (d2), s/veh	0.5	9.8	1.5				11.3	9.9	5.3	0.9	2.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	13.7	6.1				8.8	8.8	5.1	1.0	3.3	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	36.4	24.0				41.5	39.8	33.5	30.5	33.8	11.5
LnGrp LOS	C	D	C				D	D	C	C	C	B
Approach Vol, veh/h		1897						1001			1075	
Approach Delay, s/veh		31.6						38.9			19.2	
Approach LOS		C						D			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		29.0		38.5		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		24.0		34.5		18.0						
Max Q Clear Time (g_c+I1), s		19.4		31.6		14.7						
Green Ext Time (p_c), s		2.0		2.4		1.7						

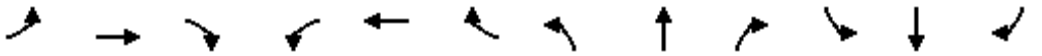
Intersection Summary												
HCM 6th Ctrl Delay			30.1									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	0	80	1	0	0	124	561	1	6	431	34
Future Volume (veh/h)	164	0	80	1	0	0	124	561	1	6	431	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	0	84	1	0	0	131	591	1	6	454	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	0	133	2	0	0	206	2481	4	14	2239	999
Arrive On Green	0.08	0.00	0.08	0.00	0.00	0.00	0.06	0.68	0.68	0.01	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1781	0	0	3456	3640	6	1781	3554	1585
Grp Volume(v), veh/h	173	0	84	1	0	0	131	288	304	6	454	36
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	0	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	3.7	0.0	4.1	0.0	0.0	0.0	3.0	4.9	4.9	0.3	4.3	0.7
Cycle Q Clear(g_c), s	3.7	0.0	4.1	0.0	0.0	0.0	3.0	4.9	4.9	0.3	4.3	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	300	0	133	2	0	0	206	1211	1274	14	2239	999
V/C Ratio(X)	0.58	0.00	0.63	0.41	0.00	0.00	0.64	0.24	0.24	0.43	0.20	0.04
Avail Cap(c_a), veh/h	802	0	357	401	0	0	302	1211	1274	111	2239	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	35.4	39.9	0.0	0.0	36.8	4.8	4.8	39.5	6.3	5.6
Incr Delay (d2), s/veh	1.8	0.0	4.8	83.6	0.0	0.0	3.3	0.5	0.4	19.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.7	0.1	0.0	0.0	1.3	1.6	1.7	0.2	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	0.0	40.2	123.5	0.0	0.0	40.0	5.3	5.3	59.2	6.5	5.7
LnGrp LOS	D	A	D	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		257			1			723			496	
Approach Delay, s/veh		38.1			123.5			11.6			7.1	
Approach LOS		D			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	59.0		11.2	9.3	54.9		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	6.9		6.1	5.0	6.3		2.0				
Green Ext Time (p_c), s	0.0	3.1		0.7	0.1	2.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		14.8	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	285	417	141	475	459	116
Future Volume (vph)	285	417	141	475	459	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3499	1770	1583
Flt Permitted	1.00	1.00		0.74	0.95	1.00
Satd. Flow (perm)	1863	1583		2623	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	300	439	148	500	483	122
RTOR Reduction (vph)	0	66	0	0	0	64
Lane Group Flow (vph)	300	373	0	648	483	58
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	22.4	51.0		22.4	28.6	28.6
Effective Green, g (s)	22.4	51.0		22.4	28.6	28.6
Actuated g/C Ratio	0.37	0.85		0.37	0.48	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	695	1583		979	843	754
v/s Ratio Prot	0.16	0.11			c0.27	
v/s Ratio Perm		0.12		c0.25		0.04
v/c Ratio	0.43	0.24		0.66	0.57	0.08
Uniform Delay, d1	14.0	0.8		15.6	11.3	8.5
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1		1.7	2.8	0.2
Delay (s)	14.5	0.9		17.3	14.1	8.7
Level of Service	B	A		B	B	A
Approach Delay (s)	6.4			17.3	13.0	
Approach LOS	A			B	B	

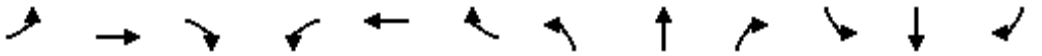
Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	476	409	225	588
Demand Flow Rate, veh/h	485	417	229	599
Vehicles Circulating, veh/h	405	536	533	330
Vehicles Exiting, veh/h	524	226	357	623
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.1	12.1	7.8	12.4
Approach LOS	B	B	A	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	485	417	229	599
Cap Entry Lane, veh/h	913	799	801	986
Entry HV Adj Factor	0.982	0.981	0.982	0.981
Flow Entry, veh/h	476	409	225	588
Cap Entry, veh/h	896	783	786	967
V/C Ratio	0.531	0.522	0.286	0.608
Control Delay, s/veh	11.1	12.1	7.8	12.4
LOS	B	B	A	B
95th %tile Queue, veh	3	3	1	4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1650	16	32	861	149	22	0	58	131	0	36
Future Volume (veh/h)	41	1650	16	32	861	149	22	0	58	131	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1737	17	34	906	157	23	0	61	138	0	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	1891	843	59	1872	835	430	0	422	407	0	422
Arrive On Green	0.04	0.53	0.53	0.03	0.53	0.53	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1370	0	1585	1341	0	1585
Grp Volume(v), veh/h	43	1737	17	34	906	157	23	0	61	138	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1370	0	1585	1341	0	1585
Q Serve(g_s), s	1.9	35.8	0.4	1.5	13.0	4.2	1.0	0.0	2.4	7.0	0.0	1.4
Cycle Q Clear(g_c), s	1.9	35.8	0.4	1.5	13.0	4.2	2.5	0.0	2.4	9.4	0.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	1891	843	59	1872	835	430	0	422	407	0	422
V/C Ratio(X)	0.63	0.92	0.02	0.58	0.48	0.19	0.05	0.00	0.14	0.34	0.00	0.09
Avail Cap(c_a), veh/h	147	1932	862	111	1872	835	430	0	422	407	0	422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	17.1	8.9	38.1	12.0	9.9	23.0	0.0	22.4	26.0	0.0	22.1
Incr Delay (d2), s/veh	9.1	7.5	0.0	8.6	0.2	0.1	0.2	0.0	0.7	2.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	14.8	0.1	0.8	4.7	1.4	0.4	0.0	0.9	2.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	24.6	8.9	46.7	12.2	10.1	23.2	0.0	23.1	28.2	0.0	22.5
LnGrp LOS	D	C	A	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1797			1097			84			176	
Approach Delay, s/veh		25.0			13.0			23.2			27.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.8	7.2	47.1		25.8	7.6	46.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	6.6	41.9				
Max Q Clear Time (g_c+I1), s		4.5	3.5	37.8		11.4	3.9	15.0				
Green Ext Time (p_c), s		0.2	0.0	4.8		0.3	0.0	7.9				

Intersection Summary												
HCM 6th Ctrl Delay			20.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: Camino Capistrano & San Juan Creek

08/02/2019

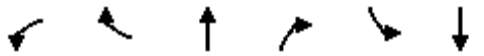
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	546	595	520	611	473	701
Future Volume (veh/h)	546	595	520	611	473	701
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	786	400	547	643	498	738
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	959	701	1182	954	598	2064
Arrive On Green	0.27	0.27	0.33	0.33	0.17	0.58
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	786	400	547	643	498	738
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	12.4	11.3	7.3	16.3	8.4	6.6
Cycle Q Clear(g_c), s	12.4	11.3	7.3	16.3	8.4	6.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	959	701	1182	954	598	2064
V/C Ratio(X)	0.82	0.57	0.46	0.67	0.83	0.36
Avail Cap(c_a), veh/h	1069	750	1182	954	605	2064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	12.5	15.8	8.0	24.0	6.7
Incr Delay (d2), s/veh	4.7	0.9	1.3	3.8	9.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	3.6	2.9	9.9	4.0	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	13.4	17.1	11.8	33.6	7.1
LnGrp LOS	C	B	B	B	C	A
Approach Vol, veh/h	1186		1190			1236
Approach Delay, s/veh	21.3		14.2			17.8
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.9	24.5			39.3	20.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	10.4	18.3			8.6	14.4
Green Ext Time (p_c), s	0.0	0.0			5.5	1.7

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



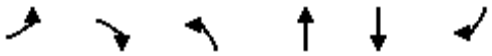
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	930	490	635	35	547	702
Future Volume (veh/h)	930	490	635	35	547	702
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	979	0	668	37	576	739
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1122		1085	484	657	1973
Arrive On Green	0.32	0.00	0.31	0.31	0.19	0.56
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	979	0	668	37	576	739
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	20.0	0.0	12.1	1.2	12.2	8.8
Cycle Q Clear(g_c), s	20.0	0.0	12.1	1.2	12.2	8.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1122		1085	484	657	1973
V/C Ratio(X)	0.87		0.62	0.08	0.88	0.37
Avail Cap(c_a), veh/h	1313		1085	484	668	1973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	0.0	22.3	18.5	29.5	9.4
Incr Delay (d2), s/veh	6.0	0.0	2.6	0.3	12.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	5.2	0.5	6.0	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.8	0.0	24.9	18.8	42.0	9.9
LnGrp LOS	C		C	B	D	A
Approach Vol, veh/h	979	A	705			1315
Approach Delay, s/veh	29.8		24.6			24.0
Approach LOS	C		C			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.8	27.4				46.1	28.9
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	14.5	18.5				37.5	28.5
Max Q Clear Time (g_c+I1), s	14.2	14.1				10.8	22.0
Green Ext Time (p_c), s	0.1	1.8				5.6	2.3

Intersection Summary		
HCM 6th Ctrl Delay		26.0
HCM 6th LOS		C

Notes

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



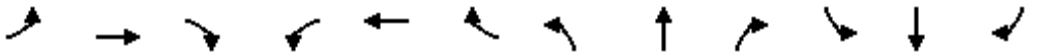
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	239	333	167	408	1450	184
Future Volume (veh/h)	239	333	167	408	1450	184
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	351	176	429	1526	194
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	499	444	216	2203	1593	711
Arrive On Green	0.28	0.28	0.12	0.62	0.45	0.45
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	252	351	176	429	1526	194
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	10.7	18.4	8.7	4.7	37.4	6.9
Cycle Q Clear(g_c), s	10.7	18.4	8.7	4.7	37.4	6.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	499	444	216	2203	1593	711
V/C Ratio(X)	0.50	0.79	0.81	0.19	0.96	0.27
Avail Cap(c_a), veh/h	499	444	356	2488	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	29.9	38.5	7.4	24.0	15.6
Incr Delay (d2), s/veh	0.8	9.3	7.2	0.0	13.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	8.0	4.2	1.6	17.6	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.0	39.3	45.8	7.4	37.8	15.8
LnGrp LOS	C	D	D	A	D	B
Approach Vol, veh/h	603			605	1720	
Approach Delay, s/veh	34.6			18.6	35.3	
Approach LOS	C			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		29.7	15.4	44.9		60.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	40.5		63.0
Max Q Clear Time (g_c+I1), s		20.4	10.7	39.4		6.7
Green Ext Time (p_c), s		0.0	0.3	1.0		3.2

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

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	810	409	0	0	0	575	345	335	181	700	952
Future Volume (veh/h)	227	810	409	0	0	0	575	345	335	181	700	952
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	853	431				484	532	353	191	737	1002
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	479	955	426				590	620	525	412	822	1395
Arrive On Green	0.27	0.27	0.27				0.33	0.33	0.33	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	239	853	431				484	532	353	191	737	1002
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	9.1	18.5	21.5				20.0	21.3	15.3	7.4	16.1	18.5
Cycle Q Clear(g_c), s	9.1	18.5	21.5				20.0	21.3	15.3	7.4	16.1	18.5
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	479	955	426				590	620	525	412	822	1395
V/C Ratio(X)	0.50	0.89	1.01				0.82	0.86	0.67	0.46	0.90	0.72
Avail Cap(c_a), veh/h	479	955	426				590	620	525	412	822	1395
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	28.1	29.3				24.6	25.0	23.0	26.5	29.8	14.6
Incr Delay (d2), s/veh	0.8	10.7	46.6				12.1	14.4	6.7	3.7	14.5	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	8.9	13.3				9.9	11.4	6.4	3.5	8.2	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	38.9	75.8				36.7	39.4	29.7	30.2	44.3	17.8
LnGrp LOS	C	D	F				D	D	C	C	D	B
Approach Vol, veh/h		1523						1369			1930	
Approach Delay, s/veh		47.2						35.9			29.2	
Approach LOS		D						D			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		31.0		26.0		23.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		26.5		21.5		18.5						
Max Q Clear Time (g_c+I1), s		23.3		23.5		20.5						
Green Ext Time (p_c), s		2.0		0.0		0.0						

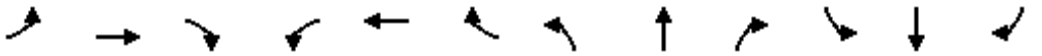
Intersection Summary												
HCM 6th Ctrl Delay			36.8									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	0	231	0	0	2	317	631	1	16	602	129
Future Volume (veh/h)	430	0	231	0	0	2	317	631	1	16	602	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	453	0	243	0	0	2	334	664	1	17	634	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	664	0	296	0	0	4	324	2061	3	35	1748	780
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.09	0.57	0.57	0.02	0.49	0.49
Sat Flow, veh/h	3563	0	1585	0	0	1585	3456	3641	5	1781	3554	1585
Grp Volume(v), veh/h	453	0	243	0	0	2	334	324	341	17	634	136
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	9.5	0.0	11.8	0.0	0.0	0.1	7.5	7.7	7.7	0.8	8.8	3.8
Cycle Q Clear(g_c), s	9.5	0.0	11.8	0.0	0.0	0.1	7.5	7.7	7.7	0.8	8.8	3.8
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	664	0	296	0	0	4	324	1006	1058	35	1748	780
V/C Ratio(X)	0.68	0.00	0.82	0.00	0.00	0.46	1.03	0.32	0.32	0.49	0.36	0.17
Avail Cap(c_a), veh/h	802	0	357	0	0	357	324	1006	1058	111	1748	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	31.3	0.0	0.0	39.8	36.3	9.2	9.2	38.8	12.6	11.3
Incr Delay (d2), s/veh	1.8	0.0	12.2	0.0	0.0	62.2	58.2	0.8	0.8	10.0	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	5.4	0.0	0.0	0.1	5.7	2.9	3.1	0.4	3.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	43.5	0.0	0.0	102.1	94.5	10.1	10.0	48.8	13.1	11.8
LnGrp LOS	C	A	D	A	A	F	F	B	B	D	B	B
Approach Vol, veh/h		696			2			999			787	
Approach Delay, s/veh		36.1			102.1			38.3			13.7	
Approach LOS		D			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	49.8		19.4	12.0	43.9		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	9.7		13.8	9.5	10.8		2.1				
Green Ext Time (p_c), s	0.0	3.1		1.1	0.0	2.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		29.9	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	421	601	101	486	637	169
Future Volume (vph)	421	601	101	486	637	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3509	1770	1583
Flt Permitted	1.00	1.00		0.63	0.95	1.00
Satd. Flow (perm)	1863	1583		2238	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	443	633	106	512	671	178
RTOR Reduction (vph)	0	63	0	0	0	81
Lane Group Flow (vph)	443	570	0	618	671	97
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	32.0	81.0		32.0	49.0	49.0
Effective Green, g (s)	32.0	81.0		32.0	49.0	49.0
Actuated g/C Ratio	0.36	0.90		0.36	0.54	0.54
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	662	1583		795	963	861
v/s Ratio Prot	0.24	0.20			c0.38	
v/s Ratio Perm		0.16		c0.28		0.06
v/c Ratio	0.67	0.36		0.78	0.70	0.11
Uniform Delay, d1	24.5	0.7		25.8	15.0	9.9
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.6	0.1		4.8	4.2	0.3
Delay (s)	27.1	0.8		30.6	19.2	10.2
Level of Service	C	A		C	B	B
Approach Delay (s)	11.6			30.6	17.3	
Approach LOS	B			C	B	

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

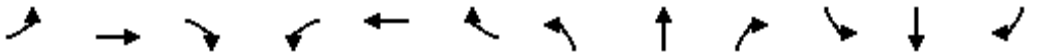
Intersection	
Intersection Delay, s/veh	20.6
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	638	370	426	730
Demand Flow Rate, veh/h	650	378	434	745
Vehicles Circulating, veh/h	472	823	852	322
Vehicles Exiting, veh/h	595	463	270	878
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	20.5	19.4	26.7	17.6
Approach LOS	C	C	D	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	650	378	434	745
Cap Entry Lane, veh/h	853	596	579	994
Entry HV Adj Factor	0.981	0.978	0.981	0.980
Flow Entry, veh/h	638	370	426	730
Cap Entry, veh/h	836	583	567	974
V/C Ratio	0.762	0.634	0.750	0.750
Control Delay, s/veh	20.5	19.4	26.7	17.6
LOS	C	C	D	C
95th %tile Queue, veh	7	4	7	7

HCM 6th Signalized Intersection Summary
12: Stonehill Drive & Project Driveway

08/19/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1262	20	9	1412	97	3	0	31	107	0	29
Future Volume (veh/h)	26	1262	20	9	1412	97	3	0	31	107	0	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	1328	21	9	1486	102	3	0	33	113	0	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	1777	793	20	1715	765	502	0	489	500	0	489
Arrive On Green	0.03	0.50	0.50	0.01	0.48	0.48	0.31	0.00	0.31	0.31	0.00	0.31
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1378	0	1585	1376	0	1585
Grp Volume(v), veh/h	27	1328	21	9	1486	102	3	0	33	113	0	31
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1378	0	1585	1376	0	1585
Q Serve(g_s), s	1.1	22.4	0.5	0.4	27.9	2.7	0.1	0.0	1.1	4.7	0.0	1.0
Cycle Q Clear(g_c), s	1.1	22.4	0.5	0.4	27.9	2.7	1.1	0.0	1.1	5.8	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	1777	793	20	1715	765	502	0	489	500	0	489
V/C Ratio(X)	0.53	0.75	0.03	0.44	0.87	0.13	0.01	0.00	0.07	0.23	0.00	0.06
Avail Cap(c_a), veh/h	119	1824	814	119	1824	814	502	0	489	500	0	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.9	15.0	9.5	36.8	17.2	10.7	18.7	0.0	18.3	20.4	0.0	18.3
Incr Delay (d2), s/veh	8.2	1.7	0.0	14.4	4.5	0.1	0.0	0.0	0.3	1.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.4	0.2	0.2	11.1	0.9	0.0	0.0	0.4	1.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	16.7	9.5	51.3	21.7	10.8	18.7	0.0	18.6	21.4	0.0	18.5
LnGrp LOS	D	B	A	D	C	B	B	A	B	C	A	B
Approach Vol, veh/h		1376			1597			36			144	
Approach Delay, s/veh		17.1			21.2			18.6			20.8	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.6	5.4	42.0		27.6	6.7	40.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	38.5		18.0	5.0	38.5				
Max Q Clear Time (g_c+I1), s		3.1	2.4	24.4		7.8	3.1	29.9				
Green Ext Time (p_c), s		0.1	0.0	8.2		0.3	0.0	6.3				

Intersection Summary												
HCM 6th Ctrl Delay			19.4									
HCM 6th LOS			B									

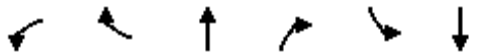
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	465	511	435	547	261	579
Future Volume (veh/h)	465	511	435	547	261	579
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	672	342	458	576	275	609
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	908	562	1420	1037	346	2067
Arrive On Green	0.25	0.25	0.40	0.40	0.10	0.58
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	672	342	458	576	275	609
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	9.5	9.8	4.9	10.8	4.3	4.8
Cycle Q Clear(g_c), s	9.5	9.8	4.9	10.8	4.3	4.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	908	562	1420	1037	346	2067
V/C Ratio(X)	0.74	0.61	0.32	0.56	0.80	0.29
Avail Cap(c_a), veh/h	1166	677	1420	1037	346	2067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	14.6	11.4	5.2	24.2	5.8
Incr Delay (d2), s/veh	1.9	1.1	0.6	2.1	12.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.2	1.8	6.3	2.2	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	15.7	12.0	7.3	36.4	6.2
LnGrp LOS	C	B	B	A	D	A
Approach Vol, veh/h	1014		1034			884
Approach Delay, s/veh	19.0		9.4			15.6
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	26.5			36.5	18.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	6.3	12.8			6.8	11.8
Green Ext Time (p_c), s	0.0	2.5			4.2	2.3

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



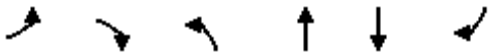
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	773	410	572	30	424	620
Future Volume (veh/h)	773	410	572	30	424	620
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	814	0	602	32	446	653
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	943		1213	541	555	2050
Arrive On Green	0.27	0.00	0.34	0.34	0.16	0.58
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	814	0	602	32	446	653
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	13.4	0.0	8.1	0.8	7.5	5.7
Cycle Q Clear(g_c), s	13.4	0.0	8.1	0.8	7.5	5.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	943		1213	541	555	2050
V/C Ratio(X)	0.86		0.50	0.06	0.80	0.32
Avail Cap(c_a), veh/h	1037		1213	541	599	2050
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	15.7	13.3	24.3	6.6
Incr Delay (d2), s/veh	7.1	0.0	1.5	0.2	7.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	3.2	0.3	3.4	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	0.0	17.1	13.5	31.6	7.0
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	814	A	634			1099
Approach Delay, s/veh	27.9		16.9			17.0
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.1	25.0			39.1	20.9
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.4	18.1			33.0	18.0
Max Q Clear Time (g_c+I1), s	9.5	10.1			7.7	15.4
Green Ext Time (p_c), s	0.2	2.6			4.8	0.9

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

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



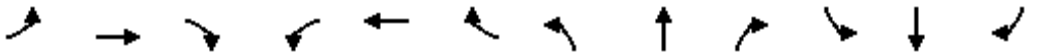
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	132	180	198	459	987	303
Future Volume (veh/h)	132	180	198	459	987	303
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	189	208	483	1039	319
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	616	548	257	1898	1172	523
Arrive On Green	0.35	0.35	0.14	0.53	0.33	0.33
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	139	189	208	483	1039	319
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	4.2	6.6	8.5	5.5	20.8	12.7
Cycle Q Clear(g_c), s	4.2	6.6	8.5	5.5	20.8	12.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	616	548	257	1898	1172	523
V/C Ratio(X)	0.23	0.34	0.81	0.25	0.89	0.61
Avail Cap(c_a), veh/h	616	548	428	2274	1208	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	18.2	31.1	9.4	23.8	21.1
Incr Delay (d2), s/veh	0.2	0.4	6.0	0.1	8.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.1	3.9	1.9	9.4	4.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.6	18.6	37.1	9.5	31.9	23.0
LnGrp LOS	B	B	D	A	C	C
Approach Vol, veh/h	328			691	1358	
Approach Delay, s/veh	18.2			17.8	29.8	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.5	15.3	29.2		44.5
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	25.5		48.0
Max Q Clear Time (g_c+I1), s		8.6	10.5	22.8		7.5
Green Ext Time (p_c), s		0.7	0.3	2.0		3.6

Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	333	1224	353	0	0	0	382	351	245	49	327	711
Future Volume (veh/h)	333	1224	353	0	0	0	382	351	245	49	327	711
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	351	1288	372				386	392	258	52	344	748
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	681	1358	606				477	501	425	356	711	1624
Arrive On Green	0.38	0.38	0.38				0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	351	1288	372				386	392	258	52	344	748
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	13.6	31.6	17.1				18.2	17.5	12.8	2.2	7.7	13.8
Cycle Q Clear(g_c), s	13.6	31.6	17.1				18.2	17.5	12.8	2.2	7.7	13.8
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	681	1358	606				477	501	425	356	711	1624
V/C Ratio(X)	0.52	0.95	0.61				0.81	0.78	0.61	0.15	0.48	0.46
Avail Cap(c_a), veh/h	683	1362	608				477	501	425	356	711	1624
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	26.9	22.4				30.8	30.5	28.8	29.7	31.9	10.7
Incr Delay (d2), s/veh	0.7	13.9	1.8				13.8	11.6	6.3	0.9	2.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	15.3	6.4				9.4	9.3	5.5	1.0	3.5	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	40.9	24.3				44.6	42.1	35.2	30.5	34.2	11.7
LnGrp LOS	C	D	C				D	D	D	C	C	B
Approach Vol, veh/h		2011						1036			1144	
Approach Delay, s/veh		34.5						41.3			19.3	
Approach LOS		C						D			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.6		38.9		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		24.0		34.5		18.0						
Max Q Clear Time (g_c+I1), s		20.2		33.6		15.8						
Green Ext Time (p_c), s		1.8		0.8		1.3						

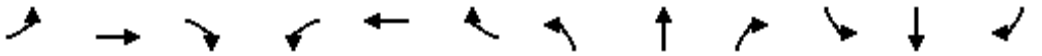
Intersection Summary												
HCM 6th Ctrl Delay			32.0									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	0	84	1	0	0	130	589	1	6	453	34
Future Volume (veh/h)	172	0	84	1	0	0	130	589	1	6	453	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	181	0	88	1	0	0	137	620	1	6	477	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	0	138	2	0	0	213	2471	4	14	2221	991
Arrive On Green	0.09	0.00	0.09	0.00	0.00	0.00	0.06	0.68	0.68	0.01	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1781	0	0	3456	3640	6	1781	3554	1585
Grp Volume(v), veh/h	181	0	88	1	0	0	137	303	318	6	477	36
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	0	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	3.9	0.0	4.3	0.0	0.0	0.0	3.1	5.3	5.3	0.3	4.7	0.7
Cycle Q Clear(g_c), s	3.9	0.0	4.3	0.0	0.0	0.0	3.1	5.3	5.3	0.3	4.7	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	0	138	2	0	0	213	1206	1269	14	2221	991
V/C Ratio(X)	0.58	0.00	0.64	0.41	0.00	0.00	0.64	0.25	0.25	0.43	0.21	0.04
Avail Cap(c_a), veh/h	802	0	357	401	0	0	302	1206	1269	111	2221	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	35.3	39.9	0.0	0.0	36.7	5.0	5.0	39.5	6.5	5.8
Incr Delay (d2), s/veh	1.7	0.0	4.8	83.6	0.0	0.0	3.3	0.5	0.5	19.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.8	0.1	0.0	0.0	1.4	1.7	1.8	0.2	1.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	40.1	123.5	0.0	0.0	39.9	5.5	5.4	59.2	6.7	5.8
LnGrp LOS	D	A	D	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		269			1			758			519	
Approach Delay, s/veh		37.9			123.5			11.7			7.3	
Approach LOS		D			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	58.8		11.5	9.4	54.5		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	7.3		6.3	5.1	6.7		2.0				
Green Ext Time (p_c), s	0.0	3.2		0.7	0.1	2.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		14.8	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	304	440	149	491	559	134
Future Volume (vph)	304	440	149	491	559	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3498	1770	1583
Flt Permitted	1.00	1.00		0.73	0.95	1.00
Satd. Flow (perm)	1863	1583		2579	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	320	463	157	517	588	141
RTOR Reduction (vph)	0	69	0	0	0	76
Lane Group Flow (vph)	320	394	0	674	588	65
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	23.3	51.0		23.3	27.7	27.7
Effective Green, g (s)	23.3	51.0		23.3	27.7	27.7
Actuated g/C Ratio	0.39	0.85		0.39	0.46	0.46
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	723	1583		1001	817	730
v/s Ratio Prot	0.17	0.11			c0.33	
v/s Ratio Perm		0.13		c0.26		0.04
v/c Ratio	0.44	0.25		0.67	0.72	0.09
Uniform Delay, d1	13.6	0.9		15.2	13.0	9.1
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1		1.8	5.4	0.2
Delay (s)	14.0	0.9		17.0	18.4	9.3
Level of Service	B	A		B	B	A
Approach Delay (s)	6.3			17.0	16.7	
Approach LOS	A			B	B	

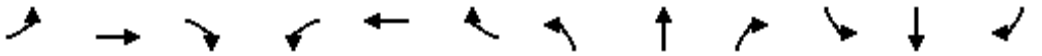
Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	14.0
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	508	431	339	619
Demand Flow Rate, veh/h	519	439	346	632
Vehicles Circulating, veh/h	424	676	568	370
Vehicles Exiting, veh/h	576	238	375	745
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.5	17.2	10.8	14.7
Approach LOS	B	C	B	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	519	439	346	632
Cap Entry Lane, veh/h	895	692	773	946
Entry HV Adj Factor	0.979	0.981	0.980	0.979
Flow Entry, veh/h	508	431	339	619
Cap Entry, veh/h	877	679	758	926
V/C Ratio	0.580	0.634	0.448	0.668
Control Delay, s/veh	12.5	17.2	10.8	14.7
LOS	B	C	B	B
95th %tile Queue, veh	4	5	2	5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1733	17	33	916	149	22	0	58	131	0	36
Future Volume (veh/h)	41	1733	17	33	916	149	22	0	58	131	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1824	18	35	964	157	23	0	61	138	0	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	1919	856	60	1903	849	418	0	408	395	0	408
Arrive On Green	0.04	0.54	0.54	0.03	0.54	0.54	0.26	0.00	0.26	0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1370	0	1585	1341	0	1585
Grp Volume(v), veh/h	43	1824	18	35	964	157	23	0	61	138	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1370	0	1585	1341	0	1585
Q Serve(g_s), s	1.9	38.8	0.4	1.5	13.8	4.1	1.0	0.0	2.4	7.1	0.0	1.5
Cycle Q Clear(g_c), s	1.9	38.8	0.4	1.5	13.8	4.1	2.5	0.0	2.4	9.5	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	1919	856	60	1903	849	418	0	408	395	0	408
V/C Ratio(X)	0.63	0.95	0.02	0.58	0.51	0.18	0.06	0.00	0.15	0.35	0.00	0.09
Avail Cap(c_a), veh/h	147	1932	862	111	1903	849	418	0	408	395	0	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	17.4	8.6	38.1	11.8	9.6	23.6	0.0	22.9	26.6	0.0	22.6
Incr Delay (d2), s/veh	9.1	11.0	0.0	8.6	0.2	0.1	0.3	0.0	0.8	2.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	16.7	0.1	0.8	5.0	1.3	0.4	0.0	1.0	2.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	28.4	8.6	46.7	12.1	9.7	23.8	0.0	23.7	29.0	0.0	23.1
LnGrp LOS	D	C	A	D	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1885			1156			84			176	
Approach Delay, s/veh		28.6			12.8			23.7			27.7	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.1	7.2	47.7		25.1	7.6	47.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	43.5		18.0	6.6	41.9				
Max Q Clear Time (g_c+I1), s		4.5	3.5	40.8		11.5	3.9	15.8				
Green Ext Time (p_c), s		0.2	0.0	2.4		0.3	0.0	8.4				

Intersection Summary												
HCM 6th Ctrl Delay			22.9									
HCM 6th LOS			C									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	583	625	564	654	497	726
Future Volume (veh/h)	583	625	564	654	497	726
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	832	424	594	688	523	764
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	991	718	1143	951	605	2032
Arrive On Green	0.28	0.28	0.32	0.32	0.17	0.57
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	832	424	594	688	523	764
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	13.2	12.0	8.2	18.4	8.8	7.0
Cycle Q Clear(g_c), s	13.2	12.0	8.2	18.4	8.8	7.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	991	718	1143	951	605	2032
V/C Ratio(X)	0.84	0.59	0.52	0.72	0.86	0.38
Avail Cap(c_a), veh/h	1069	753	1143	951	605	2032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	12.2	16.6	8.5	24.1	7.0
Incr Delay (d2), s/veh	5.7	1.1	1.7	4.8	12.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	3.8	3.3	10.7	4.4	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	13.4	18.3	13.2	36.5	7.5
LnGrp LOS	C	B	B	B	D	A
Approach Vol, veh/h	1256		1282			1287
Approach Delay, s/veh	21.8		15.6			19.3
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.0	23.8			38.8	21.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	10.8	20.4			9.0	15.2
Green Ext Time (p_c), s	0.0	0.0			5.7	1.5

Intersection Summary		
HCM 6th Ctrl Delay		18.9
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

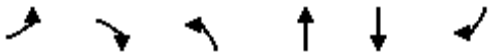
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1158	551	667	37	574	737
Future Volume (veh/h)	1158	551	667	37	574	737
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1219	0	702	39	604	776
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1296		895	399	668	1795
Arrive On Green	0.37	0.00	0.25	0.25	0.19	0.51
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	1219	0	702	39	604	776
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	25.6	0.0	13.8	1.4	12.8	10.4
Cycle Q Clear(g_c), s	25.6	0.0	13.8	1.4	12.8	10.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1296		895	399	668	1795
V/C Ratio(X)	0.94		0.78	0.10	0.90	0.43
Avail Cap(c_a), veh/h	1313		895	399	668	1795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	26.2	21.5	29.6	11.8
Incr Delay (d2), s/veh	13.1	0.0	6.8	0.5	15.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	0.0	6.4	0.6	6.6	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.8	0.0	33.0	22.0	45.4	12.5
LnGrp LOS	D		C	C	D	B
Approach Vol, veh/h	1219	A	741			1380
Approach Delay, s/veh	35.8		32.4			26.9
Approach LOS	D		C			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.0	23.4			42.4	32.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.5	18.5			37.5	28.5
Max Q Clear Time (g_c+I1), s	14.8	15.8			12.4	27.6
Green Ext Time (p_c), s	0.0	1.3			5.9	0.6

Intersection Summary	
HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Notes

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



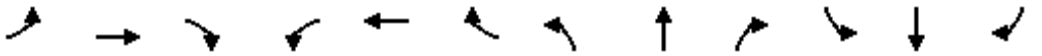
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	272	358	175	428	1620	208
Future Volume (veh/h)	272	358	175	428	1620	208
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	377	184	451	1705	219
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	488	434	224	2224	1599	713
Arrive On Green	0.27	0.27	0.13	0.63	0.45	0.45
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	286	377	184	451	1705	219
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	12.5	20.4	9.1	4.9	40.5	7.9
Cycle Q Clear(g_c), s	12.5	20.4	9.1	4.9	40.5	7.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	488	434	224	2224	1599	713
V/C Ratio(X)	0.59	0.87	0.82	0.20	1.07	0.31
Avail Cap(c_a), veh/h	488	434	356	2488	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	31.1	38.3	7.2	24.8	15.8
Incr Delay (d2), s/veh	1.8	16.8	8.1	0.0	42.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	9.6	4.4	1.7	25.2	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.1	47.9	46.4	7.3	67.2	16.0
LnGrp LOS	C	D	D	A	F	B
Approach Vol, veh/h	663			635	1924	
Approach Delay, s/veh	40.2			18.6	61.4	
Approach LOS	D			B	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		29.2	15.8	45.0		60.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.0	18.0	40.5		63.0
Max Q Clear Time (g_c+I1), s		22.4	11.1	42.5		6.9
Green Ext Time (p_c), s		0.0	0.3	0.0		3.4

Intersection Summary	
HCM 6th Ctrl Delay	48.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
4: Camino Capistrano & Stonehill/I-5 NB On-Ramp

08/02/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	849	413	0	0	0	602	363	353	193	736	1150
Future Volume (veh/h)	238	849	413	0	0	0	602	363	353	193	736	1150
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	251	894	435				508	558	372	203	775	1211
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	479	955	426				590	620	525	412	822	1395
Arrive On Green	0.27	0.27	0.27				0.33	0.33	0.33	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585				1781	1870	1585	1781	3554	2790
Grp Volume(v), veh/h	251	894	435				508	558	372	203	775	1211
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				1781	1870	1585	1781	1777	1395
Q Serve(g_s), s	9.6	19.7	21.5				21.3	22.7	16.4	7.9	17.2	18.5
Cycle Q Clear(g_c), s	9.6	19.7	21.5				21.3	22.7	16.4	7.9	17.2	18.5
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	479	955	426				590	620	525	412	822	1395
V/C Ratio(X)	0.52	0.94	1.02				0.86	0.90	0.71	0.49	0.94	0.87
Avail Cap(c_a), veh/h	479	955	426				590	620	525	412	822	1395
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	28.6	29.3				25.0	25.5	23.4	26.7	30.2	14.6
Incr Delay (d2), s/veh	1.0	16.0	49.1				15.2	18.6	7.9	4.2	20.3	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	10.1	13.6				11.0	12.7	7.0	3.7	9.3	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	44.5	78.3				40.2	44.1	31.2	30.8	50.5	22.2
LnGrp LOS	C	D	F				D	D	C	C	D	C
Approach Vol, veh/h		1580						1438			2189	
Approach Delay, s/veh		50.9						39.4			33.0	
Approach LOS		D						D			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		31.0		26.0		23.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		26.5		21.5		18.5						
Max Q Clear Time (g_c+I1), s		24.7		23.5		20.5						
Green Ext Time (p_c), s		1.2		0.0		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			40.2									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
5: Camino Capistrano & Costco Dwy

08/02/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	452	0	234	0	0	2	333	668	1	17	632	132
Future Volume (veh/h)	452	0	234	0	0	2	333	668	1	17	632	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	476	0	246	0	0	2	351	703	1	18	665	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	672	0	299	0	0	4	324	2050	3	37	1741	777
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.09	0.56	0.56	0.02	0.49	0.49
Sat Flow, veh/h	3563	0	1585	0	0	1585	3456	3641	5	1781	3554	1585
Grp Volume(v), veh/h	476	0	246	0	0	2	351	343	361	18	665	139
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	10.0	0.0	11.9	0.0	0.0	0.1	7.5	8.4	8.4	0.8	9.4	3.9
Cycle Q Clear(g_c), s	10.0	0.0	11.9	0.0	0.0	0.1	7.5	8.4	8.4	0.8	9.4	3.9
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	672	0	299	0	0	4	324	1001	1053	37	1741	777
V/C Ratio(X)	0.71	0.00	0.82	0.00	0.00	0.46	1.08	0.34	0.34	0.49	0.38	0.18
Avail Cap(c_a), veh/h	802	0	357	0	0	357	324	1001	1053	111	1741	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	31.2	0.0	0.0	39.8	36.3	9.5	9.5	38.8	12.8	11.4
Incr Delay (d2), s/veh	2.3	0.0	12.5	0.0	0.0	62.2	74.1	0.9	0.9	9.8	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	5.4	0.0	0.0	0.1	6.4	3.2	3.3	0.4	3.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	43.6	0.0	0.0	102.1	110.3	10.4	10.3	48.5	13.4	11.9
LnGrp LOS	C	A	D	A	A	F	F	B	B	D	B	B
Approach Vol, veh/h		722			2			1055			822	
Approach Delay, s/veh		36.4			102.1			43.6			13.9	
Approach LOS		D			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	49.6		19.6	12.0	43.7		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	7.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	10.4		13.9	9.5	11.4		2.1				
Green Ext Time (p_c), s	0.0	3.2		1.2	0.0	2.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		32.3	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	478	665	112	510	702	185
Future Volume (vph)	478	665	112	510	702	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1863	1583		3508	1770	1583
Flt Permitted	1.00	1.00		0.60	0.95	1.00
Satd. Flow (perm)	1863	1583		2118	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	503	700	118	537	739	195
RTOR Reduction (vph)	0	63	0	0	0	94
Lane Group Flow (vph)	503	637	0	655	739	101
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	34.6	81.0		34.6	46.4	46.4
Effective Green, g (s)	34.6	81.0		34.6	46.4	46.4
Actuated g/C Ratio	0.38	0.90		0.38	0.52	0.52
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	716	1583		814	912	816
v/s Ratio Prot	0.27	0.21			c0.42	
v/s Ratio Perm		0.19		c0.31		0.06
v/c Ratio	0.70	0.40		0.80	0.81	0.12
Uniform Delay, d1	23.4	0.7		24.7	18.1	11.3
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.1	0.2		5.8	7.7	0.3
Delay (s)	26.5	0.9		30.5	25.9	11.6
Level of Service	C	A		C	C	B
Approach Delay (s)	11.6			30.5	22.9	
Approach LOS	B			C	C	

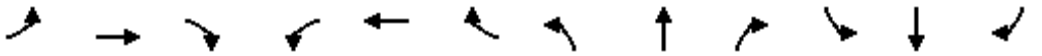
Intersection Summary			
HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	31.9
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	700	389	477	817
Demand Flow Rate, veh/h	715	398	487	833
Vehicles Circulating, veh/h	548	895	895	339
Vehicles Exiting, veh/h	624	487	368	953
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	36.5	25.4	41.9	25.3
Approach LOS	E	D	E	D

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	715	398	487	833
Cap Entry Lane, veh/h	789	554	554	977
Entry HV Adj Factor	0.980	0.979	0.979	0.981
Flow Entry, veh/h	700	389	477	817
Cap Entry, veh/h	773	542	542	958
V/C Ratio	0.906	0.719	0.879	0.853
Control Delay, s/veh	36.5	25.4	41.9	25.3
LOS	E	D	E	D
95th %tile Queue, veh	12	6	10	11



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1273	21	10	1609	97	3	0	31	107	0	29
Future Volume (veh/h)	26	1273	21	10	1609	97	3	0	31	107	0	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	1340	22	11	1694	102	3	0	33	113	0	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	1860	830	24	1806	806	466	0	449	464	0	449
Arrive On Green	0.03	0.52	0.52	0.01	0.51	0.51	0.28	0.00	0.28	0.28	0.00	0.28
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1378	0	1585	1376	0	1585
Grp Volume(v), veh/h	27	1340	22	11	1694	102	3	0	33	113	0	31
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1378	0	1585	1376	0	1585
Q Serve(g_s), s	1.1	21.6	0.5	0.5	33.6	2.5	0.1	0.0	1.1	4.9	0.0	1.1
Cycle Q Clear(g_c), s	1.1	21.6	0.5	0.5	33.6	2.5	1.2	0.0	1.1	6.1	0.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	1860	830	24	1806	806	466	0	449	464	0	449
V/C Ratio(X)	0.53	0.72	0.03	0.45	0.94	0.13	0.01	0.00	0.07	0.24	0.00	0.07
Avail Cap(c_a), veh/h	119	1860	830	119	1824	814	466	0	449	464	0	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.9	13.7	8.6	36.7	17.3	9.7	20.1	0.0	19.7	21.9	0.0	19.7
Incr Delay (d2), s/veh	8.2	1.4	0.0	12.6	9.9	0.1	0.0	0.0	0.3	1.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	7.9	0.2	0.3	14.4	0.8	0.0	0.0	0.4	1.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	15.1	8.7	49.3	27.2	9.8	20.1	0.0	20.0	23.1	0.0	20.0
LnGrp LOS	D	B	A	D	C	A	C	A	C	C	A	B
Approach Vol, veh/h		1389			1807			36			144	
Approach Delay, s/veh		15.5			26.3			20.0			22.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.7	5.5	43.8		25.7	6.7	42.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	38.5		18.0	5.0	38.5				
Max Q Clear Time (g_c+I1), s		3.2	2.5	23.6		8.1	3.1	35.6				
Green Ext Time (p_c), s		0.1	0.0	8.6		0.3	0.0	2.5				

Intersection Summary												
HCM 6th Ctrl Delay			21.7									
HCM 6th LOS			C									

APPENDIX D

GANAHL TRIP GENERATION SURVEYS

Table 1A
Driveway Counts and 3-Day Averages
Ganahl Lumber, Anaheim

Time Period	Ganahl Lumbar Receiving @ Ball Rd. (Driveway #1)																							
	Date: 01/28/2014								Date: 01/29/2014								Date: 01/30/2014							
	Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks	
	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)
5:00 AM																								
5:15 AM																								
5:30 AM																								
5:45 AM																								
6:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
6:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:00 AM	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	1	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	1	1	0	0	0	1	0
8:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	1	0	1	0	0	0	1	0
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
8:30 AM	1	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	1	0
9:00 AM																								
9:15 AM																								
9:30 AM																								
9:45 AM																								
10:00 AM																								
10:15 AM																								
10:30 AM																								
10:45 AM																								
11:00 AM																								
11:15 AM																								
11:30 AM																								
11:45 AM																								
12:00 PM																								
12:15 PM																								
12:30 PM																								
12:45 PM																								
1:00 PM																								
1:15 PM																								
1:30 PM																								
1:45 PM																								
2:00 PM																								
2:15 PM																								
2:30 PM																								
2:45 PM																								
3:00 PM																								
3:15 PM																								
3:30 PM																								
3:45 PM																								
4:00 PM	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:00 PM																								
6:15 PM																								
6:30 PM																								
6:45 PM																								
Total	**8**	**2**	**1**	**2**	**3**	**0**	**11**	**0**	**12**	**3**	**5**	**0**	**1**	**0**	**5**	**0**	**15**	**3**	**4**	**0**	**1**	**0**	**8**	**0**

Table 1C
Driveway Counts and 3-Day Averages
Ganahl Lumber, Anaheim

Time Period	Ganahl Lumbar Seconday Entrance @ Ball Rd. (Driveway #3)																							
	Date: 01/28/2014								Date: 01/29/2014								Date: 01/30/2014							
	Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks	
	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)
5:00 AM																								
5:15 AM																								
5:30 AM																								
5:45 AM																								
6:00 AM	1	0	0	2	0	2	0	2	0	0	0	1	0	2	0	1	1	0	0	1	0	1	0	1
6:15 AM	1	0	0	0	0	0	0	1	1	1	0	3	0	0	0	1	1	0	0	0	0	0	0	2
6:30 AM	1	0	0	0	0	0	0	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
6:45 AM	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	2
7:00 AM	0	2	0	0	0	0	0	2	4	1	0	0	0	1	0	0	1	1	0	0	0	0	0	0
7:15 AM	4	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	3	0	0	0	0	0	1
7:30 AM	3	1	0	0	0	1	0	1	3	3	0	0	0	0	0	0	0	2	0	0	0	0	0	1
7:45 AM	1	4	0	0	0	0	0	1	0	2	0	0	0	1	0	0	2	0	0	0	0	0	0	0
8:00 AM	2	0	0	0	0	1	0	3	4	2	0	0	0	0	0	0	1	3	0	0	0	0	0	1
8:15 AM	3	3	0	1	0	0	0	1	4	4	1	0	0	0	0	0	3	2	0	0	0	0	0	1
8:30 AM	3	1	0	0	0	0	0	0	4	0	0	0	0	0	0	2	3	3	1	2	0	2	0	0
8:45 AM	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	4	0	0	0	0	0	1
9:00 AM																								
9:15 AM																								
9:30 AM																								
9:45 AM																								
10:00 AM																								
10:15 AM																								
10:30 AM																								
10:45 AM																								
11:00 AM																								
11:15 AM																								
11:30 AM																								
11:45 AM																								
12:00 PM																								
12:15 PM																								
12:30 PM																								
12:45 PM																								
1:00 PM																								
1:15 PM																								
1:30 PM																								
1:45 PM																								
2:00 PM																								
2:15 PM																								
2:30 PM																								
2:45 PM																								
3:00 PM																								
3:15 PM																								
3:30 PM																								
3:45 PM																								
4:00 PM	0	5	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1	3	0	1	0	0	0	0
4:15 PM	1	4	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0
4:30 PM	3	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	2	3	0	0	0	0	0	0
4:45 PM	0	8	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0
5:00 PM	1	3	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	3	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:30 PM	1	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
6:00 PM																								
6:15 PM																								
6:30 PM																								
6:45 PM																								
Total	**33**	**45**	**0**	**3**	**0**	**5**	**0**	**11**	**35**	**43**	**1**	**4**	**0**	**4**	**0**	**6**	**22**	**41**	**1**	**4**	**0**	**3**	**0**	**10**

Table 1B
Driveway Counts and 3-Day Averages
Ganahl Lumber, Anaheim

Time Period	Ganahl Lumbar Main Entrance @ Ball Rd. (Driveway #2)																							
	Date: 01/28/2014								Date: 01/29/2014								Date: 01/30/2014							
	Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks	
	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)
5:00 AM																								
5:15 AM																								
5:30 AM																								
5:45 AM																								
6:00 AM	9	0	0	0	1	0	0	0	16	3	0	0	0	0	0	0	11	4	1	0	0	0	1	0
6:15 AM	18	5	0	0	0	0	0	0	21	7	1	0	0	0	0	0	19	4	0	0	0	0	0	0
6:30 AM	18	11	0	0	0	0	0	0	16	9	2	1	0	0	0	0	11	8	1	0	0	0	0	0
6:45 AM	19	10	0	0	0	0	0	0	13	8	1	1	0	0	0	0	11	10	0	1	0	0	0	0
7:00 AM	18	6	0	0	0	0	0	0	19	10	0	1	1	0	0	0	19	10	0	0	0	0	0	0
7:15 AM	15	15	1	0	0	0	0	0	16	14	1	1	0	0	0	0	24	8	0	0	0	0	0	0
7:30 AM	19	17	0	0	0	0	0	0	15	15	2	0	0	0	0	0	24	15	0	1	0	0	0	0
7:45 AM	14	14	1	0	0	0	0	0	18	8	0	1	0	0	0	0	23	18	1	0	0	0	0	0
8:00 AM	25	7	2	1	0	0	0	0	17	15	1	1	0	0	0	0	30	17	0	3	0	0	0	0
8:15 AM	21	15	0	1	0	0	0	0	24	13	1	0	0	0	0	0	26	28	1	0	0	0	0	0
8:30 AM	19	19	1	1	0	0	0	0	23	15	2	2	1	0	0	0	24	21	0	0	0	0	0	0
8:45 AM	23	23	3	1	0	0	0	0	21	22	1	3	0	0	0	0	22	22	0	0	0	0	0	0
9:00 AM																								
9:15 AM																								
9:30 AM																								
9:45 AM																								
10:00 AM																								
10:15 AM																								
10:30 AM																								
10:45 AM																								
11:00 AM																								
11:15 AM																								
11:30 AM																								
11:45 AM																								
12:00 PM																								
12:15 PM																								
12:30 PM																								
12:45 PM																								
1:00 PM																								
1:15 PM																								
1:30 PM																								
1:45 PM																								
2:00 PM																								
2:15 PM																								
2:30 PM																								
2:45 PM																								
3:00 PM																								
3:15 PM																								
3:30 PM																								
3:45 PM																								
4:00 PM	11	11	0	0	0	0	0	0	12	17	0	0	0	0	0	0	8	13	1	0	0	0	0	0
4:15 PM	13	12	0	1	0	0	0	0	7	17	2	0	0	0	0	0	10	10	1	0	0	0	0	0
4:30 PM	6	16	1	0	0	0	0	0	7	16	0	0	1	0	0	0	9	11	0	0	0	0	0	0
4:45 PM	3	6	1	1	0	0	0	0	8	10	0	0	0	0	0	0	5	11	0	0	0	0	0	0
5:00 PM	5	10	0	0	0	0	0	0	4	12	0	0	1	0	0	0	9	16	0	1	0	0	0	0
5:15 PM	8	8	0	0	0	0	0	0	2	5	0	1	0	0	0	0	5	9	0	1	0	0	0	0
5:30 PM	10	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	6	5	0	0	0	0	0	0
5:45 PM	2	8	0	0	0	0	0	0	2	6	0	0	0	0	0	0	5	5	0	0	0	0	0	0
6:00 PM																								
6:15 PM																								
6:30 PM																								
6:45 PM																								
Total	**276**	**217**	**10**	**6**	**1**	**0**	**0**	**0**	**265**	**227**	**14**	**12**	**4**	**0**	**0**	**0**	**301**	**245**	**6**	**7**	**0**	**0**	**1**	**0**

Table 1D
Driveway Counts and 3-Day Averages
Ganahl Lumber, Anaheim

Time Period	Ganahl Lumbar Entrance @ Sherman St. (Driveway #4)																							
	Date: 01/28/2014								Date: 01/29/2014								Date: 01/30/2014							
	Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks	
	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)
5:00 AM																								
5:15 AM																								
5:30 AM																								
5:45 AM																								
6:00 AM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	1	0	0	1	0
6:15 AM	4	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
6:45 AM	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	3	1	0	0	0	0	0	0	3	2	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:45 AM	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
9:00 AM																								
9:15 AM																								
9:30 AM																								
9:45 AM																								
10:00 AM																								
10:15 AM																								
10:30 AM																								
10:45 AM																								
11:00 AM																								
11:15 AM																								
11:30 AM																								
11:45 AM																								
12:00 PM																								
12:15 PM																								
12:30 PM																								
12:45 PM																								
1:00 PM																								
1:15 PM																								
1:30 PM																								
1:45 PM																								
2:00 PM																								
2:15 PM																								
2:30 PM																								
2:45 PM																								
3:00 PM																								
3:15 PM																								
3:30 PM																								
3:45 PM																								
4:00 PM	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM																								
6:15 PM																								
6:30 PM																								
6:45 PM																								
Total	**16**	**6**	**1**	**1**	**0**	**0**	**1**	**1**	**13**	**7**	**0**	**1**	**0**	**0**	**1**	**1**	**14**	**7**	**0**	**1**	**0**	**0**	**2**	**2**

Table 1
Driveway Counts and 3-Day Averages
Ganahl Lumber, Costa Mesa

Time Period	East Driveway (Driveway #1)																								West Driveway (Driveway #2)											
	Date: 02/11/2014						Date: 02/12/2014						Date: 02/13/2014						Day 1 SUM						Date: 02/11/2014						Date: 02/12/2014					
	Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks	
	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**0**	3	0	0	0	0	0	1	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**0**	2	0	0	0	0	0	3	0	0	0	0	0
5:30 AM	1	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	**1**	**0**	**0**	**0**	**0**	**0**	2	0	0	0	0	0	1	0	0	0	0	0
5:45 AM	7	1	0	0	2	0	9	0	0	0	0	0	7	2	0	0	0	0	**7**	**1**	**0**	**0**	**2**	**0**	9	0	0	0	0	0	11	0	0	0	0	0
6:00 AM	6	4	1	0	0	0	8	5	1	0	0	0	10	3	1	0	0	0	**6**	**4**	**1**	**0**	**0**	**0**	4	0	0	0	0	0	3	1	0	0	0	0
6:15 AM	17	4	0	0	1	0	13	10	0	0	1	0	14	12	0	0	1	0	**17**	**4**	**0**	**0**	**1**	**0**	2	0	0	2	0	0	4	0	0	3	0	0
6:30 AM	10	12	0	1	0	0	23	10	0	0	0	0	16	13	1	2	1	0	**10**	**12**	**0**	**1**	**0**	**0**	2	1	0	0	0	1	2	1	0	1	0	0
6:45 AM	19	9	0	1	0	0	16	20	0	0	0	0	26	19	0	0	0	0	**19**	**9**	**0**	**1**	**0**	**0**	3	1	0	1	0	1	3	2	0	0	0	1
7:00 AM	21	22	1	0	0	0	13	16	0	0	0	0	19	13	2	0	2	0	**21**	**22**	**1**	**0**	**0**	**0**	2	0	0	0	0	0	2	1	0	0	0	1
7:15 AM	34	25	2	0	0	0	23	19	0	0	1	0	26	23	0	1	0	0	**34**	**25**	**2**	**0**	**0**	**0**	3	2	0	0	0	0	0	0	0	0	0	1
7:30 AM	18	22	1	0	0	0	26	17	1	0	1	0	20	23	0	2	1	0	**18**	**22**	**1**	**0**	**0**	**0**	2	1	0	0	0	0	1	1	0	0	0	0
7:45 AM	12	23	0	2	0	0	29	23	1	0	1	0	14	23	0	0	0	0	**12**	**23**	**0**	**2**	**0**	**0**	0	1	0	0	0	0	2	2	0	0	0	0
8:00 AM	22	14	0	0	1	0	23	22	5	1	0	0	27	17	0	0	0	0	**22**	**14**	**0**	**0**	**1**	**0**	3	1	0	0	0	0	4	3	0	0	0	2
8:15 AM	12	13	1	0	0	0	23	22	3	2	1	0	19	27	1	0	1	0	**12**	**13**	**1**	**0**	**0**	**0**	3	1	0	0	0	1	1	3	0	2	0	0
8:30 AM	17	16	2	0	0	0	15	21	2	1	0	0	17	14	0	0	1	0	**17**	**16**	**2**	**0**	**0**	**0**	3	2	0	0	0	0	2	3	0	1	0	1
8:45 AM	29	22	2	1	1	0	32	21	0	0	0	0	26	18	2	1	1	0	**29**	**22**	**2**	**1**	**1**	**0**	5	2	0	1	0	0	1	2	0	4	0	0
9:00 AM	27	26	1	1	1	0	34	25	0	0	0	0	20	21	3	0	1	0	**27**	**26**	**1**	**1**	**1**	**0**	4	3	0	1	0	0	1	2	0	1	0	0
9:15 AM	23	23	1	0	1	0	27	24	2	1	1	0	23	19	0	0	0	0	**23**	**23**	**1**	**0**	**1**	**0**	5	5	0	2	0	1	3	2	0	3	0	0
9:30 AM	26	20	4	0	1	0	30	26	0	0	1	0	12	22	0	0	0	0	**26**	**20**	**4**	**0**	**1**	**0**	3	2	0	1	0	1	4	4	0	1	0	0
9:45 AM	22	31	2	2	1	0	26	29	0	1	2	0	29	25	0	0	0	0	**22**	**31**	**2**	**2**	**1**	**0**	4	0	0	0	0	1	2	2	0	0	0	0
10:00 AM	24	25	1	0	0	0	22	27	4	0	1	0	21	20	0	2	0	0	**24**	**25**	**1**	**0**	**0**	**0**	0	1	0	2	0	2	1	1	0	0	0	1
10:15 AM	24	22	1	0	1	0	21	19	1	1	1	0	15	27	3	0	1	0	**24**	**22**	**1**	**0**	**1**	**0**	2	3	0	0	0	0	6	1	0	2	0	1
10:30 AM	23	27	1	1	1	0	29	16	1	0	1	0	24	14	1	0	0	0	**23**	**27**	**1**	**1**	**1**	**0**	1	2	1	0	0	1	1	4	0	1	0	3
10:45 AM	17	22	0	2	0	0	32	31	2	2	1	0	21	21	2	3	2	0	**17**	**22**	**0**	**2**	**0**	**0**	0	4	0	1	0	1	2	1	0	0	0	0
11:00 AM	20	14	5	1	2	0	25	33	1	0	0	0	24	18	2	0	0	0	**20**	**14**	**5**	**1**	**2**	**0**	2	4	0	0	0	0	3	6	1	1	0	1
11:15 AM	24	25	1	1	0	0	17	26	0	1	1	0	25	23	1	0	0	0	**24**	**25**	**1**	**1**	**0**	**0**	6	2	0	3	0	1	1	2	0	2	0	0
11:30 AM	26	22	1	1	0	0	20	29	1	0	0	0	26	22	1	0	1	0	**26**	**22**	**1**	**1**	**0**	**0**	2	3	0	0	0	0	6	1	0	0	0	0
11:45 AM	14	20	1	0	0	0	22	18	1	0	0	0	17	19	0	0	0	0	**14**	**20**	**1**	**0**	**0**	**0**	3	3	1	0	0	1	3	4	1	2	0	1
12:00 PM	29	14	3	0	1	0	11	18	0	0	0	0	19	20	1	0	0	0	**29**	**14**	**3**	**0**	**1**	**0**	1	3	0	0	0	0	3	5	0	0	0	0
12:15 PM	22	22	0	2	2	0	29	25	0	0	0	0	33	20	3	0	0	0	**22**	**22**	**0**	**2**	**2**	**0**	0	5	0	2	0	1	5	2	0	0	0	0
12:30 PM	24	23	2	1	0	0	22	18	0	0	0	0	19	23	1	1	0	0	**24**	**23**	**2**	**1**	**0**	**0**	0	3	0	0	0	1	4	2	0	0	0	0
12:45 PM	18	22	0	0	0	0	26	27	2	0	0	0	24	19	2	0	0	0	**18**	**22**	**0**	**0**	**0**	**0**	2	1	0	0	0	0	4	5	0	1	0	0
1:00 PM	22	14	1	0	1	0	27	21	0	1	1	0	20	28	1	1	0	0	**22**	**14**	**1**	**0**	**1**	**0**	4	4	0	1	0	1	6	5	0	0	0	0
1:15 PM	21	24	0	0	1	0	30	26	1	0	0	0	20	18	2	1	0	0	**21**	**24**	**0**	**0**	**1**	**0**	6	4	0	2	0	0	4	4	0	1	0	0
1:30 PM	21	24	4	0	0	1	20	25	1	0	1	0	16	15	1	1	0	0	**21**	**24**	**4**	**0**	**0**	**1**	2	1	0	1	0	1	4	2	0	0	0	0
1:45 PM	17	23	2	1	1	0	22	17	1	1	0	0	17	24	2	1	0	0	**17**	**23**	**2**	**1**	**1**	**0**	4	4	0	1	0	0	1	3	0	0	0	0
2:00 PM	24	17	1	1	0	0	18	23	1	0	1	0	25	25	0	1	0	0	**24**	**17**	**1**	**1**	**0**	**0**	3	4	0	0	0	0	1	9	0	1	0	0
2:15 PM	14	17	0	0	1	0	17	17	0	0	0	0	20	22	0	0	0	0	**14**	**17**	**0**	**0**	**1**	**0**	4	4	0	1	0	1	6	4	0	3	0	0
2:30 PM	22	20	1	0	0	0	13	19	1	1	0	0	18	14	0	0	0	0	**22**	**20**	**1**	**0**	**0**	**0**	1	10	0	2	0	0	1	12	0	0	0	1
2:45 PM	15	21	0	1	0	0	17	14	0	0	1	0	13	20	0	0	0	0	**15**	**21**	**0**	**1**	**0**	**0**	0	6	0	0	0	1	2	10	0	0	0	0
3:00 PM	15	16	0	0	0	0	15	16	1	0	0	0	14	16	0	0	0	0	**15**	**16**	**0**	**0**	**0**	**0**	2	8	0	0	0	0	0	7	0	0	0	0
3:15 PM	14	12	0	0	0	0	15	13	1	0	0	0	16	14	1	0	0	0	**14**	**12**	**0**	**0**	**0**	**0**	1	2	0	0	0	0	2	3	0	0	0	1
3:30 PM	13	16	1	0	0	0	15	8	1	0	0	0	16	11	0	0	0	0	**13**	**16**	**1**	**0**	**0**	**0**	2	4	0	0	0	0	1	6	0	0	0	0
3:45 PM	16	16	0	0	0	0	13	16	1	0	0	0	16	17	0	0	0	0	**16**	**16**	**0**	**0**	**0**	**0**	3	3	0	0	0	0	2	3	0	0	0	0
4:00 PM	13	15	0	0	0	0	7	9	0	0	0	0	12	16	4	0	0	0	**13**	**15**	**0**	**0**	**0**	**0**	2	5	0	0	0	0	1	10	0	0	0	0
4:15 PM	6	14	1	0	0	0	12	9	0	1	0	0	18	18	0	0	0	0	**6**	**14**	**1**	**0**	**0**	**0**	2	2	0	0	0	0	1	6	0	0	0	0
4:30 PM	11	6	0	1	0	0	10	6	0	0	0	0	15	13	1	0	0	0	**11**	**6**	**0**	**1**	**0**	**0**	0	5	0	0	0	0	1	5	0	0	0	0
4:45 PM	8	10	1	0	0	0	10	6	0	0	0	0	10	10	0	0	0	0	**8**	**10**	**1**	**0**	**0**	**0**	2	3	0	0	0	0	1	5	0	0	0	0
5:00 PM	6	8	1	1	0	0	9	16	0	0	0	0	4	10	0	0	0	0	**6**	**8**	**1**	**1**	**0**	**0**	2	5	0	0	0	0	2	5	0	0	0	0
5:15 PM	7	6	0	0	0	0	7	8	0	0	0	0	10	6	0	0	0	0	**7**	**6**	**0**	**0**	**0**	**0**	0	4	0	0	0	0	3	8	0	0	0	0
5:30 PM	10	9	0	0	0	0	7	8	0	0	0	0	12	12	0	0	0	0	**10**	**9**	**0**	**0**	**0**	**0**	2	3	0	0	0	0	0	3	0	0	0	0
5:45 PM	2	7	0	0	0	0	3	6	0	0	0	0	4	7	0	0	0	0	**2**	**7**	**0**	**0**	**0**	**0**	0	0	0	0	0	0	0	1	0	0	0	0
6:00 PM	6	5	0	0	0	0	4	11	0	0	0	0	3	9	0	0	0	0	**6**	**5**	**0**	**0**	**0**	**0**	0	5	0	0	0	0	1	8	0	0	0	0
6:15 PM	3	4	0	0	0	0	3	5	0	0	0	0	4	7	0	0	0	0	**3**	**4**	**0**	**0**	**0**	**0**	0	3	0	0	0	0	0	4	0	0	0	0
6:30 PM	5	6	0	0	0	0	4	1	0	0	0	0	2	2	0	0	0	0	**5**	**6**	**0**	**0**	**0**	**0**	1	1	0	0	0	0	1	2	0	0	0	0
6:45 PM	2	2	0	0	0	0	2	3	0	0	0	0	0	1	0	0	0	0	**2**	**2**	**0**	**0**	**0**	**0**	0	1	0	0	0	0	0	0	0	0	0	0
Total	**881**	**857**	**47**	**22**	**20**	**1**	**951**	**900**	**37**	**14**	**18**	**0**	**902**	**875**	**39**	**17**	**13**	**0**	**881**	**857**	**47**	**22**	**20**	**1**	**126**	**147**	**2**	**24**	**0**	**19**	**131**	**188**	**2**	**30**	**0**	**16**

Time Period	Day 1 SUM					
	Cars		Medium Trucks		Heavy Trucks	
	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)
5:00 AM	**3**	**0**	**0**	**0**	**0**	**0**
5:15 AM	**2**	**0**	**0**	**0**	**0**	**0**
5:30 AM	**2**	**0**	**0**	**0**	**0**	**0**
5:45 AM	**9**	**0**	**0**	**0**	**0**	**0**
6:00 AM	**4**	**0**	**0**	**0**	**0**	**0**
6:15 AM	**2**	**0**	**0**	**2**	**0**	**1**
6:30 AM	**2**	**1**	**0**	**0**	**0**	**1**
6:45 AM	**3**	**1**	**0**	**1**	**0**	**1**
7:00 AM	**2**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**3**	**2**	**0**	**0**	**0**	**0**
7:30 AM	**2**	**1**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**
8:00 AM	**3**	**1**	**0**	**0**	**0**	**0**
8:15 AM	**3**	**1**	**0**	**0**	**0**	**1**
8:30 AM	**3**	**2**	**0**	**0**	**0**	**0**
8:45 AM	**5**	**2**	**0**	**1**	**0**	**0**
9:00 AM	**4**	**3**	**0**	**1**	**0**	**0**
9:15 AM	**5**	**5**	**0**	**2**	**0**	**1**
9:30 AM	**3**	**2**	**0**	**1**	**0**	**1**
9:45 AM	**3**	**2**	**1**	**1**	**0**	**0**
10:00 AM	**0**	**1**	**0**	**2**	**0**	**2**
10:15 AM	**2**	**3**	**0**	**0**	**0**	**0**
10:30 AM	**1**	**2**	**1**	**0**	**0**	**1**
10:45 AM	**0**	**4**	**0**	**1**	**0**	**1**
11:00 AM	**2**	**4**	**0**	**0**	**0**	**0**
11:15 AM	**6**	**2**	**0**	**3**	**0**	**1**
11:30 AM	**2**	**3**	**0**	**0**	**0**	**0**
11:45 AM	**3**	**3**	**1**	**0**	**0**	**1**
12:00 PM	**1**	**3**	**0**	**0**	**0**	**0**
12:15 PM	**0**	**5**	**0**	**2**	**0**	**1**
12:30 PM	**0**	**3**	**0**	**0**	**0**	**1**
12:45 PM	**2**	**1**	**0**	**0**	**0**	**0**
1:00 PM	**4**	**4**	**0**	**1**	**0**	**1**
1:15 PM	**6**	**4**	**0**	**2**	**0**	**0**
1:30 PM	**2**	**1**	**0**	**1**	**0**	**1**
1:45 PM	**4**	**4**	**0**	**1**	**0**	**0**
2:00 PM	**3**	**4**	**0**	**0**	**0**	**0**
2:15 PM	**4**	**4**	**0**	**1**	**0**	**1**
2:30 PM	**1**	**10**	**0**	**2**	**0**	**0**
2:45 PM	**0**	**6**	**0**	**0**	**0**	**1**
3:00 PM	**2**	**8**	**0**	**0**	**0**	**0**
3:15 PM	**1**	**2**	**0**	**0**	**0**	**0**
3:30 PM	**2**	**4**	**0**	**0**	**0**	**0**
3:45 PM	**3**	**3**	**0**	**0**	**0**	**0**
4:00 PM	**2**	**5**	**0**	**0**	**0**	**0**
4:15 PM	**2**	**2**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**5**	**0**	**0**	**0**	**0**
4:45 PM	**2**	**3**	**0**	**0**	**0**	**0**
5:00 PM	**2**	**5**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**4**	**0**	**0**	**0**	**0**
5:30 PM	**2**	**3**	**0**	**0**	**0**	**0**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**
6:00 PM	**0**	**5**	**0**	**0**	**0**	**0**
6:15 PM	**0**	**3**	**0**	**0**	**0**	**0**
6:30 PM	**1**	**1**	**0**	**0**	**0**	**0**
6:45 PM	**0**	**1**	**0**	**0**	**0**	**0**
Total	**126**	**147**	**2**	**24**	**0**	**19**

Table 1
Driveway Counts and 3-Day Averages
Ganahl Lumber, Costa Mesa

Time Period	East Driveway (Driveway #1)																								West Driveway (Driveway #2)											
	Date: 02/11/2014						Date: 02/12/2014						Date: 02/13/2014						Day 2 SUM						Date: 02/11/2014						Date: 02/12/2014					
	Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks	
	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**0**	3	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	**1**	**0**	**0**	**0**	**0**	**0**
5:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**	**0**	**0**	**0**	2	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	**3**	**0**	**0**	**0**	**0**	**0**
5:30 AM	1	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	**4**	**0**	**0**	**0**	**0**	**0**	2	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	**1**	**0**	**0**	**0**	**0**	**0**
5:45 AM	7	1	0	0	2	0	9	0	0	0	0	0	7	2	0	0	0	0	**9**	**0**	**0**	**0**	**0**	**0**	9	0	0	0	0	0	11	0	0	0	0	0	12	0	0	0	0	0	**11**	**0**	**0**	**0**	**0**	**0**
6:00 AM	6	4	1	0	0	0	8	5	1	0	0	0	10	3	1	0	0	0	**8**	**5**	**1**	**0**	**0**	**0**	4	0	0	0	0	0	3	1	0	0	0	0	4	0	0	1	0	0	**3**	**1**	**0**	**0**	**0**	**0**
6:15 AM	17	4	0	0	1	0	13	10	0	0	1	0	14	12	0	0	1	0	**13**	**10**	**0**	**0**	**1**	**0**	2	0	0	2	0	1	4	0	0	3	0	0	4	0	0	2	0	0	**4**	**0**	**0**	**3**	**0**	**0**
6:30 AM	10	12	0	1	0	0	23	10	0	0	0	0	16	13	1	2	1	0	**23**	**10**	**0**	**0**	**0**	**0**	2	1	0	0	0	1	2	1	0	1	0	0	2	1	0	1	0	0	**2**	**1**	**0**	**1**	**0**	**0**
6:45 AM	19	9	0	1	0	0	16	20	0	0	0	0	26	19	0	0	0	0	**16**	**20**	**0**	**0**	**0**	**0**	3	1	0	1	0	1	3	2	0	0	0	0	3	1	0	0	0	1	**3**	**2**	**0**	**0**	**0**	**0**
7:00 AM	21	22	1	0	0	0	13	16	0	0	0	0	19	13	2	0	2	0	**13**	**16**	**0**	**0**	**0**	**0**	2	0	0	0	0	0	2	1	0	0	0	1	2	0	0	0	0	1	**2**	**1**	**0**	**0**	**0**	**1**
7:15 AM	34	25	2	0	0	0	23	19	0	0	1	0	26	23	0	1	0	0	**23**	**19**	**0**	**0**	**1**	**0**	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	18	22	1	0	0	0	26	17	1	0	1	0	20	23	0	2	1	0	**26**	**17**	**1**	**0**	**1**	**0**	2	1	0	0	0	0	1	1	0	0	0	0	3	1	0	1	0	1	**1**	**1**	**0**	**0**	**0**	**0**
7:45 AM	12	23	0	2	0	0	29	23	1	0	1	0	14	23	0	0	0	0	**29**	**23**	**1**	**0**	**1**	**0**	0	1	0	0	0	0	2	2	0	0	0	0	3	2	0	0	0	0	**2**	**2**	**0**	**0**	**0**	**0**
8:00 AM	22	14	0	0	1	0	23	22	5	1	0	0	27	17	0	0	0	0	**23**	**22**	**5**	**1**	**0**	**0**	3	1	0	0	0	0	4	3	0	0	0	2	4	1	0	0	0	1	**4**	**3**	**0**	**0**	**0**	**2**
8:15 AM	12	13	1	0	0	0	23	22	3	2	1	0	19	27	1	0	1	0	**23**	**22**	**3**	**2**	**1**	**0**	3	1	0	0	0	1	1	3	0	2	0	0	3	1	0	0	0	0	**1**	**3**	**0**	**2**	**0**	**0**
8:30 AM	17	16	2	0	0	0	15	21	2	1	0	0	17	14	0	0	1	0	**15**	**21**	**2**	**1**	**0**	**0**	3	2	0	0	0	0	2	3	0	1	0	1	1	2	0	0	0	0	**2**	**3**	**0**	**1**	**0**	**1**
8:45 AM	29	22	2	1	1	0	32	21	0	0	0	0	26	18	2	1	1	0	**32**	**21**	**0**	**0**	**0**	**0**	5	2	0	1	0	0	1	2	0	4	0	0	6	4	1	1	0	0	**1**	**2**	**0**	**4**	**0**	**0**
9:00 AM	27	26	1	1	1	0	34	25	0	0	0	0	20	21	3	0	1	0	**34**	**25**	**0**	**0**	**0**	**0**	4	3	0	1	0	0	1	2	0	1	0	0	0	3	0	0	0	2	**1**	**2**	**0**	**1**	**0**	**0**
9:15 AM	23	23	1	0	1	0	27	24	2	1	1	0	23	19	0	0	0	0	**27**	**24**	**2**	**1**	**1**	**0**	5	5	0	2	0	1	3	2	0	3	0	0	8	0	0	1	0	0	**3**	**2**	**0**	**3**	**0**	**0**
9:30 AM	26	20	4	0	1	0	30	26	0	0	1	0	12	22	0	0	0	0	**30**	**26**	**0**	**0**	**1**	**0**	3	2	0	1	0	1	4	4	0	1	0	0	5	2	0	2	0	1	**4**	**4**	**0**	**1**	**0**	**0**
9:45 AM	22	31	2	2	1	0	26	29	0	1	2	0	29	25	0	0	0	0	**26**	**29**	**0**	**1**	**2**	**0**	4	0	0	0	0	1	2	2	0	0	0	1	3	2	1	1	0	0	**2**	**2**	**0**	**0**	**0**	**1**
10:00 AM	24	25	1	0	0	0	22	27	4	0	1	0	21	20	0	2	0	0	**22**	**27**	**4**	**0**	**1**	**0**	0	1	0	2	0	2	1	1	0	0	0	1	3	6	0	1	0	1	**1**	**1**	**0**	**0**	**0**	**1**
10:15 AM	24	22	1	0	1	0	21	19	1	1	1	0	15	27	3	0	1	0	**21**	**19**	**1**	**1**	**1**	**0**	2	3	0	0	0	0	6	1	0	2	0	1	4	2	0	1	0	0	**6**	**1**	**0**	**2**	**0**	**1**
10:30 AM	23	27	1	1	1	0	29	16	1	0	1	0	24	14	1	0	0	0	**29**	**16**	**1**	**0**	**1**	**0**	1	2	1	0	0	1	1	4	0	1	0	3	2	5	0	2	0	0	**1**	**4**	**0**	**1**	**0**	**3**
10:45 AM	17	22	0	2	0	0	32	31	2	2	1	0	21	21	2	3	2	0	**32**	**31**	**2**	**2**	**1**	**0**	0	4	0	1	0	1	2	1	0	0	0	0	2	2	0	0	0	1	**2**	**1**	**0**	**0**	**0**	**0**
11:00 AM	20	14	5	1	2	0	25	33	1	0	0	0	24	18	2	0	0	0	**25**	**33**	**1**	**0**	**0**	**0**	2	4	0	0	0	0	3	6	1	1	0	1	1	3	0	1	0	0	**3**	**6**	**1**	**1**	**0**	**1**
11:15 AM	24	25	1	1	0	0	17	26	0	1	1	0	25	23	1	0	0	0	**17**	**26**	**0**	**1**	**1**	**0**	6	2	0	3	0	1	1	2	0	2	0	0	4	5	0	0	0	1	**1**	**2**	**0**	**2**	**0**	**0**
11:30 AM	26	22	1	1	0	0	20	29	1	0	0	0	26	22	1	0	1	0	**20**	**29**	**1**	**0**	**0**	**0**	2	3	0	0	0	0	6	1	0	0	0	0	0	7	0	1	0	1	**6**	**1**	**0**	**0**	**0**	**0**
11:45 AM	14	20	1	0	0	0	22	18	1	0	0	0	17	19	0	0	0	0	**22**	**18**	**1**	**0**	**0**	**0**	3	3	1	0	0	1	3	4	1	2	0	1	2	7	1	3	0	1	**3**	**4**	**1**	**2**	**0**	**1**
12:00 PM	29	14	3	0	1	0	11	18	0	0	0	0	19	20	1	0	0	0	**11**	**18**	**0**	**0**	**0**	**0**	1	3	0	0	0	0	3	5	0	0	0	0	2	2	0	0	0	0	**3**	**5**	**0**	**0**	**0**	**0**
12:15 PM	22	22	0	2	2	0	29	25	0	0	0	0	33	20	3	0	0	0	**29**	**25**	**0**	**0**	**0**	**0**	0	5	0	2	0	1	5	2	0	0	0	0	0	6	0	0	0	0	**5**	**2**	**0**	**0**	**0**	**0**
12:30 PM	24	23	2	1	0	0	22	18	0	0	0	0	19	23	1	1	0	0	**22**	**18**	**0**	**0**	**0**	**0**	0	3	0	0	0	1	4	2	0	0	0	0	4	3	0	1	0	0	**4**	**2**	**0**	**0**	**0**	**0**
12:45 PM	18	22	0	0	0	0	26	27	2	0	0	0	24	19	2	0	0	0	**26**	**27**	**2**	**0**	**0**	**0**	2	1	0	0	0	0	4	5	0	1	0	0	5	1	1	2	0	0	**4**	**5**	**0**	**1**	**0**	**0**
1:00 PM	22	14	1	0	1	0	27	21	0	1	1	0	20	28	1	1	0	0	**27**	**21**	**0**	**1**	**1**	**0**	4	4	0	1	0	1	6	5	0	0	0	0	1	2	0	0	0	0	**6**	**5**	**0**	**0**	**0**	**0**
1:15 PM	21	24	0	0	1	0	30	26	1	0	0	0	20	18	2	1	0	0	**30**	**26**	**1**	**0**	**0**	**0**	6	4	0	2	0	0	4	4	0	1	0	0	0	1	0	0	0	0	**4**	**4**	**0**	**1**	**0**	**0**
1:30 PM	21	24	4	0	0	1	20	25	1	0	1	0	16	15	1	1	0	0	**20**	**25**	**1**	**0**	**1**	**0**	2	1	0	1	0	1	4	2	0	0	0	0	8	1	0	0	0	0	**4**	**2**	**0**	**0**	**0**	**0**
1:45 PM	17	23	2	1	1	0	22	17	1	1	0	0	17	24	2	1	0	0	**22**	**17**	**1**	**1**	**0**	**0**	4	4	0	1	0	0	1	3	0	0	0	0	1	4	0	1	0	0	**1**	**3**	**0**	**0**	**0**	**0**
2:00 PM	24	17	1	1	0	0	18	23	1	0	1	0	25	25	0	1	0	0	**18**	**23**	**1**	**0**	**1**	**0**	3	4	0	0	0	0	1	9	0	1	0	2	3	4	0	1	0	0	**1**	**9**	**0**	**1**	**0**	**2**
2:15 PM	14	17	0	0	1	0	17	17	0	0	0	0	20	22	0	0	0	0	**17**	**17**	**0**	**0**	**0**	**0**	4	4	0	1	0	1	6	4	0	3	0	0	2	5	0	0	0	0	**6**	**4**	**0**	**3**	**0**	**0**
2:30 PM	22	20	1	0	0	0	13	19	1	1	0	0	18	14	0	0	0	0	**13**	**19**	**1**	**1**	**0**	**0**	1	10	0	2	0	0	1	12	0	0	0	1	1	8	0	0	0	0	**1**	**12**	**0**	**0**	**0**	**1**
2:45 PM	15	21	0	1	0	0	17	14	0	0	1	0	13	20	0	0	0	0	**17**	**14**	**0**	**0**	**1**	**0**	0	6	0	0	0	1	2	10	0	0	0	0	3	6	0	2	0	0	**2**	**10**	**0**	**0**	**0**	**0**
3:00 PM	15	16	0	0	0	0	15	16	1	0	0	0	14	16	0	0	0	0	**15**	**16**	**1**	**0**	**0**	**0**	2	8	0	0	0	0	0	7	0	0	0	0	0	3	0	0	0	0	**0**	**7**	**0**	**0**	**0**	**0**
3:15 PM	14	12	0	0	0	0	15	13	1	0	0	0	16	14	1	0	0	0	**15**	**13**	**1**	**0**	**0**	**0**	1	2	0	0	0	0	2	3	0	0	0	1	2	5	0	0	0	0	**2**	**3**	**0**	**0**	**0**	**1**
3:30 PM	13	16	1	0	0	0	15	8	1	0	0	0	16	11	0	0	0	0	**15**	**8**	**1**	**0**	**0**	**0**	2	4	0	0	0	0	1	6	0	0	0	0	4	4	0	0	0	0	**1**	**6**	**0**	**0**	**0**	**0**
3:45 PM	16	16	0	0	0	0	13	16	1	0	0	0	16	17	0	0	0	0	**13**	**16**	**1**	**0**	**0**	**0**	3	3	0	0	0	0	2	3	0	0	0	0	4	5	0	0	0	0	**2**	**3**	**0**	**0**	**0**	**0**
4:00 PM	13	15	0	0	0	0	7	9	0	0	0	0	12	16	4	0	0	0	**7**	**9**	**0**	**0**	**0**	**0**	2	5	0	0	0	0	1	10	0	0	0	0	2	6	0	0	0	0	**1**	**10**	**0**	**0**	**0**	**0**
4:15 PM	6	14	1	0	0	0	12	9	0	1	0	0	18	18	0	0	0	0	**12**	**9**	**0**	**1**	**0**	**0**	2	2	0	0	0	0	1	6	0	0	0	0	0	3	0	0	0	0	**1**	**6**	**0**	**0**	**0**	**0**
4:30 PM	11	6	0	1	0	0	10	6	0	0	0	0	15	13	1	0	0	0	**10**	**6**	**0**	**0**	**0**	**0**	0	5	0	0	0	0	1	5	0	0	0	0	2	11	0	0	0	0	**1**	**5**	**0**	**0**	**0**	**0**
4:45 PM	8	10	1	0	0	0	10	6	0	0	0	0	10	10	0	0	0	0	**10**	**6**	**0**	**0**	**0**	**0**	2	3	0	0	0	0	1	5	0	0	0	0	1	3	0	0	0	0	**1**	**5**	**0**	**0**	**0**	**0**
5:00 PM	6	8	1	1	0	0	9	16	0	0	0	0	4	10	0	0	0	0	**9**	**16**	**0**	**0**	**0**	**0**	2	5	0	0	0	0	2	5	0	0	0	0	1	3	0	0	0	0	**2**	**5**	**0**	**0**	**0**	**0**
5:15 PM	7	6	0	0	0	0	7	8	0	0	0	0	10	6	0	0	0	0	**7**	**8**	**0**	**0**	**0**	**0**	0	4	0	0	0	0	3	8	0	0	0	0	2	4	0	0	0	0	**3**	**8**	**0**	**0**	**0**	**0**
5:30 PM	10	9	0	0	0	0	7	8	0	0	0	0	12	12	0	0	0	0	**7**	**8**	**0**	**0**	**0**	**0**	2	3	0	0	0	0	0	3	0	0	0	0	2	5	0	0	0	0	**0**	**3**	**0**	**0**	**0**	**0**
5:45 PM	2	7	0	0	0	0	3	6	0	0	0	0	4	7	0	0	0	0	**3**	**6**	**0**	**0**	**0**	**0**	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	**0**	**1**	**0**	**0**	**0**	**0**
6:00 PM	6	5	0	0	0	0	4	11	0	0	0	0	3	9	0	0	0	0	**4**	**11**	**0**	**0**	**0**	**0**	0	5	0	0	0	0	1	8	0	0	0	0	0	4	0	0	0	0	**1**	**8**	**0**	**0**	**0**	**0**
6:15 PM	3	4	0	0	0	0	3	5	0	0	0	0	4	7	0	0	0	0	**3**	**5**	**0**	**0**	**0**	**0**	0	3	0	0	0	0	0	4	0	0	0	0	3	7	0	0	0	0	**0**	**4**	**0**	**0**	**0**	**0**
6:30 PM	5	6	0	0	0	0	4	1	0	0	0	0	2	2	0	0	0	0	**4**	**1**	**0**	**0**	**0**	**0**	1	1	0	0	0	0	1	2	0	0	0	0	0	2	0	0	0	0	**1**	**2**	**0**	**0**	**0**	**0**
6:45 PM	2	2	0	0	0	0	2	3	0	0	0	0	0	1	0	0	0	0	**2**	**3**	**0**	**0**	**0**	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**0**
Total	**881**	**857**	**47**	**22**	**20**	**1**	**951**	**900**	**37**	**14**	**18**	**0**	**902**	**875**	**39**	**17**	**13**	**0**	**951**	**900**	**37**	**14**	**18**	**0**	**126**	**147**	**2**	**24**	**0**	**19**	**131**	**188**	**2**	**30**	**0**	**16**	**141**	**167**	**4**	**26**	**0**	**13**	**131**	**188**	**2**	**30**	**0**	**16**

Table 1
Driveway Counts and 3-Day Averages
Ganahl Lumber, Costa Mesa

Time Period	East Driveway (Driveway #1)																							
	Date: 02/11/2014						Date: 02/12/2014						Date: 02/13/2014						Day 1 SUM					
	Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks	
	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**0**
5:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**0**
5:30 AM	1	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	**4**	**0**	**0**	**0**	**0**	**0**
5:45 AM	7	1	0	0	2	0	9	0	0	0	0	0	7	2	0	0	0	0	**7**	**2**	**0**	**0**	**0**	**0**
6:00 AM	6	4	1	0	0	0	8	5	1	0	0	0	10	3	1	0	0	0	**10**	**3**	**1**	**0**	**0**	**0**
6:15 AM	17	4	0	0	1	0	13	10	0	0	1	0	14	12	0	0	1	0	**14**	**12**	**0**	**0**	**1**	**0**
6:30 AM	10	12	0	1	0	0	23	10	0	0	0	0	16	13	1	2	1	0	**16**	**13**	**1**	**2**	**1**	**0**
6:45 AM	19	9	0	1	0	0	16	20	0	0	0	0	26	19	0	0	0	0	**26**	**19**	**0**	**0**	**0**	**0**
7:00 AM	21	22	1	0	0	0	13	16	0	0	0	0	19	13	2	0	2	0	**19**	**13**	**2**	**0**	**2**	**0**
7:15 AM	34	25	2	0	0	0	23	19	0	0	1	0	26	23	0	1	0	0	**26**	**23**	**0**	**1**	**0**	**0**
7:30 AM	18	22	1	0	0	0	26	17	1	0	1	0	20	23	0	2	1	0	**20**	**23**	**0**	**2**	**1**	**0**
7:45 AM	12	23	0	2	0	0	29	23	1	0	1	0	14	23	0	0	0	0	**14**	**23**	**0**	**0**	**0**	**0**
8:00 AM	22	14	0	0	1	0	23	22	5	1	0	0	27	17	0	0	0	0	**27**	**17**	**0**	**0**	**0**	**0**
8:15 AM	12	13	1	0	0	0	23	22	3	2	1	0	19	27	1	0	1	0	**19**	**27**	**1**	**0**	**1**	**0**
8:30 AM	17	16	2	0	0	0	15	21	2	1	0	0	17	14	0	0	1	0	**17**	**14**	**0**	**0**	**1**	**0**
8:45 AM	29	22	2	1	1	0	32	21	0	0	0	0	26	18	2	1	1	0	**26**	**18**	**2**	**1**	**1**	**0**
9:00 AM	27	26	1	1	1	0	34	25	0	0	0	0	20	21	3	0	1	0	**20**	**21**	**3**	**0**	**1**	**0**
9:15 AM	23	23	1	0	1	0	27	24	2	1	1	0	23	19	0	0	0	0	**23**	**19**	**0**	**0**	**0**	**0**
9:30 AM	26	20	4	0	1	0	30	26	0	0	1	0	12	22	0	0	0	0	**12**	**22**	**0**	**0**	**0**	**0**
9:45 AM	22	31	2	2	1	0	26	29	0	1	2	0	29	25	0	0	0	0	**29**	**25**	**0**	**0**	**0**	**0**
10:00 AM	24	25	1	0	0	0	22	27	4	0	1	0	21	20	0	2	0	0	**21**	**20**	**0**	**2**	**0**	**0**
10:15 AM	24	22	1	0	1	0	21	19	1	1	1	0	15	27	3	0	1	0	**15**	**27**	**3**	**0**	**1**	**0**
10:30 AM	23	27	1	1	1	0	29	16	1	0	1	0	24	14	1	0	0	0	**24**	**14**	**1**	**0**	**0**	**0**
10:45 AM	17	22	0	2	0	0	32	31	2	2	1	0	21	21	2	3	2	0	**21**	**21**	**2**	**3**	**2**	**0**
11:00 AM	20	14	5	1	2	0	25	33	1	0	0	0	24	18	2	0	0	0	**24**	**18**	**2**	**0**	**0**	**0**
11:15 AM	24	25	1	1	0	0	17	26	0	1	1	0	25	23	1	0	0	0	**25**	**23**	**1**	**0**	**0**	**0**
11:30 AM	26	22	1	1	0	0	20	29	1	0	0	0	26	22	1	0	1	0	**26**	**22**	**1**	**0**	**1**	**0**
11:45 AM	14	20	1	0	0	0	22	18	1	0	0	0	17	19	0	0	0	0	**17**	**19**	**0**	**0**	**0**	**0**
12:00 PM	29	14	3	0	1	0	11	18	0	0	0	0	19	20	1	0	0	0	**19**	**20**	**1**	**0**	**0**	**0**
12:15 PM	22	22	0	2	2	0	29	25	0	0	0	0	33	20	3	0	0	0	**33**	**20**	**3**	**0**	**0**	**0**
12:30 PM	24	23	2	1	0	0	22	18	0	0	0	0	19	23	1	1	0	0	**19**	**23**	**1**	**1**	**0**	**0**
12:45 PM	18	22	0	0	0	0	26	27	2	0	0	0	24	19	2	0	0	0	**24**	**19**	**2**	**0**	**0**	**0**
1:00 PM	22	14	1	0	1	0	27	21	0	1	1	0	20	28	1	1	0	0	**20**	**28**	**1**	**1**	**0**	**0**
1:15 PM	21	24	0	0	1	0	30	26	1	0	0	0	20	18	2	1	0	0	**20**	**18**	**2**	**1**	**0**	**0**
1:30 PM	21	24	4	0	0	1	20	25	1	0	1	0	16	15	1	1	0	0	**16**	**15**	**1**	**1**	**0**	**0**
1:45 PM	17	23	2	1	1	0	22	17	1	1	0	0	17	24	2	1	0	0	**17**	**24**	**2**	**1**	**0**	**0**
2:00 PM	24	17	1	1	0	0	18	23	1	0	1	0	25	25	0	1	0	0	**25**	**25**	**0**	**1**	**0**	**0**
2:15 PM	14	17	0	0	1	0	17	17	0	0	0	0	20	22	0	0	0	0	**20**	**22**	**0**	**0**	**0**	**0**
2:30 PM	22	20	1	0	0	0	13	19	1	1	0	0	18	14	0	0	0	0	**18**	**14**	**0**	**0**	**0**	**0**
2:45 PM	15	21	0	1	0	0	17	14	0	0	1	0	13	20	0	0	0	0	**13**	**20**	**0**	**0**	**0**	**0**
3:00 PM	15	16	0	0	0	0	15	16	1	0	0	0	14	16	0	0	0	0	**14**	**16**	**0**	**0**	**0**	**0**
3:15 PM	14	12	0	0	0	0	15	13	1	0	0	0	16	14	1	0	0	0	**16**	**14**	**1**	**0**	**0**	**0**
3:30 PM	13	16	1	0	0	0	15	8	1	0	0	0	16	11	0	0	0	0	**16**	**11**	**0**	**0**	**0**	**0**
3:45 PM	16	16	0	0	0	0	13	16	1	0	0	0	16	17	0	0	0	0	**16**	**17**	**0**	**0**	**0**	**0**
4:00 PM	13	15	0	0	0	0	7	9	0	0	0	0	12	16	4	0	0	0	**12**	**16**	**4**	**0**	**0**	**0**
4:15 PM	6	14	1	0	0	0	12	9	0	1	0	0	18	18	0	0	0	0	**18**	**18**	**0**	**0**	**0**	**0**
4:30 PM	11	6	0	1	0	0	10	6	0	0	0	0	15	13	1	0	0	0	**15**	**13**	**1**	**0**	**0**	**0**
4:45 PM	8	10	1	0	0	0	10	6	0	0	0	0	10	10	0	0	0	0	**10**	**10**	**0**	**0**	**0**	**0**
5:00 PM	6	8	1	1	0	0	9	16	0	0	0	0	4	10	0	0	0	0	**4**	**10**	**0**	**0**	**0**	**0**
5:15 PM	7	6	0	0	0	0	7	8	0	0	0	0	10	6	0	0	0	0	**10**	**6**	**0**	**0**	**0**	**0**
5:30 PM	10	9	0	0	0	0	7	8	0	0	0	0	12	12	0	0	0	0	**12**	**12**	**0**	**0**	**0**	**0**
5:45 PM	2	7	0	0	0	0	3	6	0	0	0	0	4	7	0	0	0	0	**4**	**7**	**0**	**0**	**0**	**0**
6:00 PM	6	5	0	0	0	0	4	11	0	0	0	0	3	9	0	0	0	0	**3**	**9**	**0**	**0**	**0**	**0**
6:15 PM	3	4	0	0	0	0	3	5	0	0	0	0	4	7	0	0	0	0	**4**	**7**	**0**	**0**	**0**	**0**
6:30 PM	5	6	0	0	0	0	4	1	0	0	0	0	2	2	0	0	0	0	**2**	**2**	**0**	**0**	**0**	**0**
6:45 PM	2	2	0	0	0	0	2	3	0	0	0	0	0	1	0	0	0	0	**0**	**1**	**0**	**0**	**0**	**0**
Total	**881**	**857**	**47**	**22**	**20**	**1**	**951**	**900**	**37**	**14**	**18**	**0**	**902**	**875**	**39**	**17**	**13**	**0**	**902**	**875**	**39**	**17**	**13**	**0**

Time Period	West Driveway (Driveway #2)																							
	Date: 02/11/2014						Date: 02/12/2014						Date: 02/13/2014						Day 1 SUM					
	Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks		Cars		Medium Trucks		Heavy Trucks	
	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)	NB (In)	SB (Out)
5:00 AM	3	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	**2**	**0**	**0**	**0**	**0**	**0**
5:15 AM	2	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	**3**	**0**	**0**	**0**	**0**	**0**
5:30 AM	2	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	**2**	**0**	**0**	**0**	**0**	**0**
5:45 AM	9	0	0	0	0	0	11	0	0	0	0	0	12	0	0	0	0	0	**12**	**0**	**0**	**0**	**0**	**0**
6:00 AM	4	0	0	0	0	0	3	1	0	0	0	0	4	0	0	1	0	0	**4**	**0**	**0**	**1**	**0**	**0**
6:15 AM	2	0	0	3	0	0	4	0	0	2	0	0	4	0	0	2	0	0	**4**	**0**	**0**	**2**	**0**	**0**
6:30 AM	2	1	0	0	0	1	2	1	0	1	0	0	2	1	0	1	0	0	**2**	**1**	**0**	**1**	**0**	**0**
6:45 AM	3	1	0	1	0	1	3	2	0	0	0	0	3	1	0	0	0	1	**3**	**1**	**0**	**0**	**0**	**1**
7:00 AM	2	0	0	0	0	0	2	1	0	0	0	1	2	0	0	0	0	1	**2**	**0**	**0**	**0**	**0**	**1**
7:15 AM	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**0**	**0**	**0**	**0**	**0**	**1**
7:30 AM	1	1	0	0	0	0	3	1	0	1	0	1	3	1	0	1	0	1	**3**	**1**	**0**	**1**	**0**	**1**
7:45 AM	0	1	0	0	0	0	2	2	0	0	0	0	3	2	0	0	0	0	**3**	**2**	**0**	**0**	**0**	**0**
8:00 AM	3	1	0	0	0	0	4	3	0	0	0	2	4	1	0	0	0	1	**4**	**1**	**0**	**0**	**0**	**1**
8:15 AM	3	1	0	0	0	1	1	3	0	2	0	0	3	1	0	0	0	0	**3**	**1**	**0**	**0**	**0**	**0**
8:30 AM	3	2	0	0	0	0	2	3	0	1	0	1	1	2	0	0	0	0	**1**	**2**	**0**	**0**	**0**	**0**
8:45 AM	5	2	0	1	0	0	1	2	0	4	0	0	6	4	1	1	0	0	**6**	**4**	**1**	**1**	**0**	**0**
9:00 AM	4	3	0	1	0	0	1	2	0	1	0	0	0	3	0	0	0	2	**0**	**3**	**0**	**0**	**0**	**2**
9:15 AM	5	5	0	2	0	1	3	2	0	3	0	0	8	0	0	1	0	0	**8**	**0**	**0**	**1**	**0**	**0**
9:30 AM	3	2	0	1	0	1	4	4	0	1	0	0	5	2	0	2	0	1	**5**	**2**	**0**	**2**	**0**	**1**
9:45 AM	4	0	0	0	0	1	2	2	0	0	0	1	3	2	1	1	0	0	**3**	**2**	**1**	**1**	**0**	**0**
10:00 AM	0	1	0	2	0	2	1	1	0	0	0	1	3	6	0	1	0	1	**3**	**6**	**0**	**1**	**0**	**1**
10:15 AM	2	3	0	0	0	0	6	1	0	2	0	1	4	2	0	1	0	0	**4**	**2**	**0**	**1**	**0**	**0**
10:30 AM	1	2	1	0	0	1	1	4	0	1	0	3	2	5	0	2	0	0	**2**	**5**	**0**	**2**	**0**	**0**
10:45 AM	0	4	0	1	0	1	2	1	0	0	0	0	2	2	0	0	0	1	**2**	**2**	**0**	**0**	**0**	**1**
11:00 AM	2	4	0	0	0	0	3	6	1	1	0	1	1	3	0	1	0	0	**1**	**3**	**0**	**1**	**0**	**0**
11:15 AM	6	2	0	3	0	1	2	5	0	0	0	1	4	5	0	0	0	1	**4**	**5**	**0**	**0**	**0**	**1**
11:30 AM	2	3	0	0	0	0	6	1	0	0	0	1	0	7	0	1	0	1	**0**	**7**	**0**	**1**	**0**	**1**
11:45 AM	3	3	1	0	0	1	3	4	1	2	0	1	2	7	1	3	0	1	**2**	**7**	**1**	**3**	**0**	**1**
12:00 PM	1	3	0	0	0	0	3	5	0	0	0	0	2	2	0	0	0	0	**2**	**2**	**0**	**0**	**0**	**0**
12:15 PM	0	5	0	2	0	1	5	2	0	0	0	0	0	6	0	0	0	0	**0**	**6**	**0**	**0**	**0**	**0**
12:30 PM	0	3	0	0	0	1	4	2	0	0	0	0	4	3	0	1	0	0	**4**	**3**	**0**	**1**	**0**	**0**
12:45 PM	2	1	0	0	0	0	4	5	0	1	0	0	5	1	1	2	0	0	**5**	**1**	**1**	**2**	**0**	**0**
1:00 PM	4	4	0	1	0	1	6	5	0	0	0	0	1	2	0	0	0	0	**1**	**2**	**0**	**0**	**0**	**0**
1:15 PM	6	4	0	2	0	0	4	4	0	1	0	0	0	1	0	0	0	0	**0**	**1**	**0**	**0**	**0**	**0**
1:30 PM	2	1	0	1	0	1	4	2	0	0	0	0	8	1	0	0	0	0	**8**	**1**	**0**	**0**	**0**	**0**
1:45 PM	4	4	0	1	0	0	1	3	0	0	0	0	1	4	0	1	0	0	**1**	**4**	**0**	**1**	**0**	**0**
2:00 PM	3	4	0	0	0	0	1	9	0	1	0	2	3	4	0	1	0	0	**3**	**4**	**0**	**1**	**0**	**0**
2:15 PM	4	4	0	1	0	1	6	4	0	3	0	0	2	5	0	0	0	0	**2**	**5**	**0**	**0**	**0**	**0**
2:30 PM	1	10	0	2	0	0	1	12	0	0	0	1	1	8	0	0	0	0	**1**	**8**	**0**	**0**	**0**	**0**
2:45 PM	0	6	0	0	0	1	2	10	0	0	0	0	3	6	0	2	0	0	**3**	**6**	**0**	**2**	**0**	**0**
3:00 PM	2	8	0	0	0	0	0	7	0	0	0	0	0	3	0	0	0	0	**0**	**3**	**0**	**0**	**0**	**0**
3:15 PM	1	2	0	0	0	0	2	3	0	0	0	1	2	5	0	0	0	0	**2**	**5**	**0**	**0**	**0**	**0**
3:30 PM	2	4	0	0	0	0	1	6	0	0	0	0	4	4	0	0	0	0	**4**	**4**	**0**	**0**	**0**	**0**
3:45 PM	3	3	0	0	0	0	2	3	0	0	0	0	4	5	0	0	0	0	**4**	**5**	**0**	**0**	**0**	**0**
4:00 PM	2	5	0	0	0	0	1	10	0	0	0	0	2	6	0	0	0	0	**2**	**6**	**0**	**0**	**0**	**0**
4:15 PM	2	2	0	0	0	0	1	6	0	0	0	0	0	3	0	0	0	0	**0**	**3**	**0**	**0**	**0**	**0**
4:30 PM	0	5	0	0	0	0	1	5	0	0	0	0	2	11	0	0	0	0	**2**	**11**	**0**	**0**	**0**	**0**
4:45 PM	2	3	0	0	0	0	1	5	0	0	0	0	1	3	0	0	0	0	**1**	**3**	**0**	**0**	**0**	**0**
5:00 PM	2	5	0	0	0	0	2	5	0	0	0	0	1	3	0	0	0	0	**1**	**3**	**0**	**0**	**0**	**0**
5:15 PM	0	4	0	0	0	0	3	8	0	0	0	0	2	4	0	0	0	0	**2**	**4**	**0**	**0**	**0**	**0**
5:30 PM	2	3	0	0	0	0	0	3	0	0	0	0	2	5	0	0	0	0	**2**	**5**	**0**	**0**	**0**	**0**
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	**0**	**2**	**0**	**0**	**0**	**0**
6:00 PM	0	5	0	0	0	0	1	8	0	0	0	0	0	4	0	0	0	0	**0**	**4**	**0**	**0**	**0**	**0**
6:15 PM	0	3	0	0	0	0	0	4	0	0	0	0	3	7	0	0	0	0	**3**	**7**	**0**	**0**	**0**	**0**
6:30 PM	1	1	0	0	0	0	1	2	0	0	0	0	0	2	0	0	0	0	**0**	**2**	**0**	**0**	**0**	**0**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**0**
Total	**126**	**147**	**2**	**24**	**0**	**19**	**131**	**188**	**2**	**30**	**0**	**16**	**141**	**167**	**4**	**26**	**0**	**13**	**141**	**167**	**4**	**26**	**0**	**13**

Table 1A
Driveway Counts and 3-Day Averages
Ganahl Lumber, Los Alamitos

Time Period	Driveway 1 @ Los Alamitos (Driveway #1)																							
	Date: 02/04/2014								Date: 02/05/2014								Date: 02/06/2014							
	Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks	
	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)
5:00 AM																								
5:15 AM																								
5:30 AM																								
5:45 AM																								
6:00 AM	7	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0
6:15 AM	2	2	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7	3	0	0	0	0	0	0
6:30 AM	4	5	0	1	0	0	0	0	5	1	0	0	0	0	0	0	6	2	0	1	0	0	0	0
6:45 AM	7	5	1	0	0	0	0	0	7	4	0	0	0	0	0	0	8	3	0	0	0	0	0	0
7:00 AM	4	6	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0
7:15 AM	10	7	0	1	0	0	0	0	6	3	0	0	0	0	0	0	8	3	0	0	0	0	0	0
7:30 AM	5	5	0	0	0	0	0	0	7	4	0	0	0	0	0	0	10	7	0	0	0	0	0	0
7:45 AM	15	2	0	0	0	0	0	0	10	4	0	0	0	0	0	0	6	6	0	0	0	0	0	0
8:00 AM	9	9	0	0	0	0	0	0	11	7	0	0	0	0	0	0	8	3	0	0	0	0	0	0
8:15 AM	15	9	0	0	0	0	0	0	9	3	0	0	0	0	0	0	11	3	0	0	0	0	0	0
8:30 AM	9	5	0	0	0	0	0	0	5	8	0	0	0	0	0	0	10	10	0	0	0	0	0	0
8:45 AM	19	10	0	0	0	0	0	0	14	8	0	0	0	0	0	0	12	3	0	1	0	0	0	0
9:00 AM																								
9:15 AM																								
9:30 AM																								
9:45 AM																								
10:00 AM																								
10:15 AM																								
10:30 AM																								
10:45 AM																								
11:00 AM																								
11:15 AM																								
11:30 AM																								
11:45 AM																								
12:00 PM																								
12:15 PM																								
12:30 PM																								
12:45 PM																								
1:00 PM																								
1:15 PM																								
1:30 PM																								
1:45 PM																								
2:00 PM																								
2:15 PM																								
2:30 PM																								
2:45 PM																								
3:00 PM																								
3:15 PM																								
3:30 PM																								
3:45 PM																								
4:00 PM	12	12	0	0	0	0	0	0	8	8	0	0	0	0	0	0	7	11	0	0	0	0	0	0
4:15 PM	6	10	0	0	0	0	0	0	13	7	0	0	0	0	0	0	6	12	0	0	0	0	0	0
4:30 PM	12	10	0	0	0	0	0	0	10	10	0	0	0	0	0	0	12	6	0	0	0	0	0	0
4:45 PM	7	10	0	0	0	0	0	0	7	5	0	0	0	0	0	0	6	6	0	0	0	0	0	0
5:00 PM	7	8	0	0	0	0	0	0	6	7	0	0	0	0	0	0	3	8	0	0	0	0	0	0
5:15 PM	12	6	0	0	0	0	0	0	10	6	0	0	0	0	0	0	3	6	0	0	0	0	0	0
5:30 PM	6	8	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0
5:45 PM	2	5	0	0	0	0	0	0	2	4	0	0	0	0	0	0	2	6	0	0	0	0	0	0
6:00 PM																								
6:15 PM																								
6:30 PM																								
6:45 PM																								
Total	**170**	**136**	**1**	**2**	**0**	**0**	**0**	**0**	**149**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**138**	**107**	**0**	**2**	**0**	**0**	**0**	**0**

Table 1C
Driveway Counts and 3-Day Averages
Ganahl Lumber, Anaheim

Time Period	Ganahl Lumbar Seconday Entrance @ Ball Rd. (Driveway #3 and 5)																							
	Date: 01/28/2014								Date: 01/29/2014								Date: 01/30/2014							
	Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks	
	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)
5:00 AM																								
5:15 AM																								
5:30 AM																								
5:45 AM																								
6:00 AM	2	1	0	0	0	0	1	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0
6:15 AM	4	1	0	0	0	0	0	0	0	0	0	1	0	0	3	0	1	0	0	0	0	0	0	0
6:30 AM	2	2	0	0	0	0	2	1	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	1	0	0	1	0	1	0	0	0
7:00 AM	4	1	0	0	0	0	0	0	3	1	0	0	0	0	0	0	2	0	0	0	0	0	1	1
7:15 AM	2	3	2	0	0	0	1	1	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
7:30 AM	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:45 AM	1	1	0	0	0	0	1	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0
8:00 AM	2	1	2	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	1	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	2	1	1	1	0	0	1	0	0	0	2	0	0	0	0	0
8:30 AM	1	2	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
8:45 AM	7	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
9:00 AM																								
9:15 AM																								
9:30 AM																								
9:45 AM																								
10:00 AM																								
10:15 AM																								
10:30 AM																								
10:45 AM																								
11:00 AM																								
11:15 AM																								
11:30 AM																								
11:45 AM																								
12:00 PM																								
12:15 PM																								
12:30 PM																								
12:45 PM																								
1:00 PM																								
1:15 PM																								
1:30 PM																								
1:45 PM																								
2:00 PM																								
2:15 PM																								
2:30 PM																								
2:45 PM																								
3:00 PM																								
3:15 PM																								
3:30 PM																								
3:45 PM																								
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	4	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	1	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0
6:00 PM																								
6:15 PM																								
6:30 PM																								
6:45 PM																								
Total	**29**	**18**	**4**	**1**	**0**	**0**	**8**	**3**	**18**	**9**	**5**	**2**	**4**	**2**	**9**	**2**	**20**	**16**	**5**	**1**	**4**	**1**	**1**	**4**

Table 1B
Driveway Counts and 3-Day Averages
Ganahl Lumber, Anaheim

Time Period	Ganahl Lumbar Main Entrance @ Catalina (Driveway #2)																							
	Date: 02/04/2014								Date: 02/05/2014								Date: 02/06/2014							
	Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks	
	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)
5:00 AM																								
5:15 AM																								
5:30 AM																								
5:45 AM																								
6:00 AM	11	3	0	0	0	0	0	0	6	4	0	0	0	0	0	0	5	0	0	0	0	0	0	0
6:15 AM	7	5	0	0	0	0	0	0	9	2	0	0	0	0	0	0	7	2	1	0	0	0	0	0
6:30 AM	5	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	7	9	0	0	0	0	0	0
6:45 AM	13	7	0	0	0	1	0	0	5	11	0	0	0	0	0	0	7	7	0	0	0	0	0	0
7:00 AM	10	4	0	0	0	0	0	0	14	4	0	0	0	0	0	0	8	6	0	0	0	0	0	0
7:15 AM	9	13	2	0	0	0	0	0	11	15	0	0	0	0	0	0	16	9	1	0	0	0	0	1
7:30 AM	13	7	0	1	0	0	0	0	7	16	0	0	0	0	0	0	8	8	1	0	0	0	0	0
7:45 AM	8	14	0	0	0	0	0	0	8	8	0	0	0	0	0	0	7	13	0	0	0	0	0	0
8:00 AM	10	10	1	0	0	0	0	0	5	5	0	0	0	0	0	0	8	10	0	0	0	0	0	0
8:15 AM	7	7	2	2	0	0	0	0	14	11	3	0	0	0	0	0	12	7	1	0	0	0	0	0
8:30 AM	9	9	2	2	0	0	0	0	18	16	0	0	0	0	0	0	10	11	0	0	0	0	0	0
8:45 AM	9	18	1	0	0	0	0	0	14	16	1	0	0	0	0	0	6	19	1	1	0	0	0	0
9:00 AM																								
9:15 AM																								
9:30 AM																								
9:45 AM																								
10:00 AM																								
10:15 AM																								
10:30 AM																								
10:45 AM																								
11:00 AM																								
11:15 AM																								
11:30 AM																								
11:45 AM																								
12:00 PM																								
12:15 PM																								
12:30 PM																								
12:45 PM																								
1:00 PM																								
1:15 PM																								
1:30 PM																								
1:45 PM																								
2:00 PM																								
2:15 PM																								
2:30 PM																								
2:45 PM																								
3:00 PM																								
3:15 PM																								
3:30 PM																								
3:45 PM																								
4:00 PM	7	10	0	1	0	0	0	0	2	9	0	0	0	0	0	0	13	6	0	0	0	0	0	0
4:15 PM	5	11	0	0	0	0	0	0	9	7	1	0	0	0	0	0	7	14	0	0	0	0	0	0
4:30 PM	7	13	0	0	0	0	0	0	5	9	0	0	0	0	0	0	2	9	0	0	0	0	0	0
4:45 PM	6	6	0	0	0	0	0	0	5	10	0	0	0	0	0	0	3	9	0	0	0	0	0	0
5:00 PM	3	6	0	0	0	0	0	0	2	4	0	1	0	0	0	0	0	2	0	0	0	0	0	0
5:15 PM	6	6	0	0	0	0	0	0	4	8	0	0	0	0	0	0	4	1	0	0	0	0	0	0
5:30 PM	7	8	0	0	0	0	0	0	7	3	0	0	0	0	0	0	4	2	0	0	0	0	0	0
5:45 PM	1	5	0	0	0	0	0	0	1	12	0	0	0	0	0	0	3	4	0	0	0	0	0	0
6:00 PM																								
6:15 PM																								
6:30 PM																								
6:45 PM																								
Total	**153**	**169**	**8**	**6**	**0**	**1**	**0**	**0**	**153**	**174**	**5**	**1**	**0**	**0**	**0**	**0**	**137**	**148**	**5**	**1**	**0**	**0**	**0**	**1**

Table 1D
Driveway Counts and 3-Day Averages
Ganahl Lumber, Anaheim

Time Period	Ganahl Lumbar Entrance (Driveway #4 and 6)																							
	Date: 01/28/2014								Date: 01/29/2014								Date: 01/30/2014							
	Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks		Cars		2 Axle Trucks		3 Axle Trucks		4+ Axle Trucks	
	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)	(In)	(Out)
5:00 AM																								
5:15 AM																								
5:30 AM																								
5:45 AM																								
6:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	1	0
6:15 AM	0	1	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1
6:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0
7:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1
7:45 AM	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	3	0	1	0	1	0	0	1	0
8:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1
8:45 AM	2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	1	0	0	1
9:00 AM																								
9:15 AM																								
9:30 AM																								
9:45 AM																								
10:00 AM																								
10:15 AM																								
10:30 AM																								
10:45 AM																								
11:00 AM																								
11:15 AM																								
11:30 AM																								
11:45 AM																								
12:00 PM																								
12:15 PM																								
12:30 PM																								
12:45 PM																								
1:00 PM																								
1:15 PM																								
1:30 PM																								
1:45 PM																								
2:00 PM																								
2:15 PM																								
2:30 PM																								
2:45 PM																								
3:00 PM																								
3:15 PM																								
3:30 PM																								
3:45 PM																								
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM																								
6:15 PM																								
6:30 PM																								
6:45 PM																								
Total	**12**	**5**	**0**	**3**	**1**	**1**	**2**	**4**	**3**	**2**	**1**	**3**	**0**	**2**	**4**	**7**	**1**	**10**	**0**	**2**	**1**	**3**	**4**	**5**

APPENDIX E

CUMULATIVE PROJECT INFORMATION

"CUMULATIVE PROJECTS" LIST
CITY OF SAN JUAN CAPISTRANO
Revised: November 2018

No.	*Project Name*	*Location*	*Land Use*	*GSF/No.*	*DU*	*Status*	*Traffic report*
1	San Juan Hills High School	West of La Pata Avenue.	public high school	2,200 stu.	n/a	92% occupied 2,021 students	yes-EIR
2	J. Serra Catholic High School	North and south of J. Serra Road west of I-5.	private high school	2,000 stu.	n/a	52% occupied 1,050 students	yes-EIR
3	T16634 Whispering Hills	West of La Pata Avenue and north of Prima Deshecha Canada Landfill.	residential	n.a.	155 SFD	Under construction. 140 D.U. occupied	yes-EIR
4	Pacifica San Juan	East of I-5 extending from McCracken Hill south to Camino Las Ramblas.	SF estate SF detached MF multi-family	n.a. n.a. n.a.	416 du	Under construction. 123 D.U. occupied	yes-EIR
5	24-Hour Fitness	south side of Calle Arroyo west of Rancho Viejo Road.	health club	38,000 gsf	n.a.	Under Construction	yes-EIR Addendum
6	Plaza Banderas	Northeast corner of El Camino Real & State Route-74 (Ortega Highway).	Hotel and restaurant	124 rooms: 14,500 gsf Restaurant: 3,898 gsf	n.a.	Under Construction	Yes-EIR
7	Kimpton Hotel	Southeast corner of Camino Capistrano and Forster	Hotel and restaurant	102 rooms 3,500 gsf	n.a.	Approved; Pending litigation; Demo completed	Yes – MND Addendum
8	Distrito La Novia-San Juan Meadows	North and south sides of La Novia Avenue east of Valle Road.	commercial office equestrian residential	75,100 gsf 16,000 gsf 500 horses	90 SFA 50 MFA 93 SFD	Approved	yes-EIR
9	Church of Latter Day Saints	North side of Vista Montana west of La Pata Ave.	church	16,558 gsf	n.a.	Approved	Yes - MND
10	The River Street Project	North of Del Obispo on Paseo Adelanto through to Los Rios	commercial	57,600 sf		Under Review	TBD
11	The Farm on Del Obispo	Vermeleun property – 32382 Del Obispo	Residential and commercial	40,000 sf	180 du	Under Review	TBD
12	Tirador Residential	Near terminus of Calle Arroyo	Townhomes and detached sfr's	n.a.	136 du	Under Review	TBD

No.	Project Name	Location	Land Use	GSF/No.	DU	Status	Traffic report
13	Chick-fil-a walk-up and drive through restaurant	31872 Del Obispo Street	Walk-up and drive-through restaurant	2,905 s.f. retail	n.a.	Under Review	TBD
14	Starbucks Café with a drive through	32291 Camino Capistrano	Drive-through coffee shop	2,200 s.f.	n.a.	Under Review	TBD
15	Mountain View Church	32382 Del Obispo Street	Church	17,000	n.a.	Approved	Yes - MND
16	Ganahl Lumber	Northside of Stonehill Drive between San Juan Creek and the railroad R.O.W.	Restaurants Lumber store with retail & storage Self-storage Vehicle storage	TBD 63,000 gsf 57,000 gsf TBD 600 spaces	n.a.	ENA approved by CC Project Under Review	TBD
17	Downtown Playhouse	Southeast corner of Ortega Highway and El Camino Real	theatre Commercial office	18,828 gsf 31,485 gsf 3,268 gsf	n.a.	ENA approved by CC	TBD
18	Mission Grill	31721 Camino Capistrano	Restaurant Retail office	4,750 gsf 4,750 gsf 7,500 gsf	n.a.	ENA approved by CC	TBD

LSA

Cumulative Projects AM Peak-Hour Volumes

Intersection	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
1. Camino Capistrano/San Juan Creek Road	0	68	61	35	48	0	0	0	0	68	0	44
2. Camino Capistrano/I- SB Ramps	0	84	0	39	75	0	0	0	0	0	0	44
3. Camino Capistrano/Avenida Aeropuerto	0	81	0	0	71	3	3	0	0	0	0	0
4. Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	0	81	0	0	71	0	0	0	0	0	0	0
5. Camino Capistrano/Costco - AAMCO Driveways	0	81	0	0	71	0	0	0	0	0	0	0
6. Doheny Park Road/Victoria Boulevard	0	81	0	0	71	0	0	0	0	0	0	0
7. Doheny Park Road/Las Vegas Avenue - SR-1 NB Ramps	0	81	0	0	71	0	0	0	0	0	0	0
8. Doheny Park Road/SR-1 SB Off-Ramp	0	81	0	0	71	0	0	0	0	0	0	0
9. Del Obispo Street/Stonehill Drive	0	80	0	0	72	0	0	0	0	0	0	0
10. Valle Road/San Juan Creek Road	97	0	25	0	0	0	0	5	90	14	15	0
11. Valle Road/I-5 NB Ramps - La Novia Avenue	37	21	9	79	23	1	3	37	0	9	36	98
12. Project Driveway/Stonehill Drive	0	0	0	0	0	0	0	0	0	0	0	0

LSA

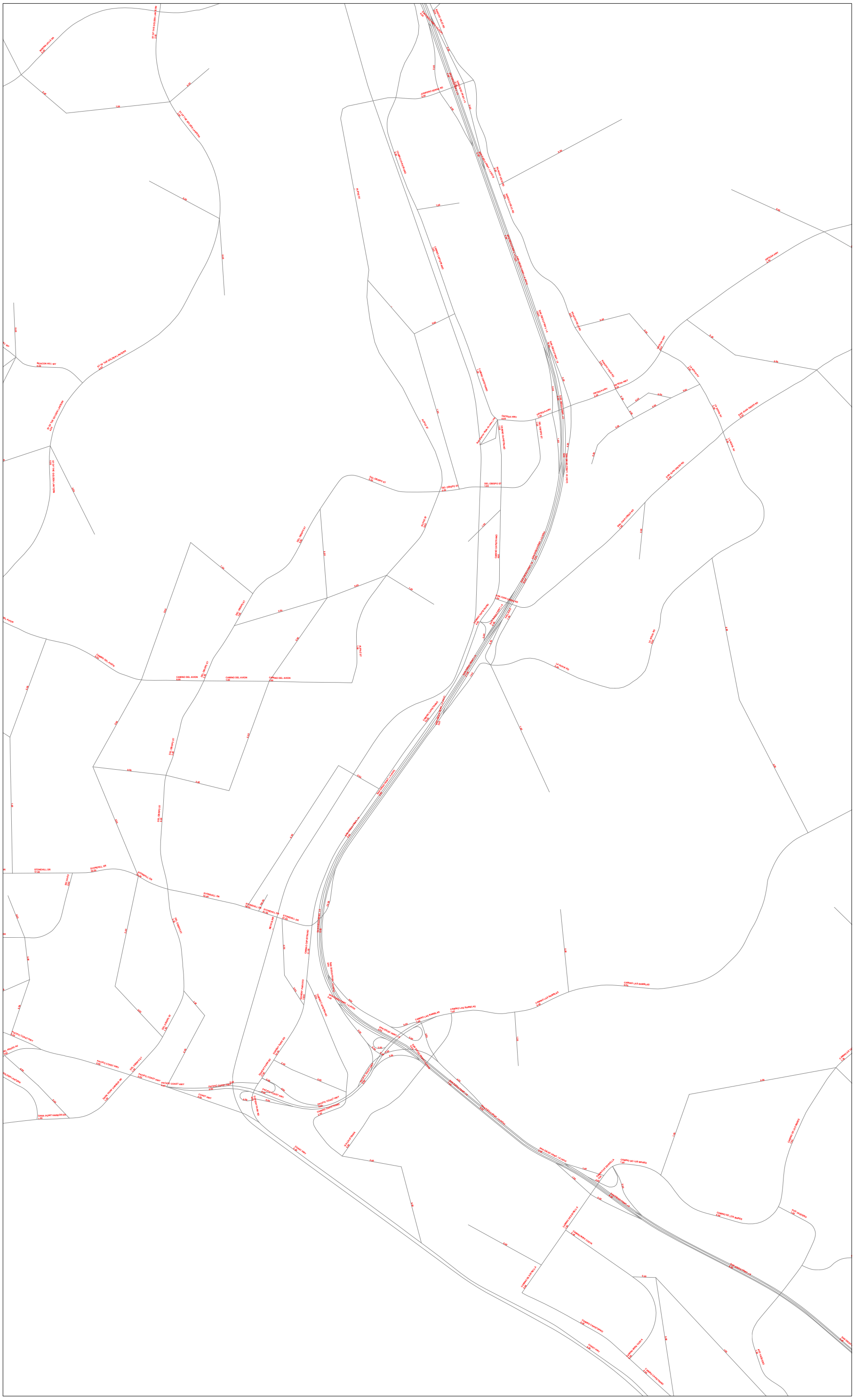
Cumulative Projects PM Peak-Hour Volumes

Intersection	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
1. Camino Capistrano/San Juan Creek Road	0	43	129	49	37	0	0	0	0	93	0	59
2. Camino Capistrano/I- SB Ramps	0	70	0	53	78	0	0	0	0	0	0	97
3. Camino Capistrano/Avenida Aeropuerto	0	64	0	0	72	4	7	0	0	0	0	0
4. Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	0	64	0	0	72	0	0	1	0	0	0	0
5. Camino Capistrano/Costco - AAMCO Driveways	0	64	0	0	72	0	0	0	0	0	0	0
6. Doheny Park Road/Victoria Boulevard	0	64	0	0	72	0	0	0	0	0	0	0
7. Doheny Park Road/Las Vegas Avenue - SR-1 NB Ramps	0	64	0	0	72	0	0	0	0	0	0	0
8. Doheny Park Road/SR-1 SB Off-Ramp	0	64	0	0	72	0	0	0	0	0	0	0
9. Del Obispo Street/Stonehill Drive	0	76	0	0	58	0	0	1	0	0	0	0
10. Valle Road/San Juan Creek Road	142	0	22	0	0	0	0	7	171	24	10	0
11. Valle Road/I-5 NB Ramps - La Novia Avenue	24	14	15	135	59	0	10	64	0	12	55	146
12. Project Driveway/Stonehill Drive	0	0	0	0	0	0	0	1	0	0	0	0

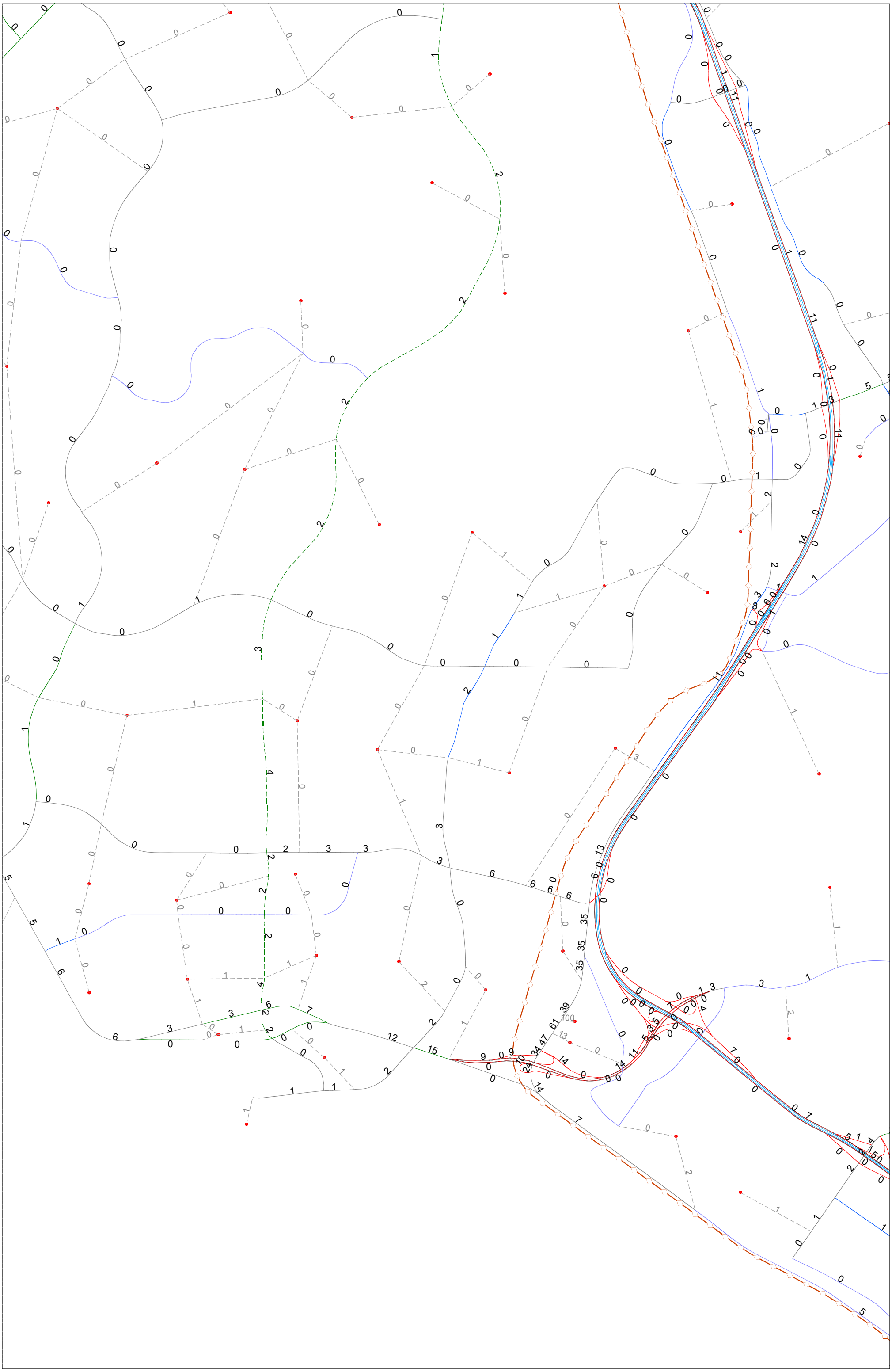
APPENDIX F

OCTAM OUTPUTS

JCA1803 Ganahl Select Zone



OCTAM - 2040 Ganahl Lumber Daily Select Zone Distribution



LSA

Buildout (Year 2040) AM Peak-Hour Volumes

Intersection	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
1. Camino Capistrano/San Juan Creek Road	0	435	547	261	579	0	0	0	0	466	0	511
2. Camino Capistrano/I- SB Ramps	0	572	30	424	621	0	0	0	0	776	0	410
3. Camino Capistrano/Avenida Aeropuerto	199	459	0	0	991	303	132	0	180	0	0	0
4. Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	386	351	245	49	327	715	334	1,227	356	0	0	0
5. Camino Capistrano/Costco - AAMCO Driveways	130	592	1	6	456	34	172	0	84	1	0	0
6. Doheny Park Road/Victoria Boulevard	53	700	87	32	494	12	21	10	44	102	21	39
7. Doheny Park Road/Las Vegas Avenue - SR-1 NB Ramps	19	398	246	0	621	15	11	2	28	85	24	473
8. Doheny Park Road/SR-1 SB Off-Ramp	0	575	0	0	291	0	150	0	249	0	0	0
9. Del Obispo Street/Stonehill Drive	135	364	152	408	543	210	155	1,197	124	103	674	250
10. Valle Road/San Juan Creek Road	559	0	134	0	0	0	0	304	440	149	492	0
11. Valle Road/I-5 NB Ramps - La Novia Avenue	120	187	15	119	256	214	322	88	72	22	203	184
12. Project Driveway/Stonehill Drive	22	0	58	146	0	40	46	1,731	17	33	908	165

LSA

Buildout (Year 2040) PM Peak-Hour Volumes

Intersection	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
1. Camino Capistrano/San Juan Creek Road	0	564	654	497	727	0	0	0	0	583	0	625
2. Camino Capistrano/I- SB Ramps	0	667	37	574	738	0	0	0	0	1,160	0	551
3. Camino Capistrano/Avenida Aeropuerto	175	428	0	0	1,623	208	272	0	359	0	0	0
4. Camino Capistrano/Stonehill Dr - I-5 NB On-Ramp	605	363	353	193	736	1,154	239	852	416	0	0	0
5. Camino Capistrano/Costco - AAMCO Driveways	333	666	1	17	634	132	452	0	234	0	0	2
6. Doheny Park Road/Victoria Boulevard	68	923	100	73	902	15	78	40	74	82	33	61
7. Doheny Park Road/Las Vegas Avenue - SR-1 NB Ramps	20	531	240	0	1,056	12	16	1	32	82	14	598
8. Doheny Park Road/SR-1 SB Off-Ramp	0	626	0	0	393	0	236	0	375	0	0	0
9. Del Obispo Street/Stonehill Drive	159	441	171	293	410	125	167	914	131	208	1,019	439
10. Valle Road/San Juan Creek Road	702	0	185	0	0	0	0	478	665	112	510	0
11. Valle Road/I-5 NB Ramps - La Novia Avenue	172	249	32	252	234	291	412	169	84	25	119	226
12. Project Driveway/Stonehill Drive	3	0	31	119	0	32	30	1,271	21	10	1,602	110

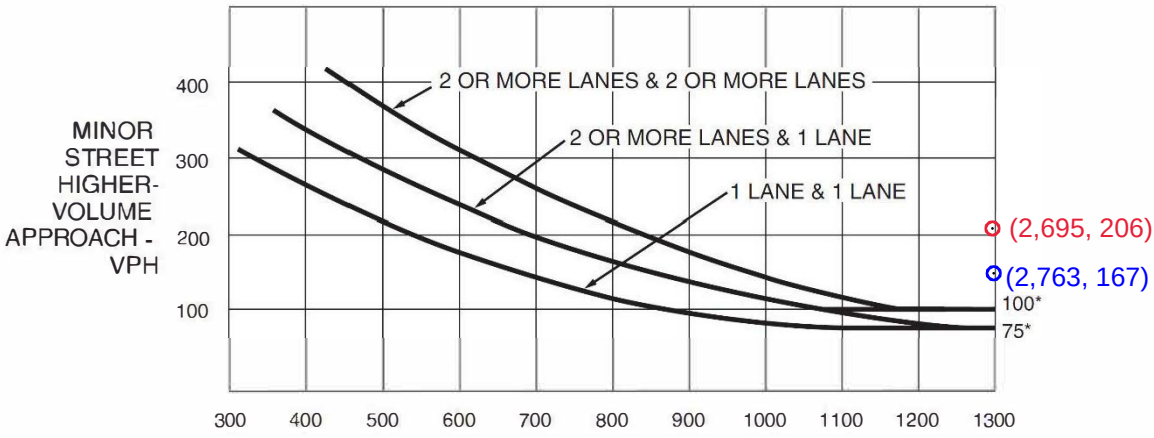
APPENDIX G

CAMUTCD SIGNAL WARRANT ANALYSIS WORKSHEETS

Existing Plus Preferred Project

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

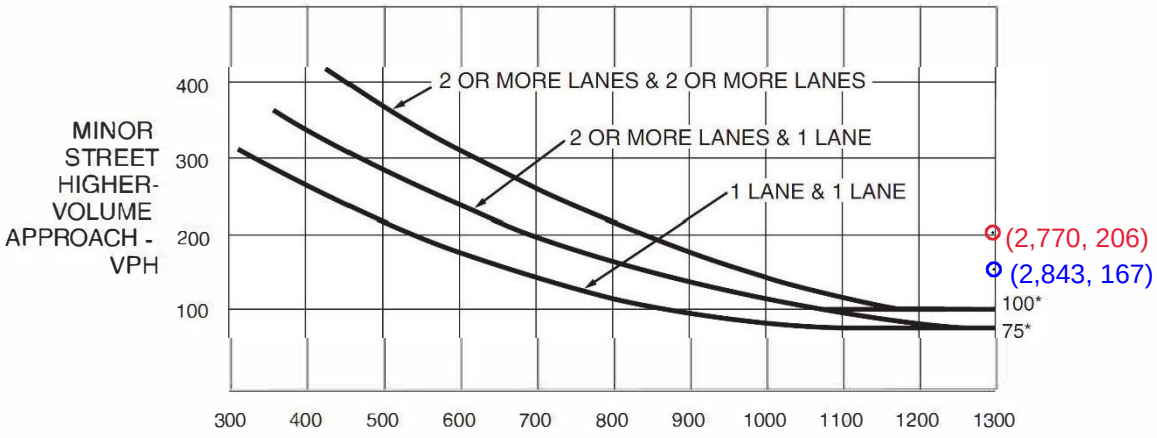
AM

PM

Existing Plus Preferred Project Plus Cumulative

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

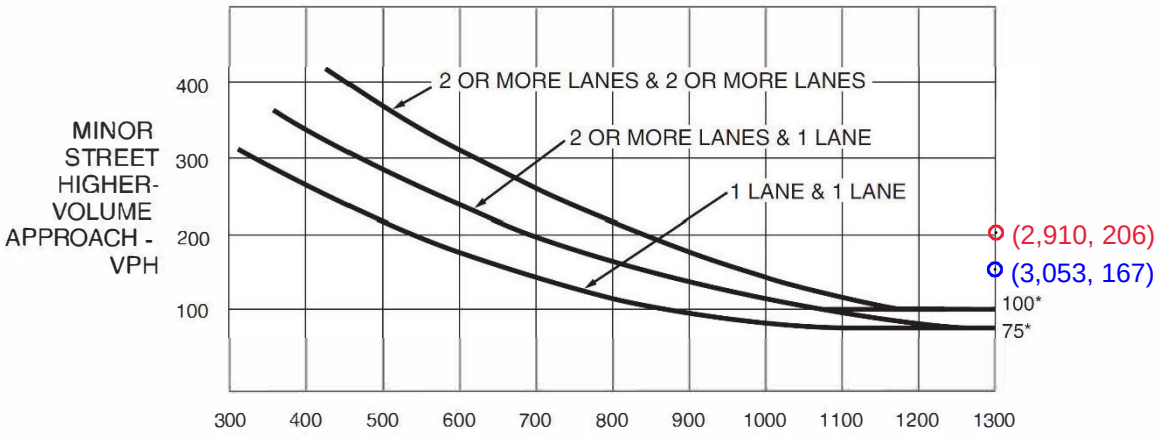
AM

PM

Buildout (Preferred Project)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



(2,910, 206)

(3,053, 167)

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

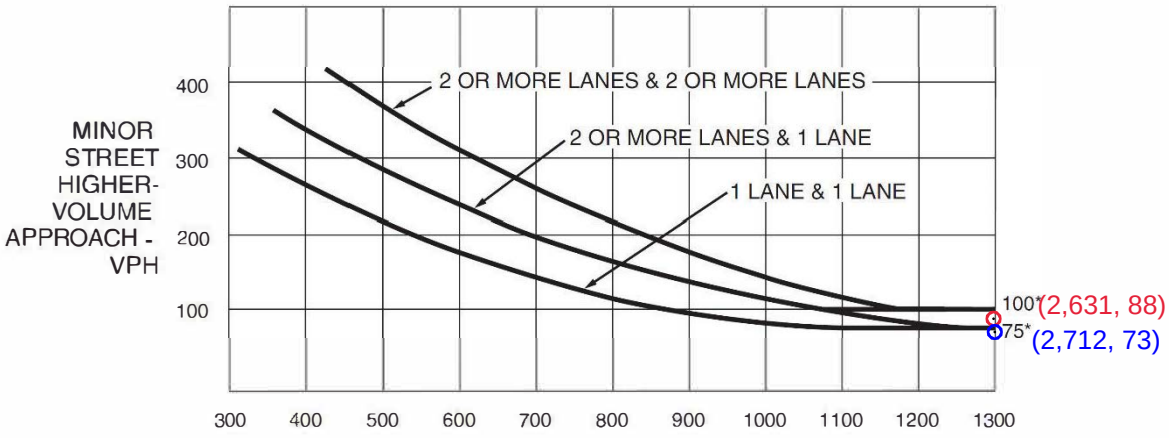
AM

PM

Existing Plus Project Alternative 1

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

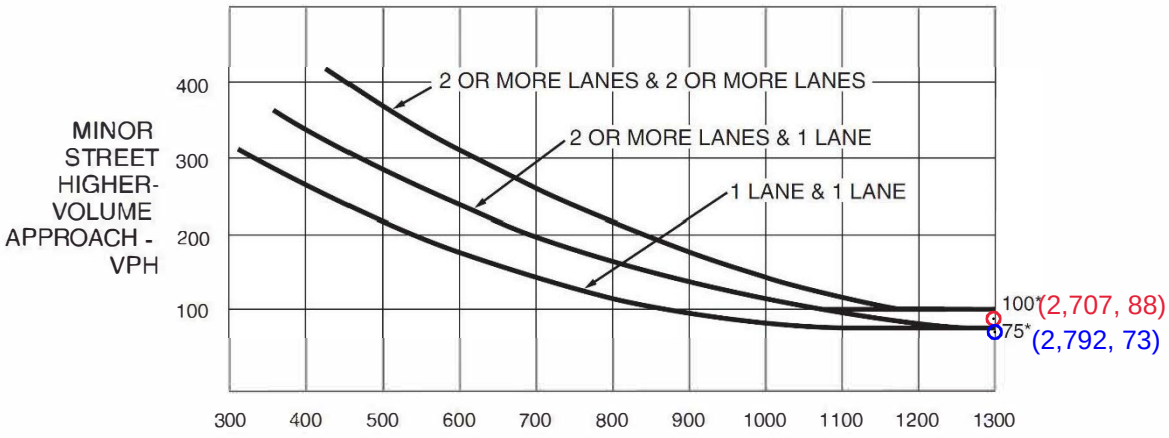
AM

PM

Existing Plus Project Alternative 1 Plus Cumulative

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

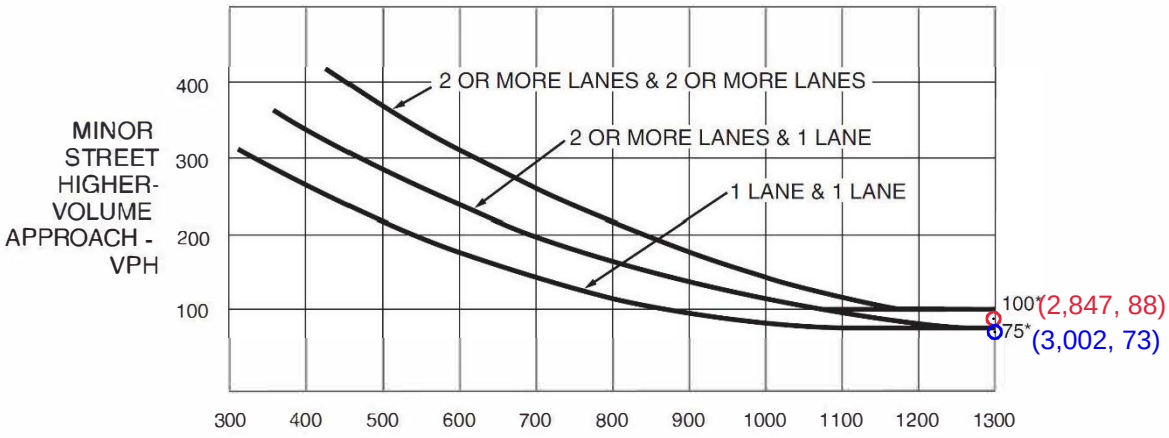
AM

PM

Buildout (Project Alternative 1)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

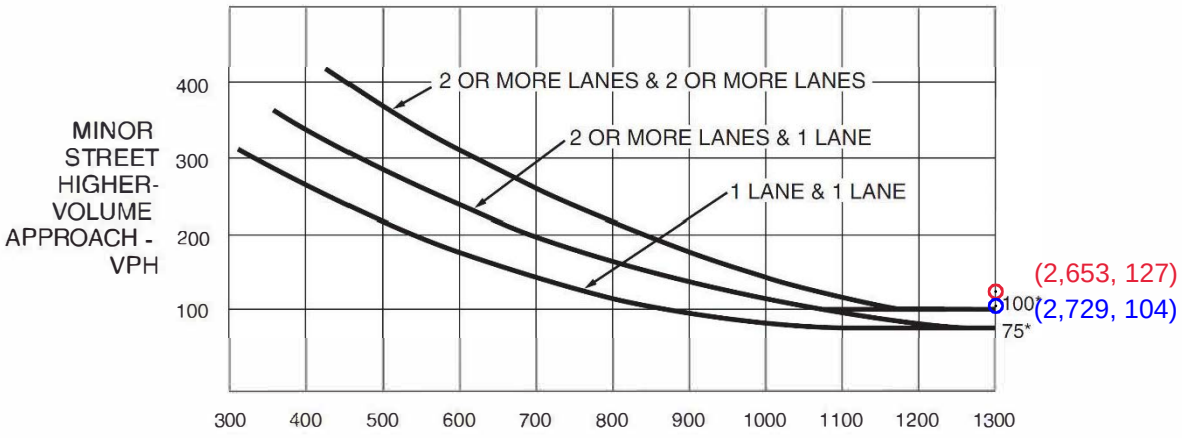
AM

PM

Existing Plus Project Alternative 2

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



(2,653, 127)

(2,729, 104)

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

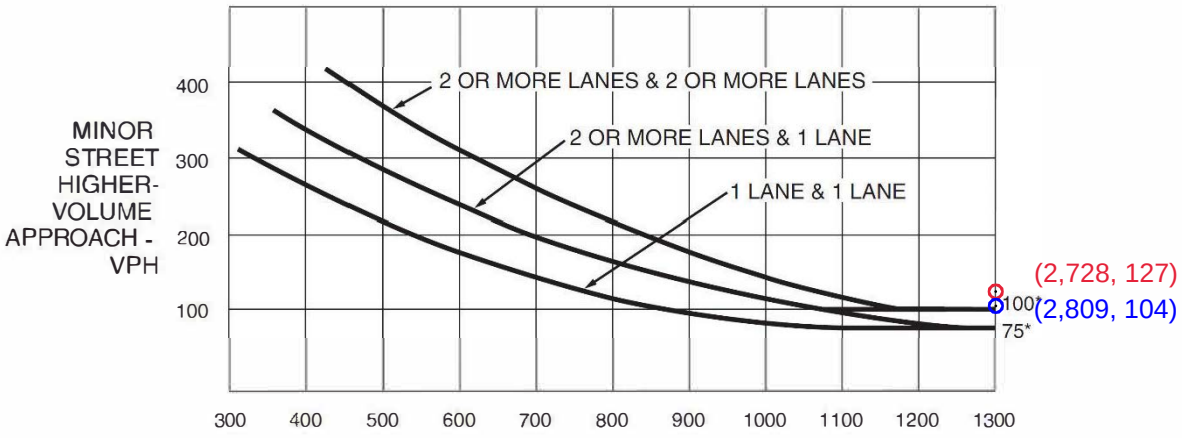
AM

PM

Existing Plus Project Alternative 2 Plus Cumulative

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



(2,728, 127)

(2,809, 104)

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

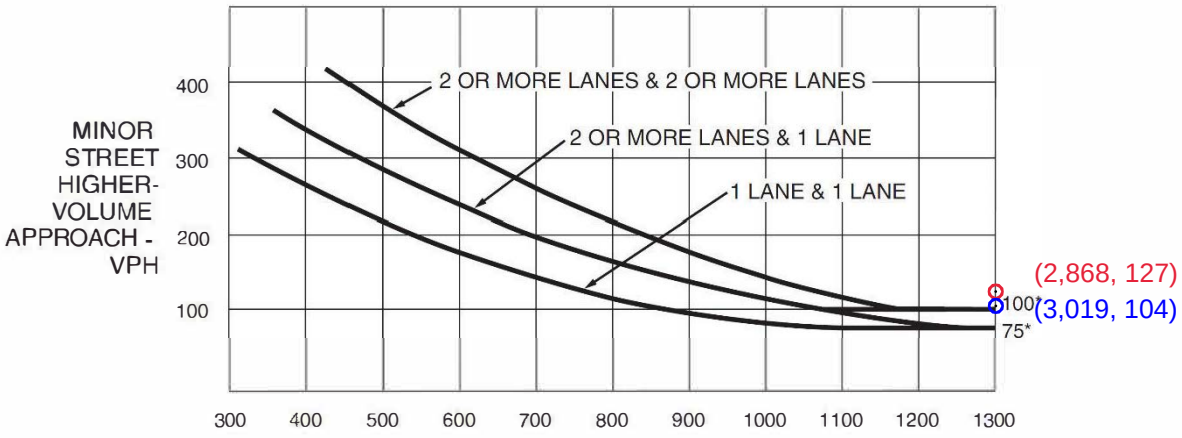
AM

PM

Buildout (Project Alternative 2)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



(2,868, 127)

(3,019, 104)

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

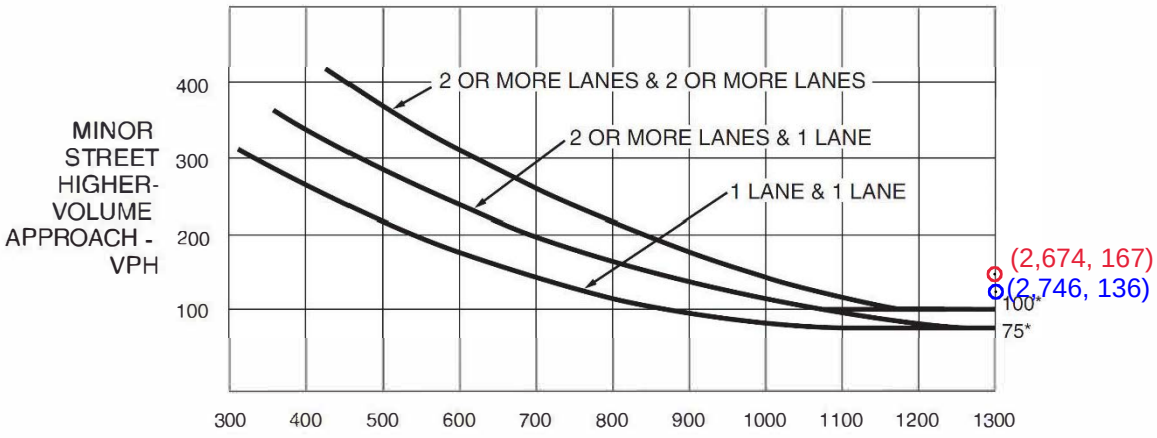
AM

PM

Existing Plus Project Alternative 3

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



(2,674, 167)

(2,746, 136)

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

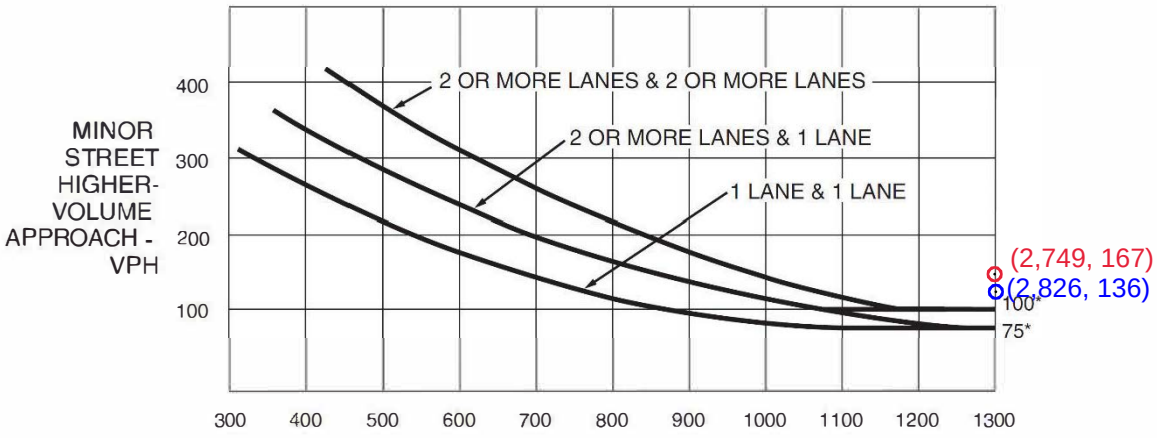
AM

PM

Existing Plus Project Alternative 3 Plus Cumulative

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



(2,749, 167)

(2,826, 136)

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

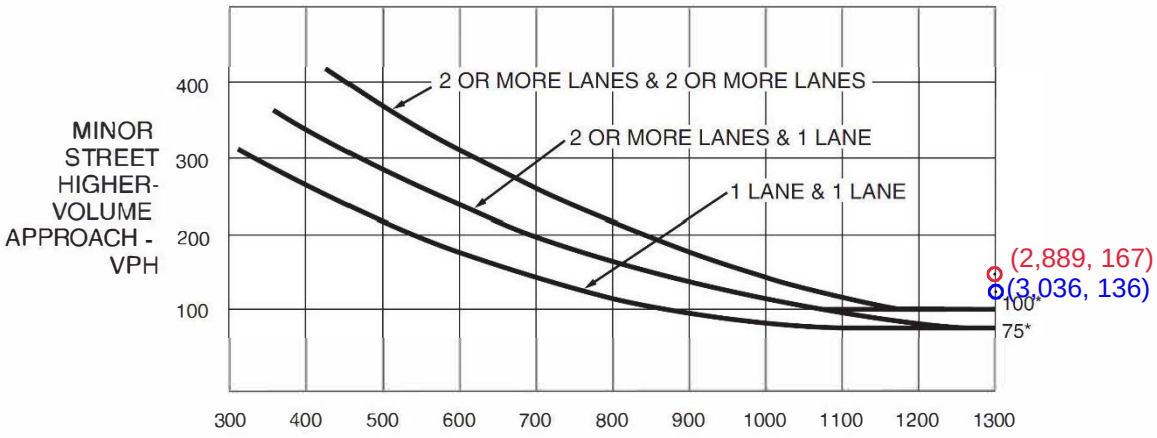
AM

PM

Buildout (Project Alternative 3)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM

PM