

## **Appendix L1    Traffic Impact Analysis**

## Appendices

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TRAFFIC IMPACT ANALYSIS  
**LAGUNA NIGUEL CITY CENTER PROJECT**  
Laguna Niguel, California  
March 9, 2022

*Prepared for:*

**CITY OF LAGUNA NIGUEL**  
30111 CROWN VALLEY PARKWAY  
LAGUNA NIGUEL, CA 92677

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*Prepared by:*  
Angela Besa, P.E.  
Transportation Engineer II

*Under the Supervision of:*  
Keil D. Maberry, P.E.  
Principal

**Linscott, Law &  
Greenspan, Engineers**

2 Executive Circle  
Suite 250  
Irvine, CA 92614

949.825.6175 T

949.825.6173 F

[www.llgengineers.com](http://www.llgengineers.com)

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**TRAFFIC IMPACT ANALYSIS**  
**LAGUNA NIGUEL CITY CENTER PROJECT**  
Laguna Niguel, California  
March 9, 2022

## **1.0 INTRODUCTION**

This Traffic Impact Analysis (TIA) was conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine and evaluate the potential traffic impacts associated with the Laguna Niguel City Center Project (“Project”), a mixed-use development, complete with approximately 174,851 square feet (SF) of commercial space (inclusive of the relocated new 16,290 SF Library), 275 residential apartments, and an outdoor plaza.

This report presents an inventory of existing characteristics and traffic volumes at key locations within the study area, forecasts vehicular traffic anticipated to be generated by the Project and evaluates potential impacts of these project-generated trips on the surrounding street system. Additionally, site access/internal circulation, freeway mainline and traffic signal warrant analyses were conducted.

## **2.0 PROJECT SCOPE**

### **2.1 Project Description**

The Project will consist of approximately 174,851 SF of commercial space (inclusive of the relocated new 16,290 SF Library), 275 residential apartments, and an outdoor plaza. The Project site is located on the southwest quadrant of Pacific Island Drive and Alicia Parkway in the City of Laguna Niguel (“City”).

The commercial portion of the Project will include retail, restaurant, office, and library space surrounding multiple outdoor amenity areas and the city center plaza. On-site parking will be provided.

The residential portion of the new project will be composed of approximately 275 apartment units in two buildings. Pool, gym, clubhouse, leasing office, and other amenities will be included. On-site parking will be provided.

Special events, including festivals, movie screenings, concerts and farmer markets would typically be held on weekends. Small events held weekly can include yoga in the park with approximately 20 people; medium events held monthly can include movies in the park with approximately 100 people; and larger events held quarterly can include craft festivals or larger scale food and wine events or even community based seasonal events.

The majority of the Project site is currently undeveloped. However, the site does include the Laguna Niguel Library (to be relocated and rebuilt on-site) and several other buildings and parking lots to be

demolished (old fire station, a County of Orange vehicle maintenance facility, and the old District Attorney building and Courthouse). Laguna Niguel City Hall and Orange County Fire Authority (OCFA) Station 5 adjoin the Project site are not included as part of the Project.

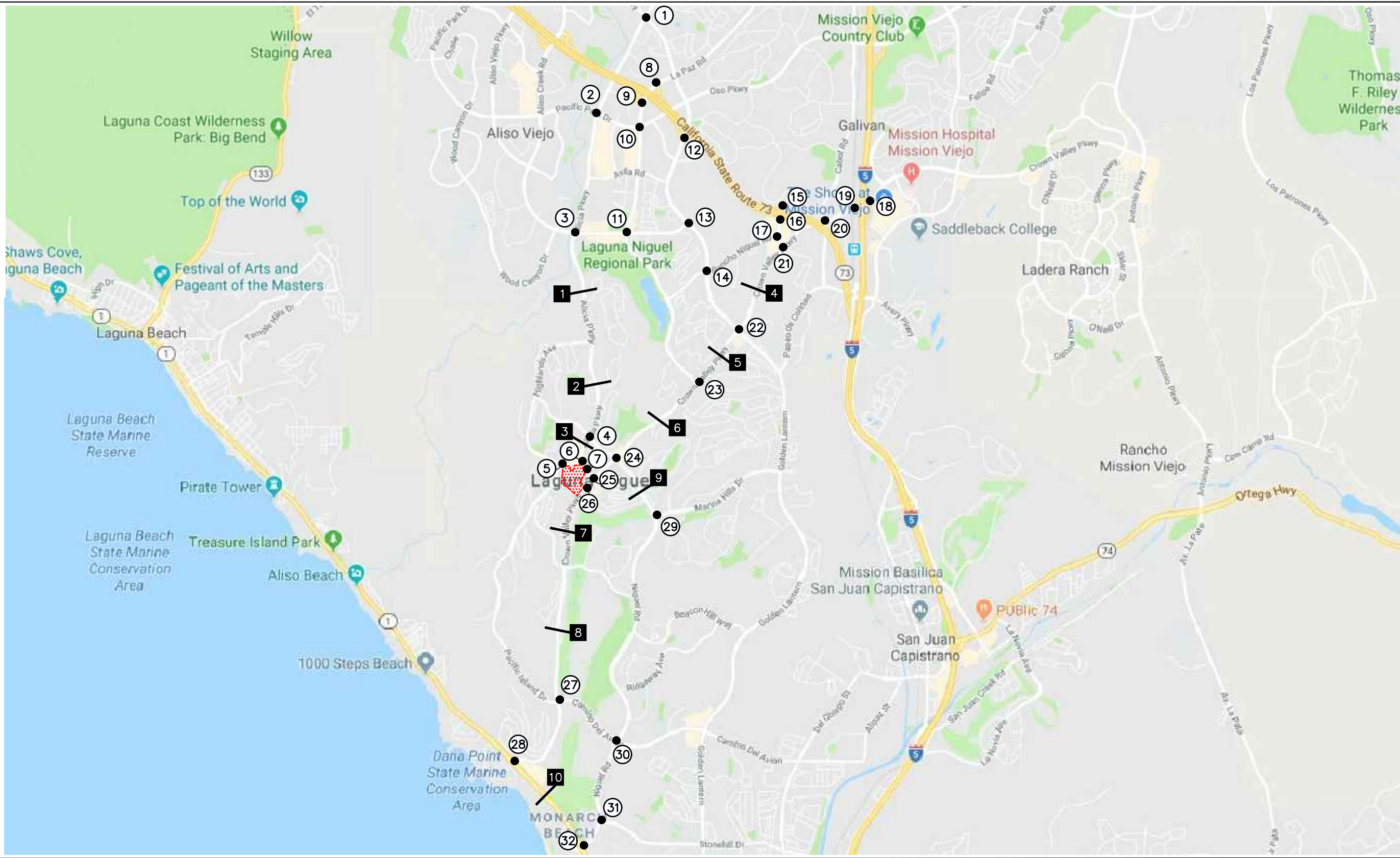
The site is bordered by Laguna Niguel City Hall to the southeast, Alicia Parkway to the northeast, Pacific Island Drive to the north, and a residential development upslope to the west. Retail/commercial uses are located north of Pacific Island Drive, northeast of Alicia Parkway and south of Crown Valley Parkway. Access is from Pacific Island Drive to the north, Alicia Parkway to the east, and Crown Valley Parkway from the South. The driveway located along Crown Valley Parkway is currently controlled by a traffic signal. The driveway along Crown Valley Parkway is located opposite Hillhurst Drive, which provides access to single-family homes. An existing northbound left-turn pocket along Crown Valley Parkway provides access for northbound vehicles turning into the Project site. The driveway located along Alicia Parkway is currently unsignalized but is proposed to be signalized with the completion of the Project. The driveway along Alicia Parkway is located opposite Town Center Drive, which provides access to a commercial center. An existing northbound left-turn pocket along Alicia Parkway provides access for northbound vehicles turning into the Project site. The two existing driveways located along Pacific Island Drive, which will remain, are unsignalized. The westerly driveway along Pacific Island Drive is a three-leg intersection while the easterly driveway is located generally opposite the existing driveway to a commercial center (i.e. four-leg intersection), in which the northbound and southbound left turn movements will be restricted in conjunction with the Project. An existing two-way left-turn lane (TWLTL) along Pacific Island Drive between the two driveways provides access for westbound vehicles turning into the westerly Project driveway. *Figure 1A* presents a vicinity map and study area. The Project site is bound by Crown Valley Parkway on the southeast, Alicia Parkway on the east, and Pacific Island Drive on the north. *Figure 1B* presents an aerial depiction of the existing site.

## 2.2 Study Scope

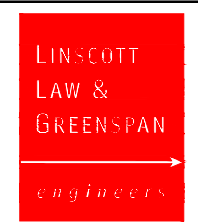
The work scope for this TIA, including the base assumptions, technical methodologies, and geographic coverage, were developed in conjunction with City staff, and is in accordance with the *Laguna Niguel Transportation Assessment Guidelines*, the Orange County Congestion Management Program (CMP), Laguna Niguel General Plan (LNGP) – Circulation Element, and the California Environmental Quality Act (CEQA) (Cal. Pub. Resources Code, §§ 21000 et seq.). All intersections considered to be within the Project’s influence area (i.e. intersections that have been selected for evaluation based on application of the “51 or more peak hour trips during the AM or PM peak hours” criteria outlined in the *Laguna Niguel Transportation Assessment Guidelines*) were included in this TIA (including intersections located within the Cities of Laguna Niguel, Laguna Hills, Aliso Viejo, Mission Viejo, and Dana Point), in addition to CMP intersections, I-5 Freeway ramp intersections, SR-73/San Joaquin Hills Transportation Corridor ramp intersections, and I-5 & SR-73/San Joaquin Hills Transportation Corridor Freeway mainline segments.

As illustrated on *Figure 1A*, a total of 32 intersections were selected for detailed peak hour traffic impact/level of service analysis during the weekday AM and PM, and Saturday midday, peak hours





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SOURCE: GOOGLE

KEY

- = STUDY INTERSECTION
- = ROADWAY SEGMENT
- = PROJECT SITE

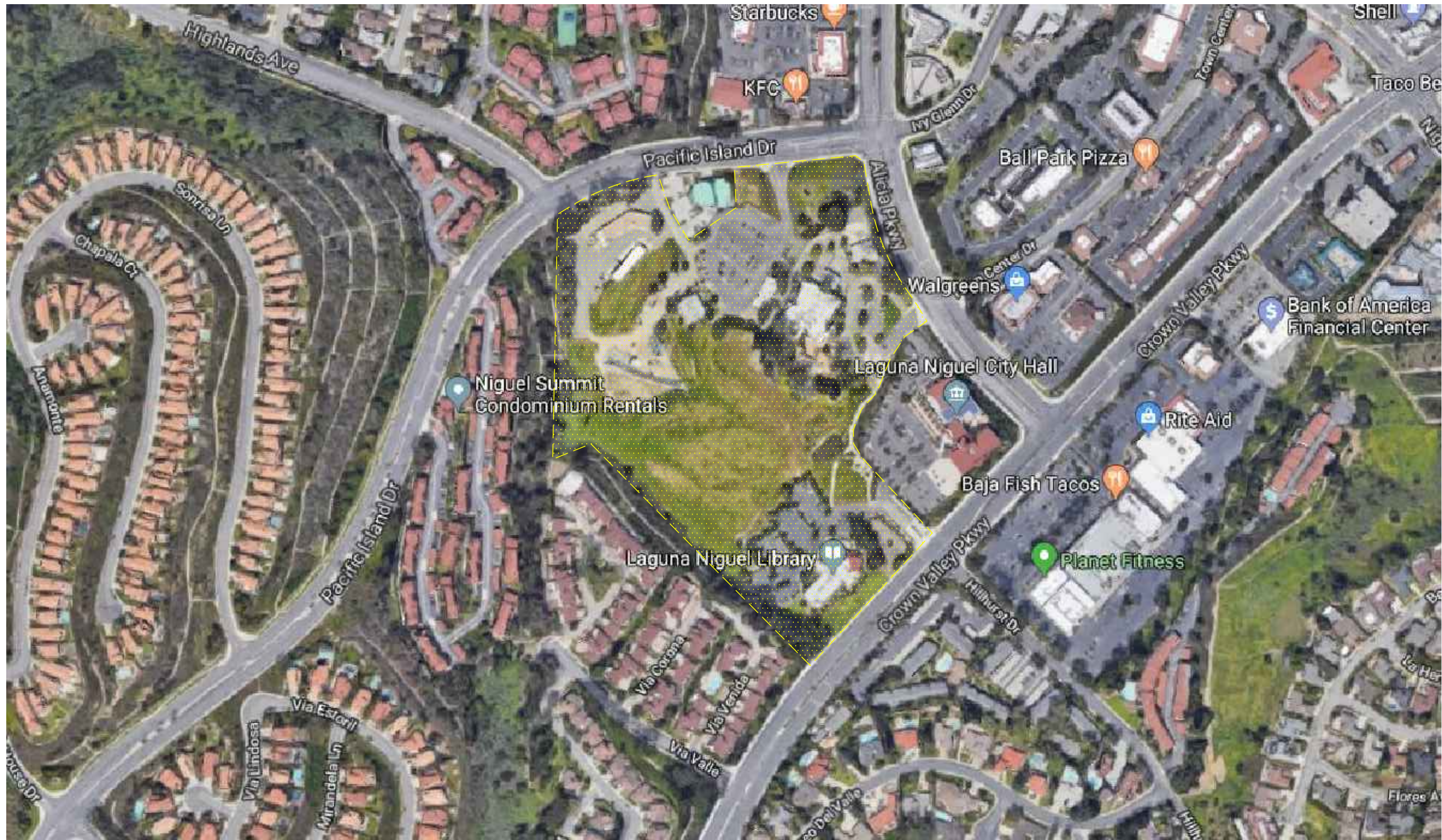
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FIGURE 1A

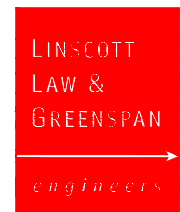
VICINITY MAP

LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL





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SOURCE: GOOGLE  
 KEY  
 [Yellow dotted pattern] = PROJECT SITE

**FIGURE 1B**

**EXISTING SITE AERIAL**  
 LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL



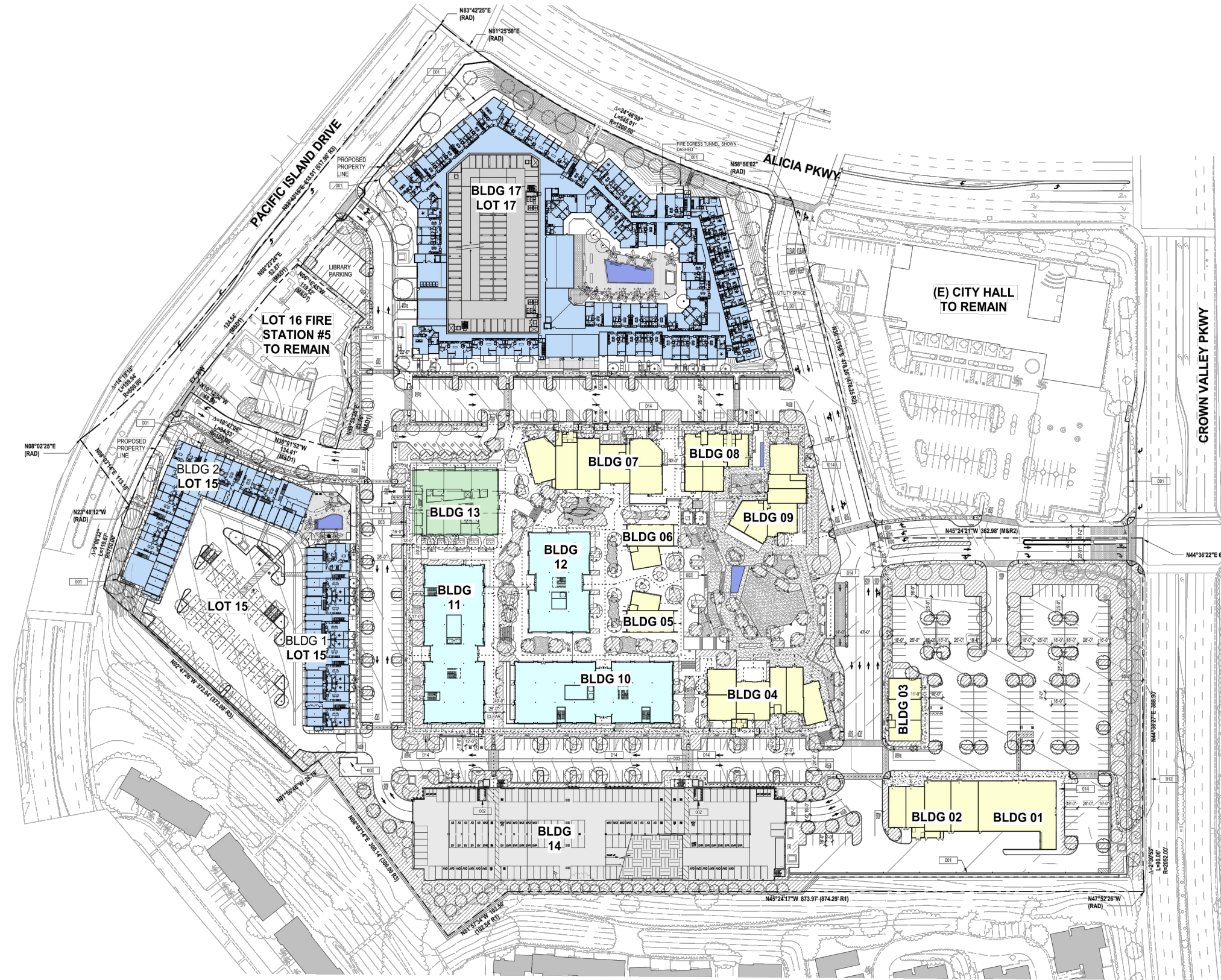
under each of the six traffic scenarios described below. The 32 study intersections are located in Laguna Niguel, Laguna Hills, Aliso Viejo, Mission Viejo, and Dana Point. 5 of the 32 intersections analyzed are CMP monitoring stations, and 7 are freeway ramp intersections under Caltrans' jurisdiction.

TIAs are typically focused on evaluating traffic operations during the morning and evening commute peak hours (7:00 to 9:00 AM, and 4:00 to 6:00 PM) on a typical weekday because these are generally when the busiest traffic conditions occur. As a conservative measure in assessing potential traffic impacts of the Project, Saturday midday conditions were also analyzed (with the peak expected to occur between 12:00 PM and 2:00 PM).

**Figure 2** presents the proposed site plan, provided by Laguna Niguel Town Center Partners, LLC, ("Project Applicant") and shows all Project driveways and their intersection with adjoining public streets (included in the list of 32 study intersections, the two minor limited access driveways along Pacific Island Drive are addressed separately under the Site Access subheading). The site plan also identifies the internal circulation system, surface parking and parking structures, and primary buildings (commercial, office and residential).

The following six traffic scenarios are addressed in the TIA:

- **Existing (2021)** - The analysis of existing traffic conditions is intended to provide a base of analysis for the remainder of the study. The existing conditions analysis includes an assessment of the streets in the area, current traffic volumes, and operating conditions.
- **Existing (2021) Plus Project** - This phase of analysis adds project-generated forecasts to existing conditions. Potential traffic impacts will be determined, and additional improvement measures to address the deficiencies will be identified, if necessary.
- **Year 2025 Cumulative Base** - This phase of analysis projects future traffic conditions in the Year 2025 (anticipated completion year for the Project) which could be expected to result from regional growth and related projects without the addition of project traffic.
- **Year 2025 Cumulative Plus Project** - This phase of analysis projects future traffic conditions in the Year 2025 (anticipated completion year for the Project) with the addition of project-generated traffic. Potential traffic impacts will be determined, and recommended improvements developed, if necessary.
- **Year 2040 Buildout Base** - This phase of analysis projects future traffic conditions in the Year 2040 which could be expected to result from long-term regional growth, specifically utilizing the OCTAM4.0 model, without the addition of project traffic.
- **Year 2040 Buildout Plus Project** - This is an analysis of future traffic conditions in the Year 2040 with the addition of project-generated traffic. Any potential traffic impacts will be determined, and recommended improvements developed, if necessary.



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SOURCE: LAGUNA NIGUEL TOWN CENTER PARTNERS, LLC

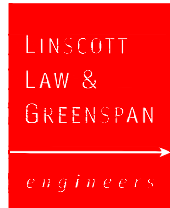


FIGURE 2

PROPOSED SITE PLAN  
LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL

## 3.0 EXISTING CONDITIONS

### 3.1 Existing Street System

A comprehensive inventory of the street system within the study area was undertaken to develop a detailed description of existing traffic conditions.

*Figure 3* illustrates the existing physical characteristics of the intersections and streets, including intersection geometry and traffic control, number of travel lanes, median type, parking designations, and posted speed limits.

### 3.2 Existing Volumes

Traffic counts were conducted at the 32 intersections while local schools were in session during the weekday AM and PM peak periods (7:00 to 9:00 AM, 4:00 to 6:00 PM) and the Saturday midday peak period (12:00 to 2:00 PM) in May 2019. May 2019 existing condition traffic counts are consistent with the rule that baseline conditions are assessed at the time that CEQA review begins. However, to be conservative, the May 2019 traffic counts for the 32 intersections were factored up by the City-approved growth factor of 1.0% per year to reflect current Year 2021 existing baseline traffic conditions (i.e. 2% total growth). It should be noted that the *Laguna Niguel Transportation Assessment Guidelines* has identified a growth factor of 0.75% based on traffic forecasts from OCTAM; however, a 1.0% per year growth rate has been utilized to provide a conservative analysis.

*Figures 4* through *6* illustrate the existing weekday AM, weekday PM, and Saturday midday peak hour traffic volumes at the 32 intersections, respectively. *Figures 5* and *6* also presents the existing daily weekday and Saturday traffic volumes, respectively.

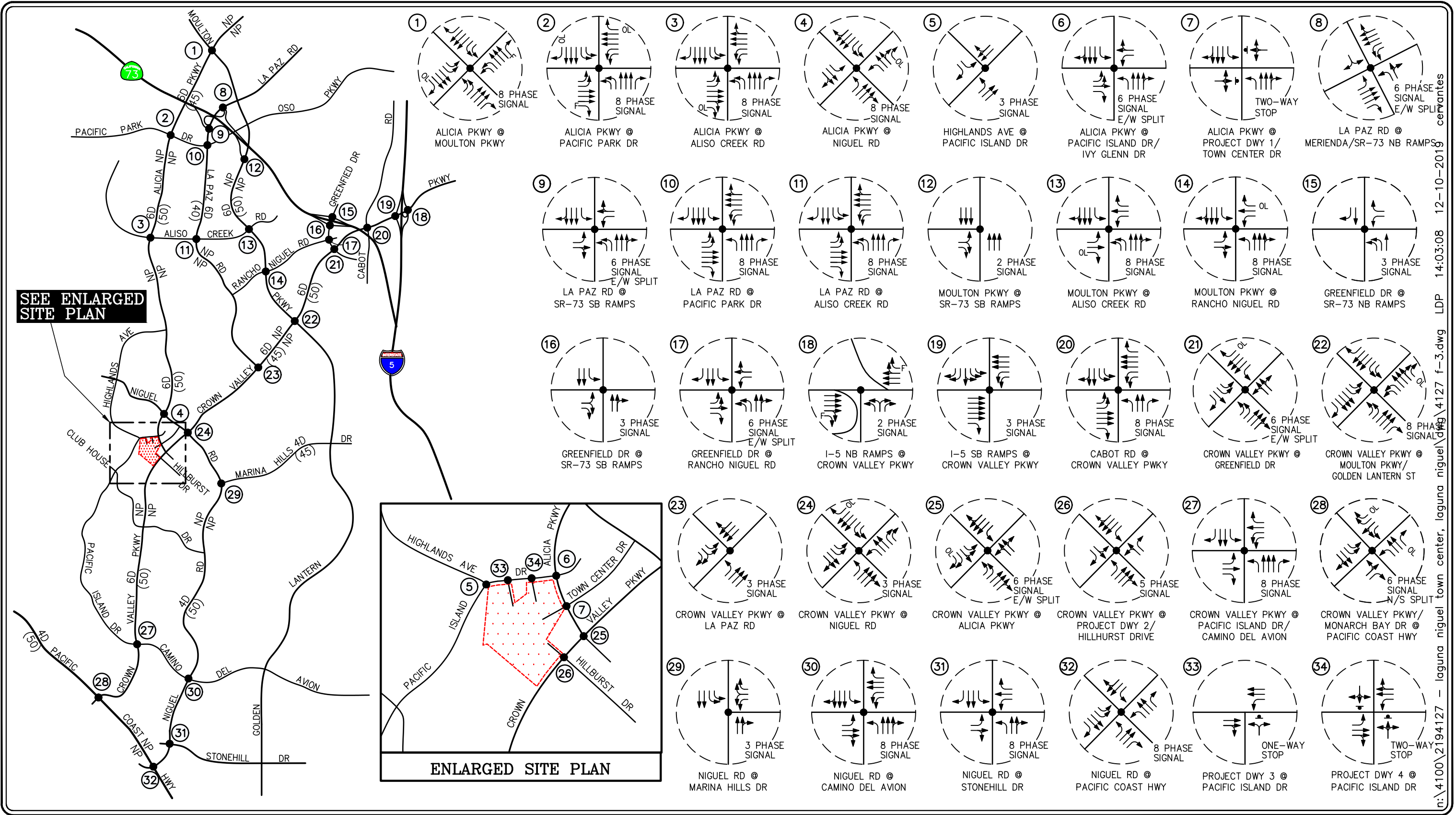
### 3.3 Existing Public Transit

Public transit bus service is provided in the Project area by OCTA. Two OCTA bus routes serve the Project site via Crown Valley Parkway and Alicia Parkway. The bus routes are described below:

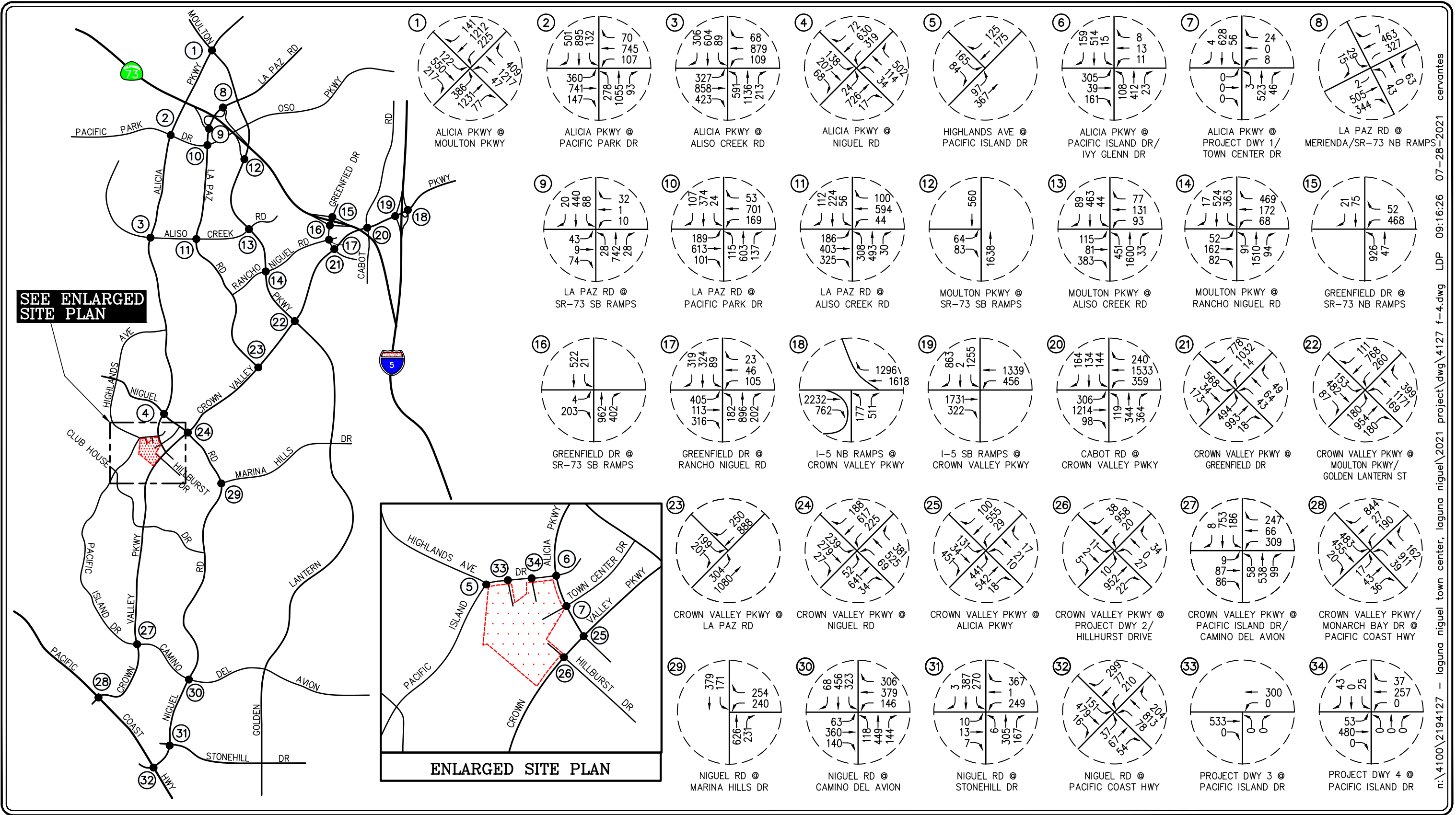
1. OCTA Route 85: provides service from Mission Viejo to Laguna Niguel; via Marguerite Parkway to Medical Center Road to Crown Valley Parkway. A sheltered bus stop is located along the east side of Crown Valley Parkway, just north of Alicia Parkway, as well as an unsheltered bus stop located along the west side of Alicia parkway, just south of Pacific Island Drive. This route operates from 5:35 AM to 10:04 PM, Monday through Friday.
2. OCTA Route 87: provides service from Rancho Santa Margarita to Laguna Niguel; via Alicia Parkway. A sheltered bus stop is located along the east side of Crown Valley Parkway, just north of Alicia Parkway, as well as an unsheltered bus stop located along the west side of Alicia parkway, just south of Pacific Island Drive. This route operates from 5:56 AM to 7:40 PM, Monday through Friday.

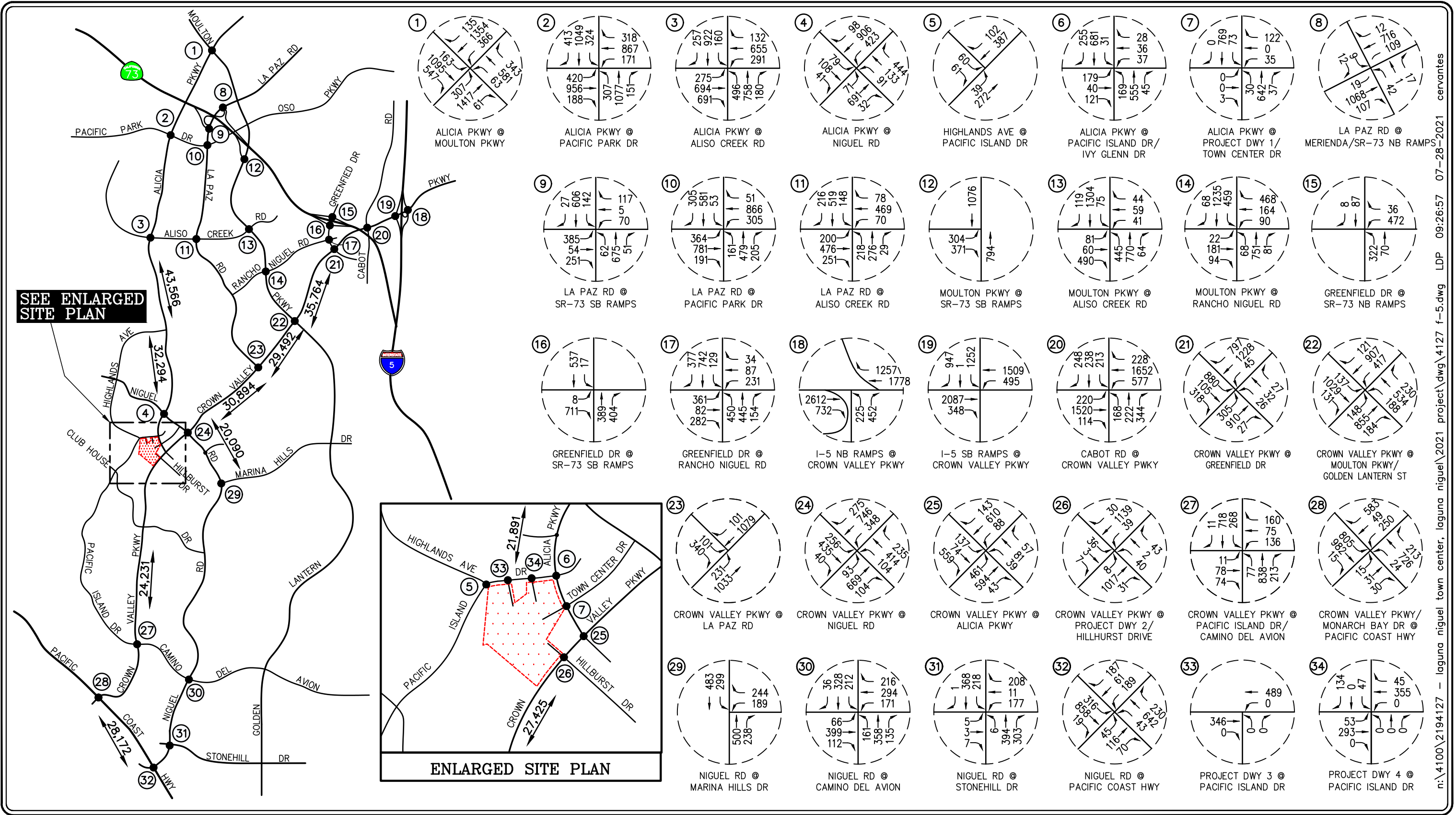
The bus stops nearest to the Project site are located along Crown Valley Parkway, just north of Alicia Parkway, on the east side of the road and along Alicia Parkway, just south of Pacific Island Drive, along the west side of the road.



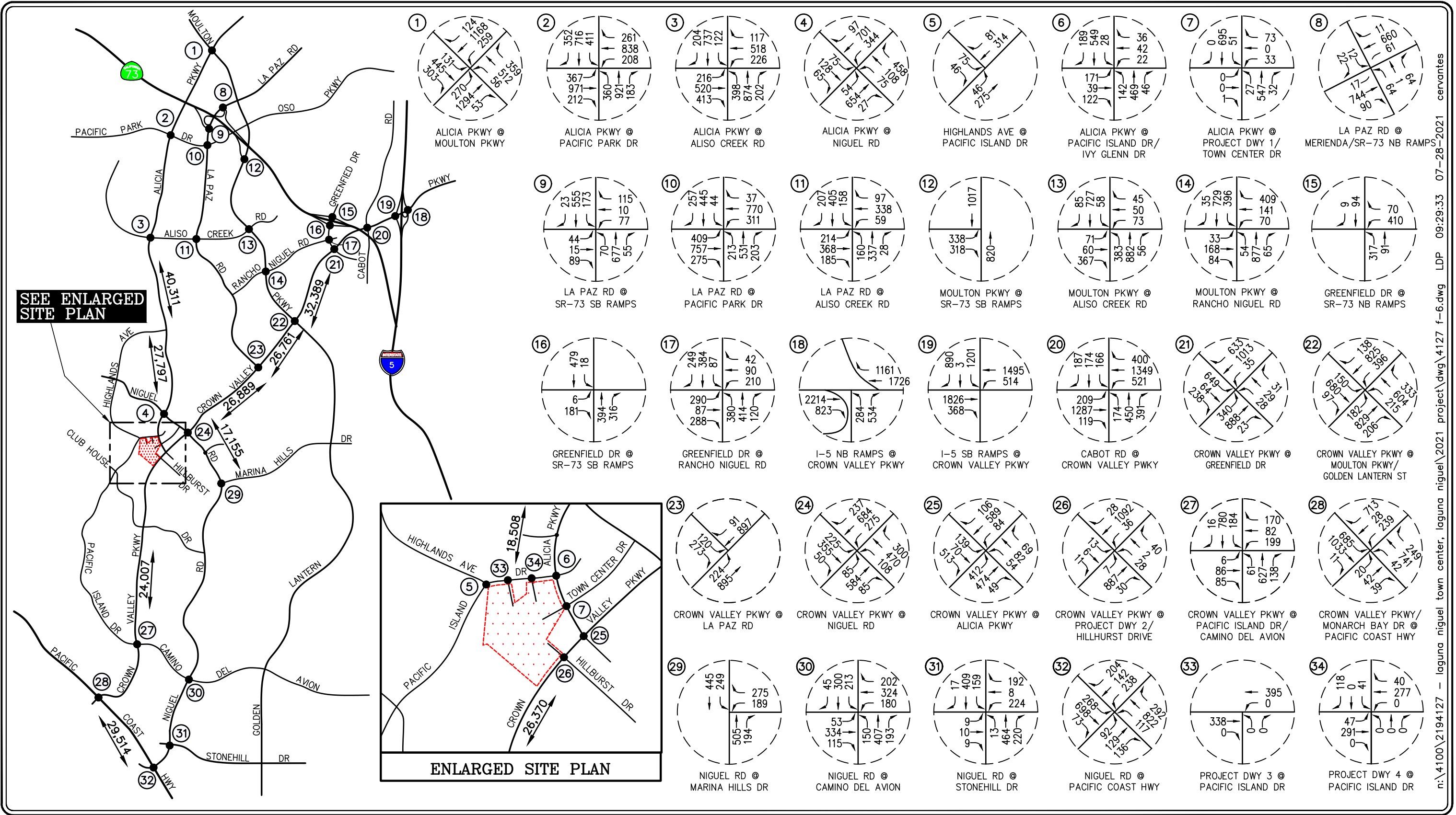


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### 3.4 Existing Intersection Peak Hour LOS

Level of Service (LOS) qualitatively measures the operating conditions within a traffic system and how drivers and passengers perceive these conditions. Level of service ranges from LOS A to overloaded conditions at LOS F. According to the *Laguna Niguel Transportation Assessment Guidelines*, LOS D is typically recognized as the minimum satisfactory service level in urban areas. According to CMP TIA guidelines, LOS E is the minimum acceptable service level at CMP intersections.

Consistent with the *Laguna Niguel Transportation Assessment Guidelines*, the Intersection Capacity Utilization (ICU) methodology was used to determine the volume-to-capacity relationship for signalized intersections (based upon the individual volume-to-capacity ratios for key conflicting traffic movements), and corresponding LOS. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. Based on the *City of Laguna Niguel Draft Transportation Assessment Guidelines*, dated November 2020, 1,700 vehicles per hour per lane (vphpl) is used as the practical capacity for through lanes, left-turn, and right-turn lanes, the ICU method directly relates traffic demand to the available capacity. The resulting ICU numerical value represents the greatest green time requirements plus a 5% allowance (additional ICU value of 0.05) for clearance intervals for the entire intersection. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. LOS definitions for signalized intersections are summarized in **Table 1**.

Consistent with the *Laguna Niguel Transportation Assessment Guidelines*, the methodology in Chapters 20 and 21 of the *Highway Capacity Manual 6 (HCM 6)* was applied in the analysis of the unsignalized intersections. The HCM stop-control methodology determines the delay and LOS of each approach separately. Whereas the ICU methodology for signalized intersections uses capacity to describe total intersection operation, the HCM method for unsignalized intersections yields a delay value for each intersection approach. The vehicle total delay on any approach is primarily a function of the volume on the subject approach, and secondarily a function of the volume on the opposing and conflicting approaches. Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled, and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach, and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled, and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach, and for the

intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. LOS definitions for unsignalized intersections are described in **Table 2**.

In addition, the *Highway Capacity Manual 6 (HCM 6)* Operations methodology was applied in the analysis of all freeway ramp intersections (to address Caltrans TIA requirements). In Chapter 19 of the HCM 6, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, as indicated in **Table 3**.

Based upon the LOS methodologies described, the existing peak hour traffic volumes presented were used in conjunction with existing lane configurations to determine the current traffic operating conditions at the 32 intersections.

**Appendix A** contains the detailed LOS worksheets. **Appendix B** contains the raw traffic count data collected.

**Tables 4** and **5** summarize the existing LOS for the 32 intersections during the weekday AM and PM peak hours, and Saturday midday peak hour, respectively.

As **Table 4** indicates, all 32 intersections operate at acceptable service levels during the weekday AM and weekday PM peak hours.

As **Table 5** indicates, all 32 intersections operate at acceptable service levels during the Saturday midday peak hour.

**TABLE 1**  
**LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS<sup>1</sup>**

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

<sup>1</sup> Source: *Transportation Research Board Circular 212 – Interim Materials on Highway Capacity.*

**TABLE 2**  
**LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 6 METHODOLOGY)<sup>2,3</sup>**

Level of Service (LOS)	Highway Capacity Manual (HCM) Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	$\leq 10.0$	Little or no delay
B	$> 10.0$ and $\leq 15.0$	Short traffic delays
C	$> 15.0$ and $\leq 25.0$	Average traffic delays
D	$> 25.0$ and $\leq 35.0$	Long traffic delays
E	$> 35.0$ and $\leq 50.0$	Very long traffic delays
F	$> 50.0$	Severe congestion

<sup>2</sup> Source: *Highway Capacity Manual 6*, Chapter 20: Two-Way Stop-Controlled Intersections. The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

<sup>3</sup> Source: *Highway Capacity Manual 6*, Chapter 21: All-Way Stop-Controlled Intersections. For approaches and intersection-wide assessment, LOS is defined solely by control delay.

**TABLE 3**  
**LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM 6 METHODOLOGY)<sup>4</sup>**

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	$\leq 10.0$	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	$> 10.0$ and $\leq 20.0$	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	$> 20.0$ and $\leq 35.0$	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	$> 35.0$ and $\leq 55.0$	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high $v/c$ ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	$> 55.0$ and $\leq 80.0$	Very long traffic delays This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high $v/c$ ratios. Individual cycle failures are frequent occurrences.
F	$\geq 80.0$	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high $v/c$ ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

<sup>4</sup> Source: *Highway Capacity Manual 6*, Chapter 19: Signalized Intersections.

**TABLE 4**  
**EXISTING (2021) INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)			
		ICU	Delay	LOS	Unacceptable LOS ?
1) Alicia Parkway at Moulton Parkway (LH)	AM	0.68	--	B	No
	PM	0.69	--	B	No
2) Alicia Parkway at Pacific Park Drive (LN/AV)	AM	0.57	--	A	No
	PM	0.65	--	B	No
3) Alicia Parkway at Aliso Creek Road (LN/AV)	AM	0.69	--	B	No
	PM	0.67	--	B	No
4) Alicia Parkway at Niguel Road (LN)	AM	0.57	--	A	No
	PM	0.50	--	A	No
5) Highlands Avenue at Pacific Island Drive (LN)	AM	0.29	--	A	No
	PM	0.25	--	A	No
6) Alicia Parkway at Pacific Island Drive/Ivy Glen Drive (LN)	AM	0.36	--	A	No
	PM	0.44	--	A	No
7) Alicia Parkway at Project Driveway No. 1/Town Center Drive (LN)	AM	--	13.4	B	No
	PM	--	21.5	C	No
8) La Paz Road at Merienda/SR-73 NB Ramps (LH/Caltrans)	AM	0.41	--	A	No
	PM	0.33	--	A	No
	HCM 6: AM	--	19.6	B	No
	HCM 6: PM	--	10.1	B	No
9) La Paz Road at SR-73 SB Ramps (AV/Caltrans)	AM	0.32	--	A	No
	PM	0.57	--	A	No
	HCM 6: AM	--	16.0	B	No
	HCM 6: PM	--	34.9	C	No
10) La Paz Road at Pacific Park Drive (LN/AV)	AM	0.39	--	A	No
	PM	0.61	--	B	No
11) La Paz Road at Aliso Creek Road (LN)	AM	0.41	--	A	No
	PM	0.44	--	A	No
12) Moulton Parkway at SR-73 SB Ramps (LN/Caltrans/CMP)	AM	0.41	--	A	No
	PM	0.46	--	A	No
	HCM 6: AM	--	4.6	A	No
	HCM 6: PM	--	14.8	B	No
13) Moulton Parkway at Aliso Creek Road (LN)	AM	0.54	--	A	No
	PM	0.64	--	B	No
14) Moulton Parkway at Rancho Niguel Road (LN)	AM	0.76	--	C	No
	PM	0.70	--	B	No

**TABLE 4 (CONTINUED)**  
**EXISTING (2021) INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)			
		ICU	Delay	LOS	Unacceptable LOS ?
15) Greenfield Drive at SR-73 NB Ramps (LH/Caltrans)	AM	0.64	--	B	No
	PM	0.47	--	A	No
	HCM 6: AM	--	40.1	D	No
	HCM 6: PM	--	34.4	C	No
16) Greenfield Drive at SR-73 SB Ramps (LN/Caltrans)	AM	0.52	--	A	No
	PM	0.51	--	A	No
	HCM 6: AM	--	10.2	B	No
	HCM 6: PM	--	19.8	B	No
17) Greenfield Drive at Rancho Niguel Road (LN)	AM	0.67	--	B	No
	PM	0.71	--	C	No
18) I-5 NB Ramps at Crown Valley Parkway (MV/Caltrans/CMP)	AM	0.53	--	A	No
	PM	0.57	--	A	No
	HCM 6: AM	--	8.1	A	No
	HCM 6: PM	--	7.7	A	No
19) I-5 SB Ramps at Crown Valley Parkway (LN/MV/Caltrans/CMP)	AM	0.64	--	B	No
	PM	0.72	--	C	No
	HCM 6: AM	--	29.6	C	No
	HCM 6: PM	--	30.2	C	No
20) Cabot Road at Crown Valley Parkway (LN)	AM	0.70	--	B	No
	PM	0.78	--	C	No
21) Crown Valley Parkway at Greenfield Drive (LN)	AM	0.70	--	B	No
	PM	0.66	--	B	No
22) Crown Valley Parkway at Moulton Pkwy/Golden Lantern Street (LN/CMP)	AM	0.59	--	A	No
	PM	0.60	--	A	No
23) Crown valley Parkway at La Paz Road (LN)	AM	0.53	--	A	No
	PM	0.52	--	A	No
24) Crown Valley Parkway at Niguel Road (LN)	AM	0.47	--	A	No
	PM	0.51	--	A	No
25) Crown Valley Parkway at Alicia Parkway (LN)	AM	0.40	--	A	No
	PM	0.47	--	A	No
26) Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive (LN)	AM	0.28	--	A	No
	PM	0.33	--	A	No
27) Crown Valley Parkway at Pacific Island Drive/Camino Del Avion (LN/DP)	AM	0.46	--	A	No
	PM	0.47	--	A	No



**TABLE 4 (CONTINUED)**  
**EXISTING (2021) INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)			
		ICU	Delay	LOS	Unacceptable LOS ?
28) Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway (DP/CMP)	AM	0.61	--	B	No
	PM	0.62	--	B	No
29) Niguel Road at Marina Hills Drive (LN)	AM	0.45	--	A	No
	PM	0.44	--	A	No
30) Niguel Road at Camino Del Avion (LN/DP)	AM	0.57	--	A	No
	PM	0.47	--	A	No
31) Niguel Road at Stonehill Drive (DP)	AM	0.57	--	A	No
	PM	0.51	--	A	No
32) Niguel Road at Pacific Coast Highway (DP)	AM	0.49	--	A	No
	PM	0.48	--	A	No

Notes:

*Italicized* text corresponds to an unsignalized/stop-controlled intersection.

**Blue** text corresponds to a CMP intersection where LOS E has been established as the minimum acceptable level of service.

CMP = Congestion Management Program; LH - Laguna Hills; LN = Laguna Niguel; AV = Aliso Viejo; MV = Mission Viejo;

DP = Dana Point

**TABLE 5**  
**EXISTING (2021) INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)			
		ICU	Delay	LOS	Unacceptable LOS ?
1) Alicia Parkway at Moulton Parkway (LH)	Sat MD	0.52	--	A	No
2) Alicia Parkway at Pacific Park Drive (LN/AV)	Sat MD	0.62	--	B	No
3) Alicia Parkway at Aliso Creek Road (LN/AV)	Sat MD	0.52	--	A	No
4) Alicia Parkway at Niguel Road (LN)	Sat MD	0.50	--	A	No
5) Highlands Avenue at Pacific Island Drive (LN)	Sat MD	0.24	--	A	No
6) Alicia Parkway at Pacific Island Drive/Ivy Glen Drive (LN)	Sat MD	0.40	--	A	No
7) Alicia Parkway at Project Driveway No. 1/Town Center Drive (LN)	Sat MD	--	17.1	C	No
8) La Paz Road at Merienda/SR-73 NB Ramps (LH/Caltrans) HCM 6:	Sat MD	0.27	--	A	No
	Sat MD	--	12.6	B	No
9) La Paz Road at SR-73 SB Ramps (AV/Caltrans) HCM 6:	Sat MD	0.43	--	A	No
	Sat MD	--	26.1	C	No
10) La Paz Road at Pacific Park Drive (LN/AV)	Sat MD	0.61	--	B	No
11) La Paz Road at Aliso Creek Road (LN)	Sat MD	0.37	--	A	No
12) Moulton Parkway at SR-73 SB Ramps (LN/Caltrans/CMP) HCM 6:	Sat MD	0.45	--	A	No
	Sat MD	--	14.6	B	No
13) Moulton Parkway at Aliso Creek Road (LN)	Sat MD	0.47	--	A	No
14) Moulton Parkway at Rancho Niguel Road (LN)	Sat MD	0.66	--	B	No

**TABLE 5 (CONTINUED)**  
**EXISTING (2021) INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)			
		ICU	Delay	LOS	Unacceptable LOS ?
15) Greenfield Drive at SR-73 NB Ramps (LH/Caltrans)	Sat	0.44	--	A	No
	MD HCM 6:	Sat	--	33.1	C
16) Greenfield Drive at SR-73 SB Ramps (LN/Caltrans)	Sat	0.32	--	A	No
	MD HCM 6:	Sat	--	9.5	A
17) Greenfield Drive at Rancho Niguel Road (LN)	Sat	0.60	--	A	No
	MD				
18) I-5 NB Ramps at Crown Valley Parkway (MV/Caltrans/CMP)	Sat	0.55	--	A	No
	MD HCM 6:	Sat	--	8.8	A
19) I-5 SB Ramps at Crown Valley Parkway (LN/MV/Caltrans/CMP)	Sat	0.68	--	B	No
	MD HCM 6:	Sat	--	32.5	C
20) Cabot Road at Crown Valley Parkway (LN)	Sat	0.73	--	C	No
	MD				
21) Crown Valley Parkway at Greenfield Drive (LN)	Sat	0.57	--	A	No
	MD				
22) Crown Valley Parkway at Moulton Pkwy/Golden Lantern Street (LN/CMP)	Sat	0.53	--	A	No
	MD				
23) Crown valley Parkway at La Paz Road (LN)	Sat	0.46	--	A	No
	MD				
24) Crown Valley Parkway at Niguel Road (LN)	Sat	0.47	--	A	No
	MD				
25) Crown Valley Parkway at Alicia Parkway (LN)	Sat	0.45	--	A	No
	MD				
26) Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive (LN)	Sat	0.31	--	A	No
	MD				
27) Crown Valley Parkway at Pacific Island Drive/Camino Del Avion (LN/DP)	Sat	0.42	--	A	No
	MD				

**TABLE 5 (CONTINUED)**  
**EXISTING (2021) INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)			
		ICU	Delay	LOS	Unacceptable LOS ?
28) Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway (DP/CMP)	Sat MD	0.65	--	B	No
29) Niguel Road at Marina Hills Drive (LN)	Sat MD	0.42	--	A	No
30) Niguel Road at Camino Del Avion (LN/DP)	Sat MD	0.48	--	A	No
31) Niguel Road at Stonehill Drive (DP)	Sat MD	0.49	--	A	No
32) Niguel Road at Pacific Coast Highway (DP)	Sat MD	0.59	--	A	No

Notes:

*Italicized* text corresponds to an unsignalized/stop-controlled intersection.

**Blue** text corresponds to a CMP intersection where LOS E has been established as the minimum acceptable level of service.

CMP = Congestion Management Program; LH - Laguna Hills; LN = Laguna Niguel; AV = Aliso Viejo; MV = Mission Viejo;

DP = Dana Point

## 4.0 TRAFFIC FORECASTS

In order to determine potential traffic impacts of the Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is estimated by applying the appropriate vehicle trip generation equations or rates to the Project development tabulation with applicable trip adjustments/credits to account for the existing land uses on site, internal capture, and/or alternative modes of transportation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing levels of service at selected intersections using expected future traffic volumes with and without project-generated traffic. The significance of the Project's impacts, and the need for site-specific and/or cumulative local area traffic improvements, can then be determined.

### 4.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 10<sup>th</sup> Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2017]. The trip rates for ITE Land Use 221: Multifamily Housing (Mid-Rise), 710: General Office Building, 720: Medical-Dental Office Building, 820: Shopping Center, 930: Fast Casual Restaurant, 931: Quality Restaurant, and 932: High-Turnover (Sit-Down) Restaurant. It should be noted that the "Shopping Center" trip rates account for uses including, but not limited to, retail, fitness, personal services, and retail food service with less than 10 seats.

Since the Project is comprised of a mix of uses (including retail, restaurant, office, and residential), it was appropriate to account for "internal" tripmaking/interactions that will occur between the various land uses on site and will not occur by traveling on the external street system. ITE trip generation rates and equations are derived from single-use, stand-alone sites, and do not reflect the potential for interaction among uses in a mixed-use setting. The methodology used in estimating internal trips for the Project is well documented in the Third Edition of ITE's *Trip Generation Handbook* [Washington, D.C., September 2017].

The top portion of **Table 6** details the calculated internal capture reductions per ITE. However, as a conservative measure, the bottom portion of **Table 6** details the internal capture reductions used in the Project traffic generation forecasts assuming a 25% reduction in the calculated ITE values to account for the slight overweighting of commercial (retail/restaurant) trips versus the residential and office trips. More specifically, the 25% reduction applied to ITE-based internal trips was an added refinement to the ITE methodology and adjustment made to reflect a more balanced and stable interaction between on-site land use pairs (i.e., when the “originating” land use and “receiving” land use attract a portion of each other’s trip generation, resulting in an internal trip that is a function of the trips attracted by the “receiving” land use versus the trips sent by the “originating” land use; the number of internal trips between a particular pair of land uses is limited to the smaller of the two values).

**Appendix C** contains the trip generation internal capture calculation worksheets.

Additionally, because of the retail nature of the Project, “pass-by” reductions were applied to retail and restaurant generated trips (after accounting for internal trip reductions). This is typically done to account for conditions when the total number of trips generated by a retail-oriented development is not entirely new to the external street system. These “pass-by” reductions were applied to the net Project trips after the previously mentioned internal capture reductions were accounted for.

Retail-oriented developments such as shopping centers and restaurants, which are located along major/busy roadways, attract a portion of their trips from traffic already on the street system for a different purpose (i.e., the retail site is not the primary or ultimate destination). In other words, a pass-by trip is made as an “intermediate stop” on the way from an origin to a primary destination. Non-commercial land uses (e.g. residential, office, etc.) typically serve as the specific purpose for vehicles entering the street system while commercial land uses (retail, restaurant, etc.) generate a portion of their traffic from the vehicles already on the street system driving towards their primary destination. As such, pass-by trip reductions have only been made for the retail and restaurant land uses while the residential and office land uses do not have any pass-by reductions. The methodology used in estimating pass-by trips is also contained in ITE’s *Trip Generation Handbook, 3<sup>rd</sup> Edition, August 2014*.

**Appendix D** contains the pass-by trip distribution pattern and as well as the weekday AM, weekday PM, and Saturday midday peak hour pass-by traffic volumes.

**Table 7** presents the trip generation estimates for each component of the Project based on the application of trip rates and internal trip reductions reported in **Table 6**. It should be noted that while the size of the proposed library will increase slightly, the operation and functionality of existing library will be maintained in the new location; therefore, no incremental trips will be generated for this component of the project (this is why the library is not explicitly reported in **Tables 6** and **7**).

The following provides the breakdown of project components that provided the basis for estimating the Project’s tripmaking potential:

• <b>Residential:</b>		
	ITE 221: Multifamily Housing (Mid-Rise)	<b>275 DU</b>
• <b>Commercial:</b>		
	ITE 710: General Office Building	60,597 SF
	ITE 720: Medical-Dental Office Building	20,854 SF
	ITE 820: Shopping Center	34,340 SF
	ITE 930: Fast Casual Restaurant	17,355 SF
	ITE 931: Quality Restaurant	8,650 SF
	ITE 932: High-Turnover (Sit-Down) Restaurant	<u>16,765 SF</u>
	<b>Sub-Total Commercial:</b>	<b>158,561 SF</b> (net new/ additive SF)
	Library	<u>16,290 SF</u> <sup>5</sup> (existing operation and functionality will be maintained)
	<b>Total Commercial:</b>	<b>174,851 SF</b>

As shown in *Table 7*, the net Project trips are estimated to be approximately 9,461 daily trips on a typical weekday, of which 356 trips are expected to occur during the AM peak hour, and 490 trips are expected to occur during the PM peak hour, and 8,817 daily trips on a Saturday, of which 939 trips are expected to occur during the Saturday midday peak hour. The potential impact of these added/incremental trips are assessed in this report.

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<sup>5</sup> The Library will increase in size by approximately 1,890 SF, but is not expected to result in additional trips compared to existing conditions

**TABLE 6**  
**INTERNAL CAPTURE REDUCTION COMPARISON<sup>6</sup>**

ITE Land Use Code / Project Description	Weekday							Saturday			
	Daily 2-Way	AM Peak Hour			PM Peak Hour			Daily 2-Way	Midday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total		Enter	Exit	Total
<b><u>Internal Capture Reductions (Full Reduction per ITE):</u></b>											
▪ 221: Multifamily Housing (Mid-Rise)	-553	-2	-16	-18	-32	-18	-50	-565	-29	-23	-52
▪ 710: General Office Building	-115	-11	-9	-20	-3	-5	-8	-56	-4	-3	-7
▪ 720: Medical-Dental Office Building	-140	-8	-12	-20	-7	-5	-12	-75	-11	-6	-17
▪ 820: Shopping Center	-810	-9	-6	-15	-42	-40	-82	-957	-55	-41	-96
▪ 930: Fast Casual Restaurant	-633	-5	-3	-8	-15	-28	-43	-614	-25	-41	-66
▪ 931: Quality Restaurant	-84	-1	0	-1	-7	-5	-12	-87	-4	-7	-11
▪ 932: High-Turnover (Sit-Down) Restaurant	-219	-25	-15	-40	-12	-17	-29	-228	-7	-14	-21
<b><u>Internal Capture Reductions (75% of Allowable Reduction):</u></b>											
▪ 221: Multifamily Housing (Mid-Rise)	-415	-2	-12	-14	-24	-14	-38	-424	-22	-17	-39
▪ 710: General Office Building	-86	-8	-7	-15	-2	-4	-6	-42	-3	-2	-5
▪ 720: Medical-Dental office Building	-105	-6	-9	-15	-5	-4	-9	-56	-8	-5	-13
▪ 820: Shopping Center	-608	-7	-4	-11	-33	-29	-62	-719	-41	-31	-72
▪ 930: Fast Casual Restaurant	-475	-4	-2	-6	-11	-21	-32	-461	-19	-31	-50
▪ 931: Quality Restaurant	-63	-1	0	-1	-5	-4	-9	-65	-3	-5	-8
▪ 932: High-Turnover (Sit-Down) Restaurant	-164	-18	-12	-30	-9	-13	-22	-171	-5	-11	-16

<sup>6</sup> Source: *Trip Generation*, 10<sup>th</sup> Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).



**TABLE 7  
PROJECT TRIP GENERATION FORECAST COMPARISON<sup>7</sup>**

ITE Land Use Code / Project Description	Weekday							Saturday			
	Daily 2-Way	AM Peak Hour			PM Peak Hour			Daily 2-Way	Midday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total		Enter	Exit	Total
<b><u>Generation Factors:</u></b>											
▪ 221: Multifamily Housing (Mid-Rise) (TE/DU)	5.44	0.09	0.27	0.36	0.27	0.17	0.44	4.91	0.22	0.22	0.44
▪ 710: General Office Building (TE/1,000 SF)	9.74	1.00	0.16	1.16	0.18	0.97	1.15	2.21	0.29	0.24	0.53
▪ 720: Medical-Dental Office Building (TE/1,000 SF)	34.80	2.17	0.61	2.78	0.97	2.49	3.46	8.57	1.77	1.33	3.10
▪ 820: Shopping Center (TE/1,000 SF)	37.75	0.58	0.36	0.94	1.83	1.98	3.81	46.12	2.34	2.16	4.50
▪ 930: Fast Casual Restaurant (TE/1,000 SF)	315.17	1.39	0.68	2.07	7.77	6.36	14.13	318.62	18.71	15.31	34.02
▪ 931: Quality Restaurant (TE/1,000 SF)	83.84	0.49 <sup>8</sup>	0.248	0.73	5.23	2.57	7.80	90.04	6.30	4.38	10.68
▪ 932: High-Turnover (Sit-Down) Restaurant (TE/1,000 SF)	112.18	5.47	4.47	9.94	6.06	3.71	9.77	122.40	5.71	5.48	11.19
<b><u>Proposed Project Generation Forecast:</u></b>											
▪ Apartments (275 DU)	1,496	26	73	99	74	47	121	1,350	59	62	121
Internal Capture Reduction <sup>9</sup>	<u>-415</u>	<u>-2</u>	<u>-12</u>	<u>-14</u>	<u>-24</u>	<u>-14</u>	<u>-38</u>	<u>-424</u>	<u>-22</u>	<u>-17</u>	<u>-39</u>
<b>Apartment Total</b>	<b>1,081</b>	<b>24</b>	<b>61</b>	<b>85</b>	<b>50</b>	<b>33</b>	<b>83</b>	<b>926</b>	<b>37</b>	<b>45</b>	<b>82</b>
▪ General Office (60,597 SF)	590	60	10	70	11	59	70	134	17	15	32
Internal Capture Reduction <sup>9</sup>	<u>-86</u>	<u>-8</u>	<u>-7</u>	<u>-15</u>	<u>-2</u>	<u>-4</u>	<u>-6</u>	<u>-42</u>	<u>-3</u>	<u>-2</u>	<u>-5</u>
<b>General Office Total</b>	<b>504</b>	<b>52</b>	<b>3</b>	<b>55</b>	<b>9</b>	<b>55</b>	<b>64</b>	<b>92</b>	<b>14</b>	<b>13</b>	<b>27</b>
▪ Medical-Dental Office (20,854 SF)	726	45	13	58	20	52	72	179	37	28	65
Internal Capture Reduction <sup>9</sup>	<u>-105</u>	<u>-6</u>	<u>-9</u>	<u>-15</u>	<u>-5</u>	<u>-4</u>	<u>-9</u>	<u>-56</u>	<u>-8</u>	<u>-5</u>	<u>-13</u>
<b>Medical-Dental Office Total</b>	<b>621</b>	<b>39</b>	<b>4</b>	<b>43</b>	<b>15</b>	<b>48</b>	<b>63</b>	<b>123</b>	<b>29</b>	<b>23</b>	<b>52</b>

<sup>7</sup> Source: *Trip Generation*, 10<sup>th</sup> Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).

<sup>8</sup> AM peak hour Enter/Exit splits are not provided by *Trip Generation*, 10<sup>th</sup> Edition. Thus, the PM peak hour Enter/Exit splits (67% and 33%), were utilized for the AM peak hour as well.

<sup>9</sup> As presented in *Table 6* above, Internal Capture reductions have been conservatively assumed to be 75% of the allowable reductions calculated per ITE.

**TABLE 7 (CONTINUED)**  
**PROJECT TRIP GENERATION FORECAST COMPARISON<sup>10</sup>**

ITE Land Use Code / Project Description	Weekday							Saturday			
	Daily 2-Way	AM Peak Hour			PM Peak Hour			Daily 2-Way	Midday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total		Enter	Exit	Total
▪ Retail (34,340 SF)	1,296	20	12	32	63	68	131	1,584	81	74	155
Internal Capture Reduction <sup>11</sup>	<u>-608</u>	<u>-7</u>	<u>-4</u>	<u>-11</u>	<u>-33</u>	<u>-29</u>	<u>-62</u>	<u>-719</u>	<u>-41</u>	<u>-31</u>	<u>-72</u>
Retail Subtotal	688	13	8	21	30	39	69	865	40	43	83
Pass-By Reduction <sup>12</sup>	<u>-69</u>	<u>-1</u>	<u>-1</u>	<u>-2</u>	<u>-10</u>	<u>-13</u>	<u>-23</u>	<u>-87</u>	<u>-10</u>	<u>-12</u>	<u>-22</u>
Retail Total	<b>619</b>	<b>12</b>	<b>7</b>	<b>19</b>	<b>20</b>	<b>26</b>	<b>46</b>	<b>778</b>	<b>30</b>	<b>31</b>	<b>61</b>
▪ Fast-Casual Restaurant (17,355 SF)	5,470	24	12	36	135	110	245	5,530	325	265	590
Internal Capture Reduction <sup>11</sup>	<u>-475</u>	<u>-4</u>	<u>-2</u>	<u>-6</u>	<u>-11</u>	<u>-21</u>	<u>-32</u>	<u>-461</u>	<u>-19</u>	<u>-31</u>	<u>-50</u>
Fast-Casual Restaurant Subtotal	4,995	20	10	30	124	89	213	5,069	306	234	540
Pass-By Reduction <sup>13</sup>	<u>-500</u>	<u>-2</u>	<u>-1</u>	<u>-3</u>	<u>-53</u>	<u>-39</u>	<u>-92</u>	<u>-507</u>	<u>-31</u>	<u>-23</u>	<u>-54</u>
Fast-Casual Restaurant Total	<b>4,495</b>	<b>18</b>	<b>9</b>	<b>27</b>	<b>71</b>	<b>50</b>	<b>121</b>	<b>4,562</b>	<b>275</b>	<b>211</b>	<b>486</b>
▪ Quality Restaurant (8,650 SF)	725	4	2	6	45	22	67	779	54	38	92
Internal Capture Reduction <sup>11</sup>	<u>-63</u>	<u>-1</u>	<u>0</u>	<u>-1</u>	<u>-5</u>	<u>-4</u>	<u>-9</u>	<u>-65</u>	<u>-3</u>	<u>-5</u>	<u>-8</u>
Quality Restaurant Subtotal	662	3	2	5	40	18	58	714	51	33	84
Pass-By Reduction <sup>14</sup>	<u>-66</u>	<u>0</u>	<u>-1</u>	<u>-1</u>	<u>-18</u>	<u>-8</u>	<u>-26</u>	<u>-71</u>	<u>-5</u>	<u>-3</u>	<u>-8</u>
Quality Restaurant Total	<b>596</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>22</b>	<b>10</b>	<b>32</b>	<b>643</b>	<b>46</b>	<b>30</b>	<b>76</b>

<sup>10</sup> Source: *Trip Generation*, 10<sup>th</sup> Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).

<sup>11</sup> As presented in Table 6 above, Internal Capture reductions have been conservatively assumed to be 75% of the allowable reductions calculated per ITE.

<sup>12</sup> Consistent with the *Trip Generation Handbook*, 3<sup>rd</sup> Edition, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2014)]. Pass-by reductions for ITE Land Use 820: Shopping Center consist of the following: 10% weekday daily (estimated), 10% weekday AM (estimated), 34% weekday PM, 10% Saturday daily (estimated), and 26% Saturday Midday.

<sup>13</sup> Given that the *Trip Generation Handbook*, 3<sup>rd</sup> Edition does not provide pass-by reduction factors for ITE Land Use 930, pass-by reduction factors for ITE Land Use 932: High-Turnover (Sit-Down) Restaurant were utilized, which has a weekday PM peak hour pass-by percentage of 43%. The weekday daily, weekday AM peak hour, Saturday daily, and Saturday Midday peak hour pass-by percentages were estimated to be 10%.

<sup>14</sup> Consistent with the *Trip Generation Handbook*, 3<sup>rd</sup> Edition, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2014)]. Pass-by reductions for ITE Land Use 931: Quality Restaurant consist of the following: 10% weekday daily (estimated), 10% weekday AM (estimated), 44% weekday PM, 10% Saturday daily (estimated), and 10% Saturday Midday (estimated).

**TABLE 7 (CONTINUED)**  
**PROJECT TRIP GENERATION FORECAST COMPARISON<sup>15</sup>**

ITE Land Use Code / Project Description	Weekday							Saturday			
	Daily 2-Way	AM Peak Hour			PM Peak Hour			Daily 2-Way	Midday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total		Enter	Exit	Total
▪ High-Turnover Restaurant (16,765 SF)	1,881	92	75	167	102	62	164	2,052	96	92	188
Internal Capture Reduction <sup>16</sup>	<u>-164</u>	<u>-18</u>	<u>-12</u>	<u>-30</u>	<u>-9</u>	<u>-13</u>	<u>-22</u>	<u>-171</u>	<u>-5</u>	<u>-11</u>	<u>-16</u>
<i>High-Turnover Restaurant Subtotal</i>	<i>1,717</i>	<i>74</i>	<i>63</i>	<i>137</i>	<i>93</i>	<i>49</i>	<i>142</i>	<i>1,881</i>	<i>91</i>	<i>81</i>	<i>172</i>
Pass-By Reduction <sup>17</sup>	<u>-172</u>	<u>-7</u>	<u>-7</u>	<u>-14</u>	<u>-40</u>	<u>-21</u>	<u>-61</u>	<u>-188</u>	<u>-9</u>	<u>-8</u>	<u>-17</u>
<i>High-Turnover Restaurant Total</i>	<i>1,545</i>	<i>67</i>	<i>56</i>	<i>123</i>	<i>53</i>	<i>28</i>	<i>81</i>	<i>1,693</i>	<i>82</i>	<i>73</i>	<i>155</i>
<b>Gross Project Trip Generation Forecast [A]</b>	<b>12,184</b>	<b>271</b>	<b>197</b>	<b>468</b>	<b>450</b>	<b>420</b>	<b>870</b>	<b>11,608</b>	<b>669</b>	<b>574</b>	<b>1,243</b>
<b>Total Internal Capture Reduction [B]</b>	<b>-1,916</b>	<b>-46</b>	<b>-46</b>	<b>-92</b>	<b>-89</b>	<b>-89</b>	<b>-178</b>	<b>-1,938</b>	<b>-101</b>	<b>-102</b>	<b>-203</b>
<b>Total Pass-By Reduction [C]</b>	<b>-807</b>	<b>-10</b>	<b>-10</b>	<b>-20</b>	<b>-121</b>	<b>-81</b>	<b>-202</b>	<b>-853</b>	<b>-55</b>	<b>-46</b>	<b>-101</b>
<b>Total Net Project Trip Generation Forecast [A] – [B] – [C]</b>	<b>9,461</b>	<b>215</b>	<b>141</b>	<b>356</b>	<b>240</b>	<b>250</b>	<b>490</b>	<b>8,817</b>	<b>513</b>	<b>426</b>	<b>939</b>

Notes:

- TE/1,000 SF = trip end per 1,000 SF of development
- TE/DU = trip end per dwelling unit

<sup>15</sup> Source: *Trip Generation*, 10<sup>th</sup> Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).

<sup>16</sup> As presented in *Table 6* above, Internal Capture reductions have been conservatively assumed to be 75% of the allowable reductions calculated per ITE.

<sup>17</sup> Consistent with the *Trip Generation Handbook*, 3<sup>rd</sup> Edition, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2014)]. Pass-by reductions for ITE Land Use 932: High-Turnover (Sit-Down) Restaurant consist of the following: 10% weekday daily (estimated), 10% weekday AM (estimated), 43% weekday PM, 10% Saturday daily (estimated), and 10% Saturday Midday (estimated).

## 4.2 Project Traffic Distribution and Assignment

The geographic distribution of traffic generated by developments such as the Project is dependent upon the following factors:

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

Select zone assignments from the OCTAM4.0 Year 2040 traffic model, provided by LSA Associates, (contained in *Appendix E* of this report) were used as a starting point, and further refined to reflect the factors listed above. Based on these considerations, a project trip distribution pattern was developed and presented on *Figure 7*.

The traffic expected to be generated by the Project was assigned to the local street network using the net trip generation estimates presented in *Table 7*, and the Project distribution pattern illustrated in *Figure 7*. *Figures 8* through *10* present the Project-generated traffic volumes for the weekday AM, weekday PM, and Saturday midday, peak hours, respectively. *Figures 9* and *10* also presents the daily Project weekday and Saturday traffic volumes, respectively.

## 4.3 Existing Plus Project Traffic Forecasts

The Existing Plus Project analysis adds project-generated forecasts to existing conditions. *Figures 11* through *13* present the Existing (2021) Plus Project traffic volumes at the 32 intersections for the weekday AM, weekday PM, and Saturday midday, peak hours, respectively. *Figures 12* and *13* also presents the Existing (2021) Plus Project daily weekday and Saturday traffic volumes, respectively.

## 4.4 Year 2025 Cumulative Base

The Cumulative Base or “background” traffic projections account for existing traffic volumes and include two growth elements over existing traffic volumes: (1) increase in the existing traffic volumes due to overall regional growth; and (2) traffic generated by specific developments expected to be constructed by Year 2025 in the vicinity of the Project study area. The following sections describe these two growth elements in existing traffic volumes.

No physical, capacity-enhancing improvements to intersection geometry or roadway segments have been assumed under Year 2025 Cumulative Base conditions because no transportation system projects within the study area have been identified.

### 4.4.1 Ambient Growth

The ambient traffic growth factor is intended to include unknown and future related projects in the study area, as well as account for regular growth in traffic volumes due to the development of

projects outside the study area. The future growth in traffic volumes has been calculated at one (1.0%) per year. Applied to the Year 2021 existing traffic volumes, this factor results in a 4.0% growth in existing volumes to the near-term horizon Year 2025. It should be noted that the *Laguna Niguel Transportation Assessment Guidelines* has identified a growth factor of 0.75% based on traffic forecasts from OCTAM; however, a 1.0% per year growth rate has been utilized to provide a conservative analysis.

#### **4.4.2 Cumulative Projects**

The traffic expected to be generated by future projects that are either under construction or proposed within the study area accounts for the second element of the Year 2025 Cumulative Base scenario. *Appendix F* contains the trip generation estimates for cumulative projects as well as a map illustrating the locations of these cumulative projects. The list of cumulative projects was developed based on coordination with Laguna Niguel, San Juan Capistrano, Dana Point, Aliso Viejo, and Laguna Hills City staff.

#### **4.4.3 Year 2025 Cumulative Base Traffic Volumes**

*Figures 14* through *16* present the Year 2025 Cumulative Base traffic volumes at the 32 intersections during the weekday AM, weekday PM, and Saturday midday, peak hours, respectively. *Figures 15* and *16* also presents the Year 2025 Cumulative Base daily weekday and Saturday traffic volumes, respectively.

#### **4.5 Year 2025 Cumulative Plus Project Traffic Volumes**

*Figures 17* through *19* illustrate the Year 2025 Cumulative Plus Project traffic volumes at the 32 intersections during the weekday AM, weekday PM, and Saturday midday, peak hours, respectively. *Figures 18* and *19* also presents the Year 2025 Cumulative Plus Project daily weekday and Saturday traffic volumes, respectively.

#### **4.6 Year 2040 Buildout Base**

Year 2040 Buildout Base traffic volume forecasts were obtained through utilization of the OCTAM4.0 Year 2040 traffic model provided by LSA Associates. Specifically, weekday daily, weekday AM peak period and weekday PM peak period link traffic volumes were provided by OCTA for the existing base year (i.e. Year 2019) and for the buildout year (i.e. Year 2040). The AM peak period corresponds to a three-hour morning commute period while the PM peak period corresponds to a four-hour afternoon commute period. Using the OCTA approved peak hour factors (i.e. AM = 0.3566 and PM = 0.2662), the one-hour peak hour link traffic volumes were determined. These future year 2040 link traffic volumes were post-processed based on the relationship of the base year validation model run output to the base year ground traffic counts resulting in Year 2040 buildout without Project weekday daily volumes for the roadway segments analyzed and Year 2040 buildout without Project weekday AM and PM peak hour turning movements for the study intersections. It should be noted that OCTAM4.0 does not provide information for Saturday traffic conditions thus a rate derived between the weekday PM peak hour existing traffic counts and the Saturday midday peak hour existing traffic counts was applied to the Year 2040 weekday PM turning movements for each study intersection individually in order to derive Year 2040 Saturday

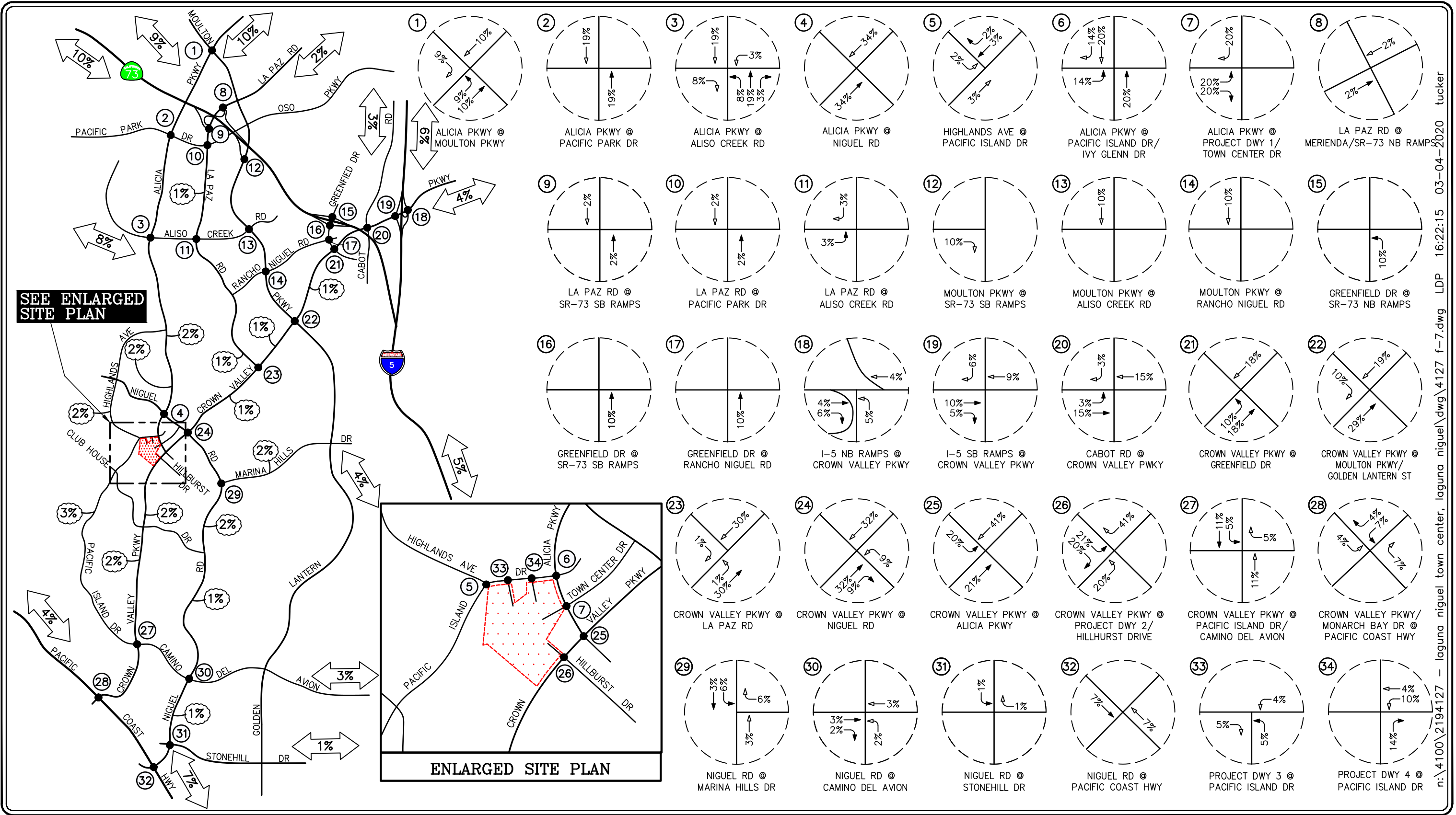
midday peak hour turning movements. Copies of the model post-processing worksheets are contained in *Appendix G*.

#### **4.6.1 Year 2040 Buildout Base Traffic Volumes**

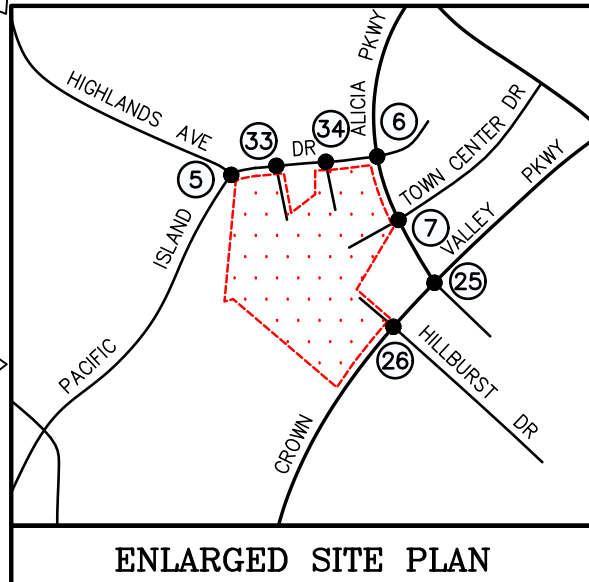
*Figures 20* through *22* present the Year 2040 Buildout Base traffic volumes at the 32 intersections during the weekday AM, weekday PM, and Saturday midday, peak hours, respectively. *Figures 21* and *22* also presents the Year 2040 Buildout Base daily weekday and Saturday traffic volumes, respectively.

#### **4.7 Year 2040 Buildout Plus Project Traffic Volumes**

*Figures 23* through *25* illustrate the Year 2040 Buildout Plus Project traffic volumes at the 32 intersections during the weekday AM, weekday PM, and Saturday midday, peak hours, respectively. *Figures 24* and *25* also presents the Year 2040 Buildout Plus Project daily weekday and Saturday traffic volumes, respectively.



SEE ENLARGED SITE PLAN



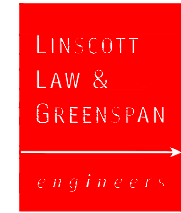
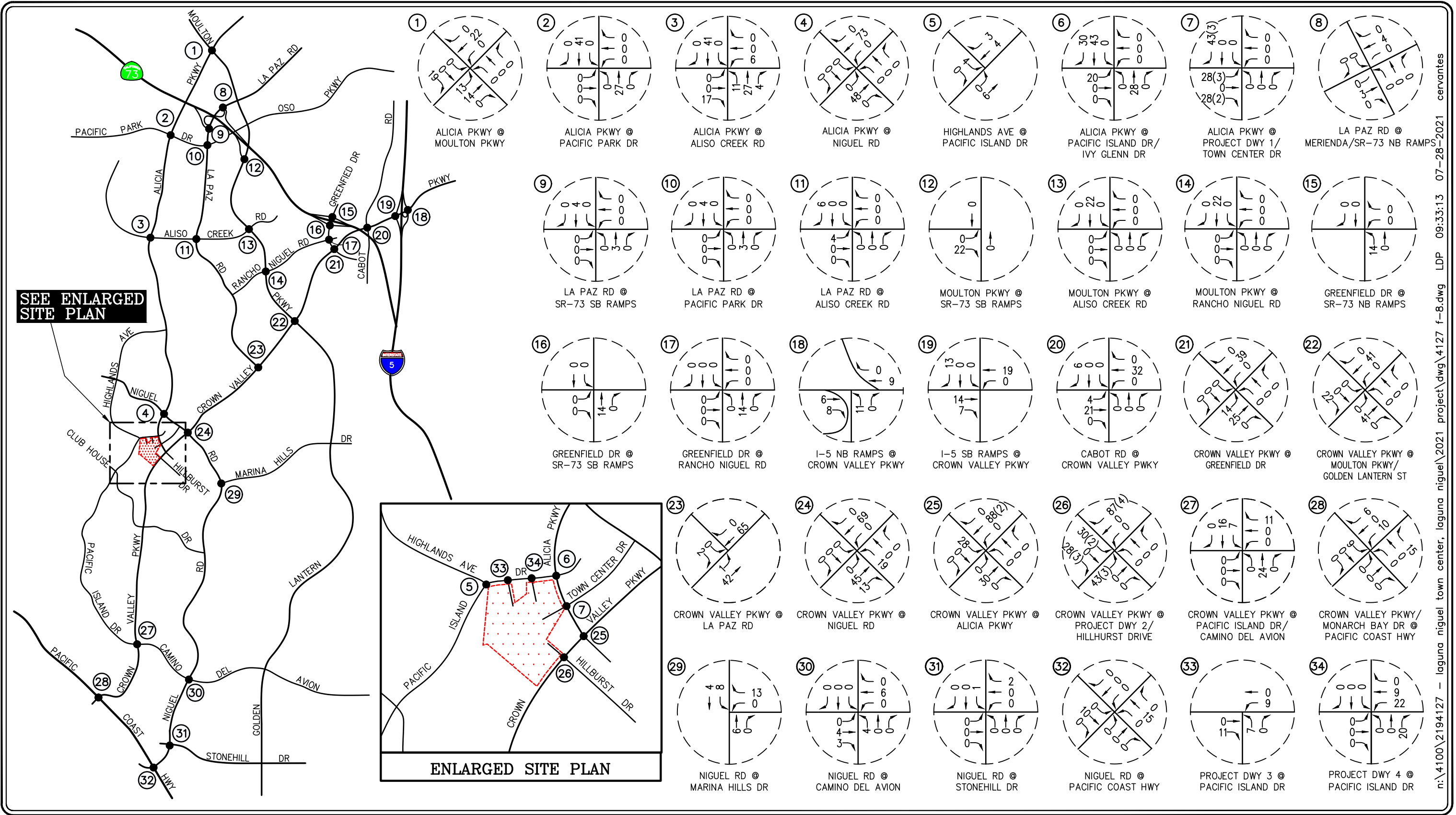
- KEY**
- ← = INBOUND PERCENTAGE
  - = OUTBOUND PERCENTAGE
  - ⊙ = STUDY INTERSECTION
  - ▨ = PROJECT SITE

**FIGURE 7**

**PROJECT TRAFFIC DISTRIBUTION PATTERN**  
LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL

LINSCOTT  
LAW &  
GREENSPAN  
engineers

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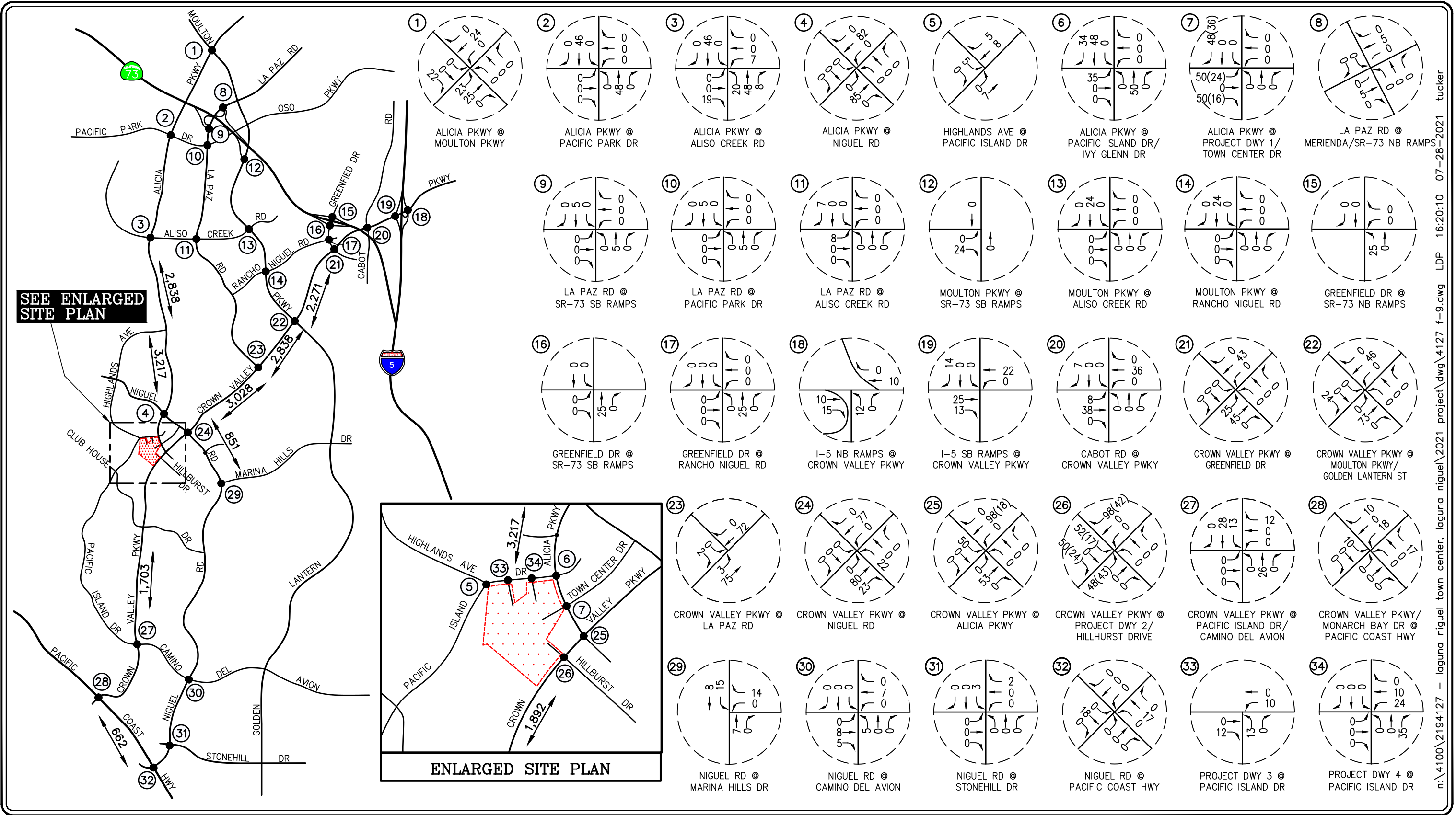


**FIGURE 8**

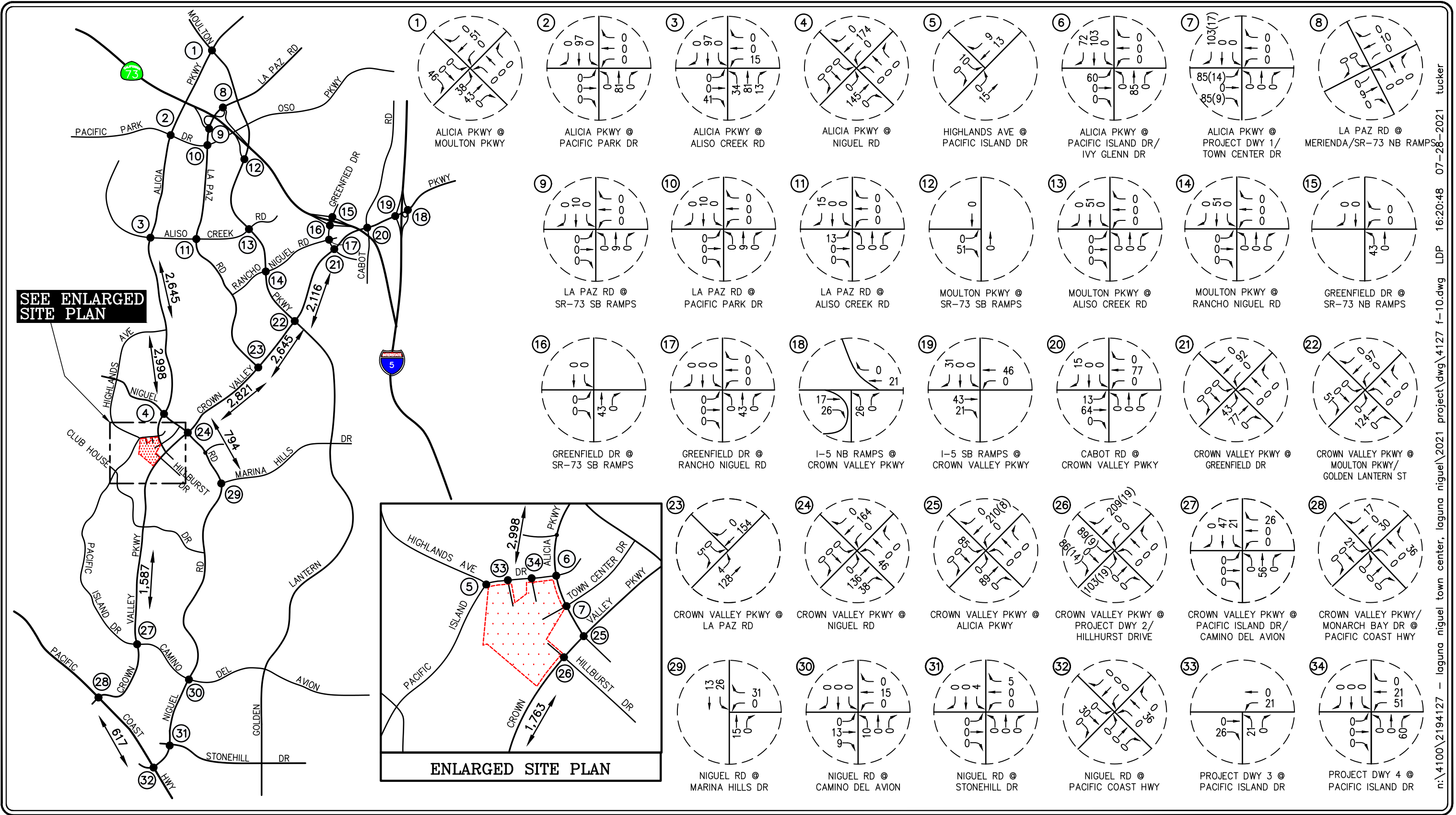
**PROJECT TRAFFIC VOLUMES WEEKDAY AM PEAK HOUR**  
LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL

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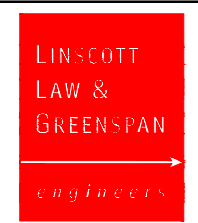




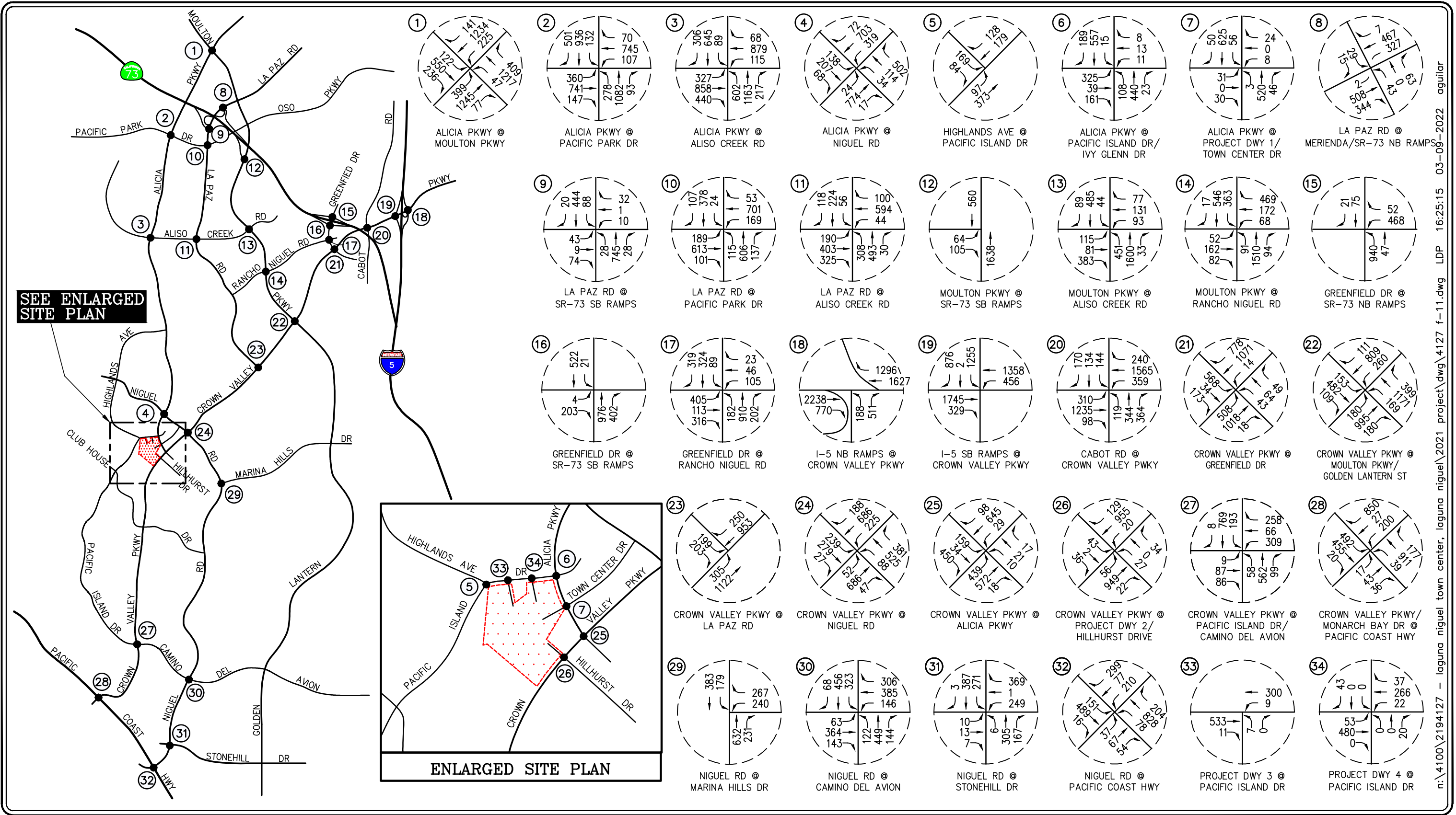
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 laguna niguel town center, laguna niguel  
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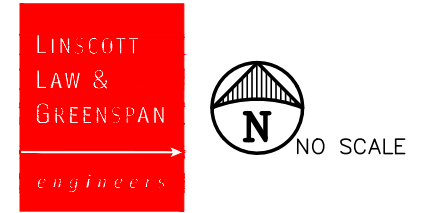
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**FIGURE 10**  
PROJECT TRAFFIC VOLUMES SATURDAY DAILY AND MIDDAY PEAK HOUR  
LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL

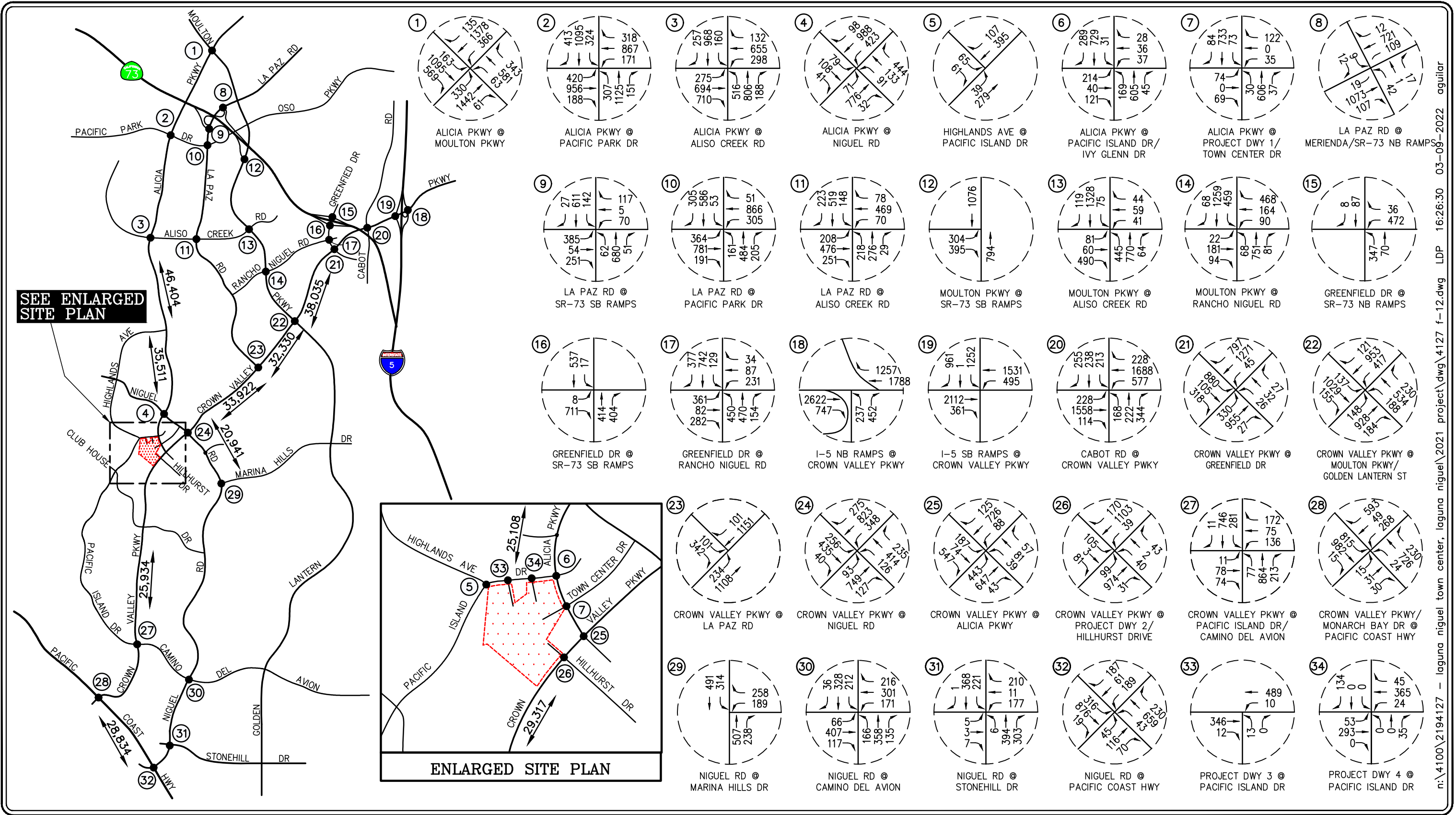


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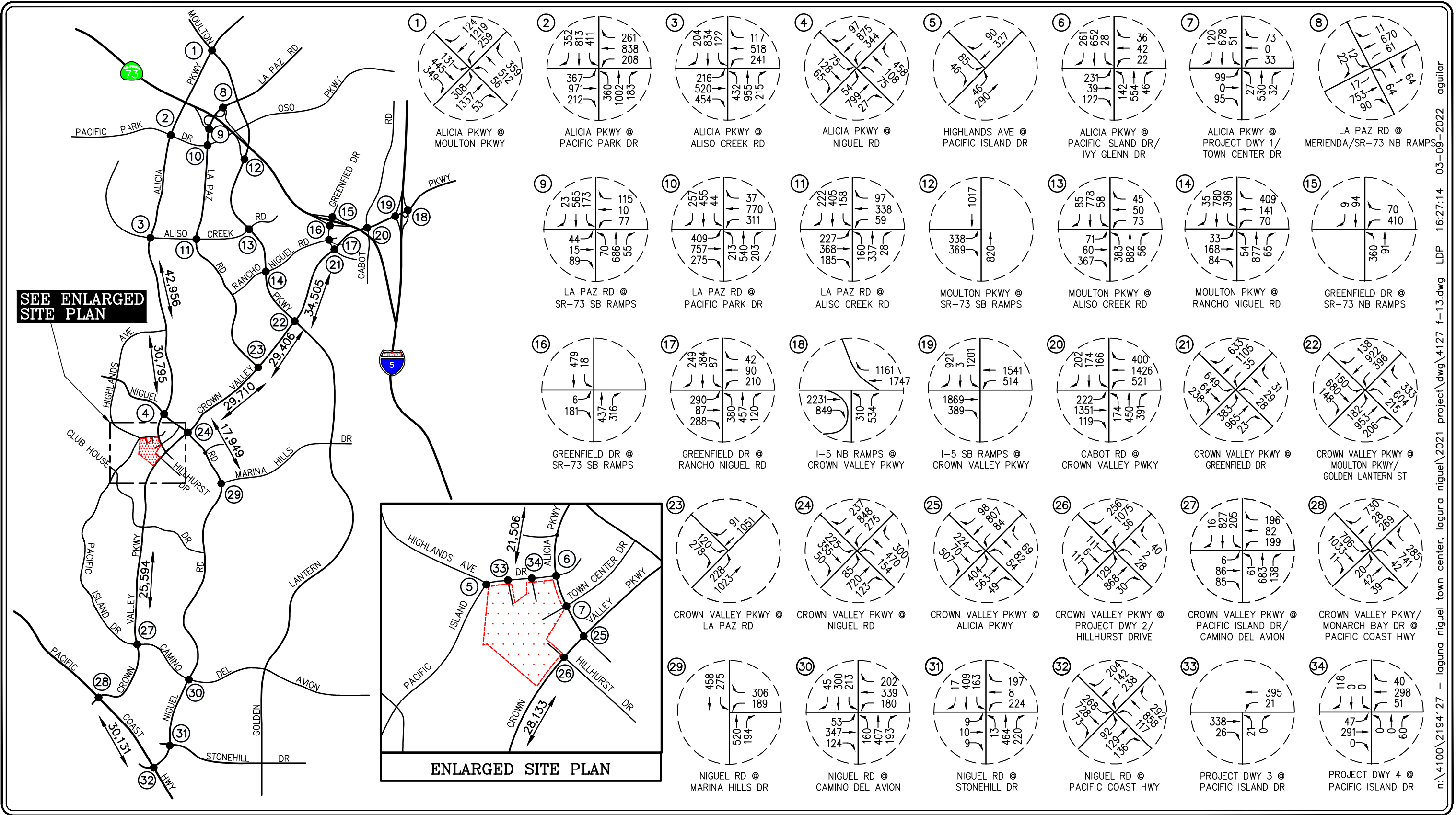


**FIGURE 11**  
**EXISTING (2021) PLUS PROJECT**  
**WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES**  
 LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL

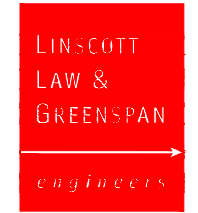


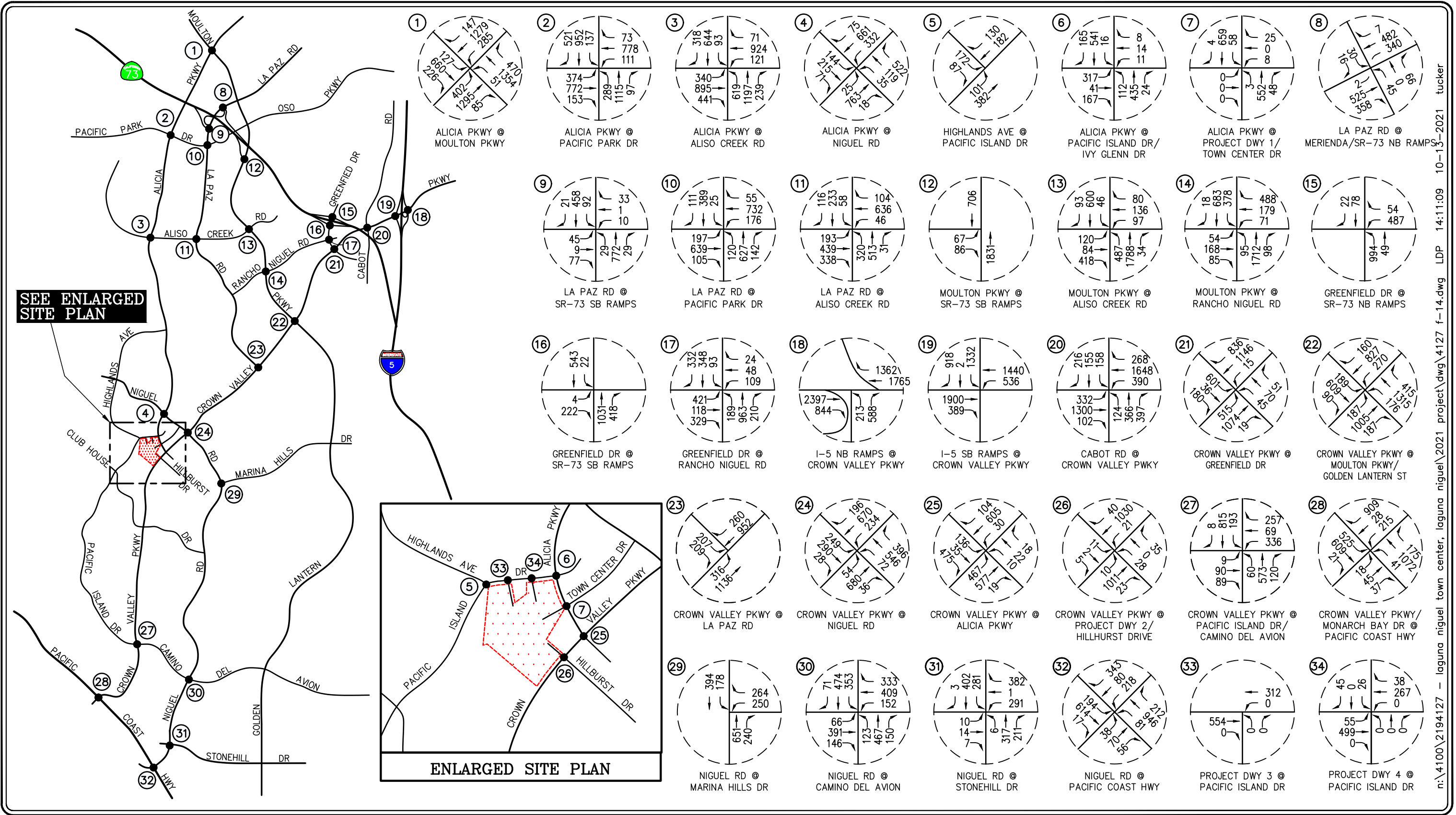


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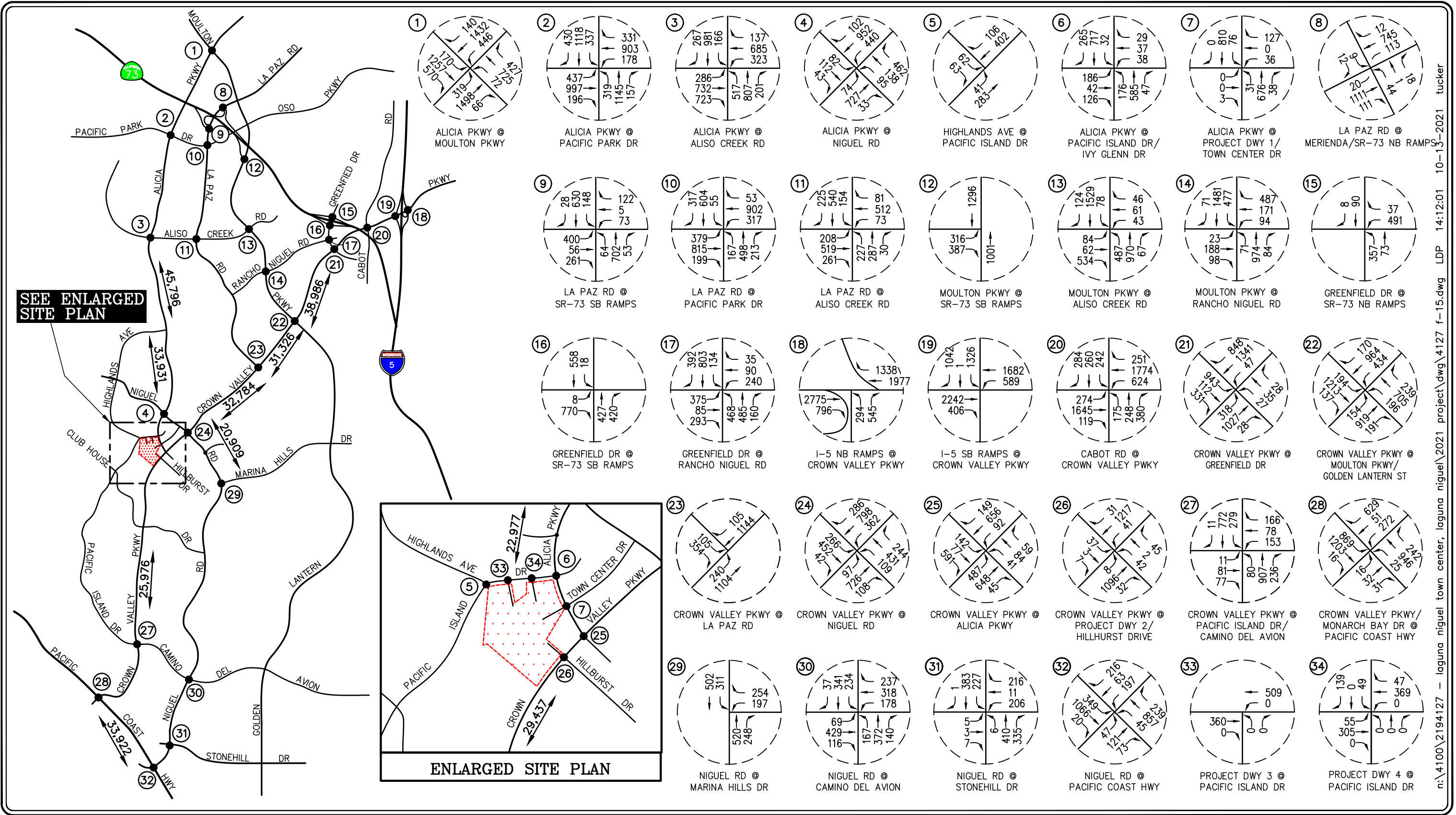
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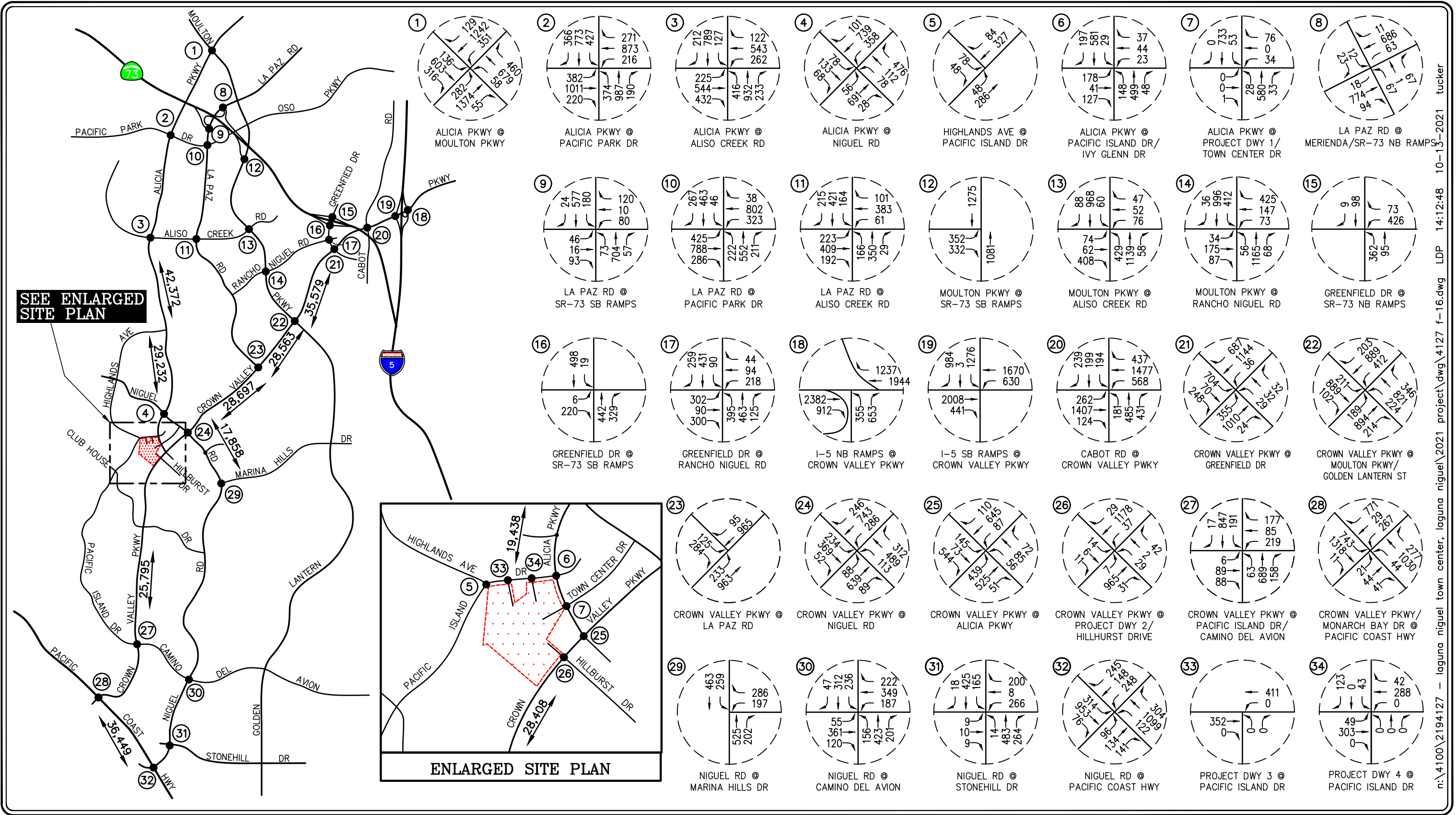




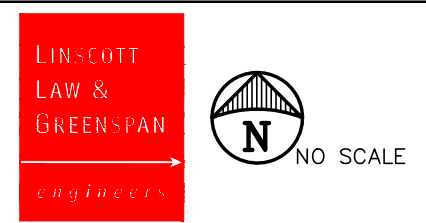
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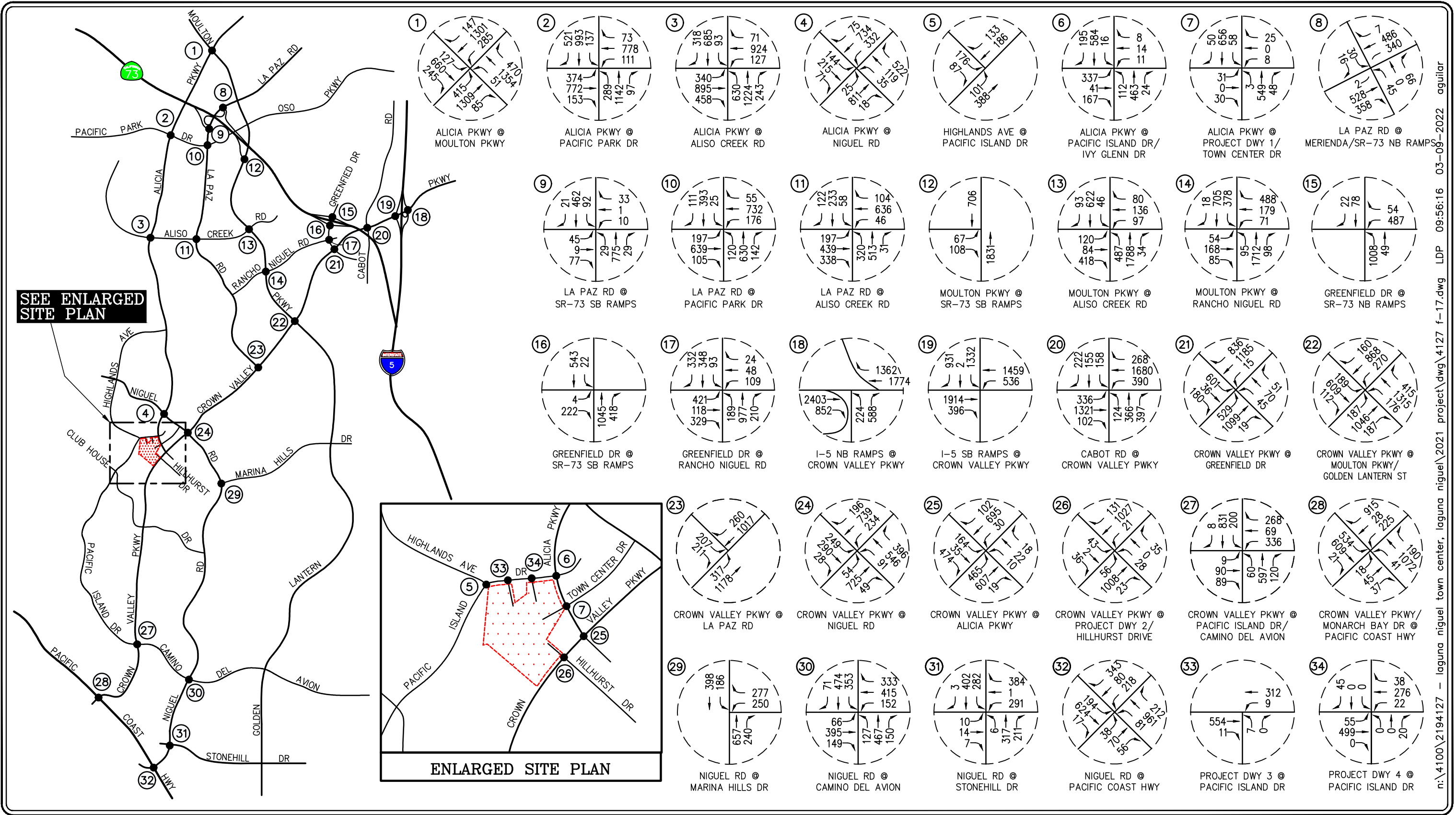


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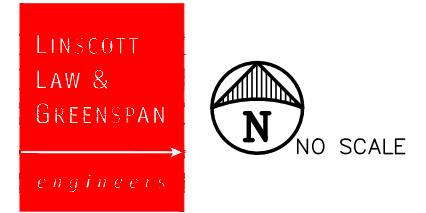


**FIGURE 16**  
**YEAR 2025 SATURDAY MIDDAY PEAK HOUR**  
**AND DAILY CUMULATIVE BASE TRAFFIC VOLUMES**  
 LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL

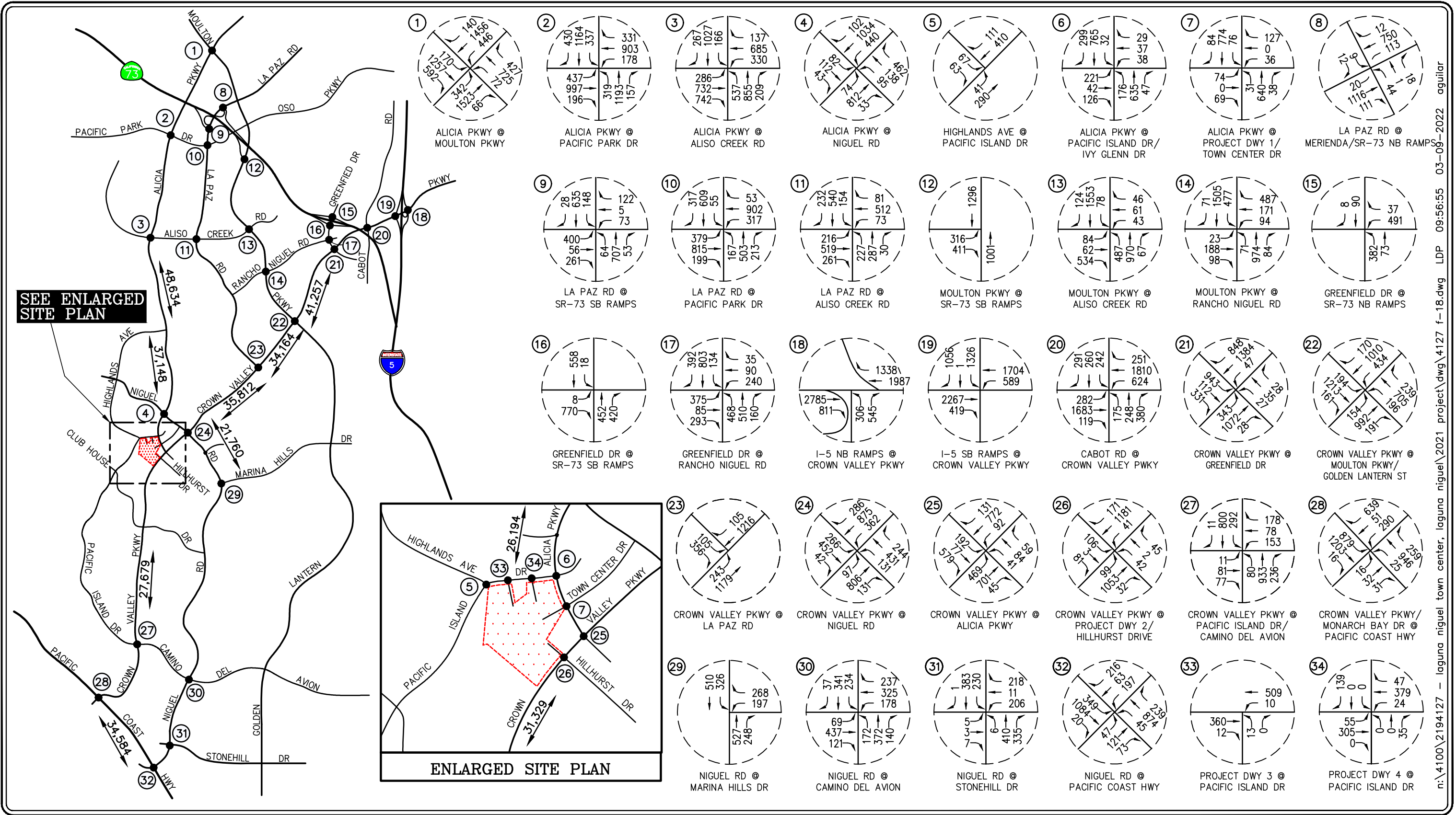




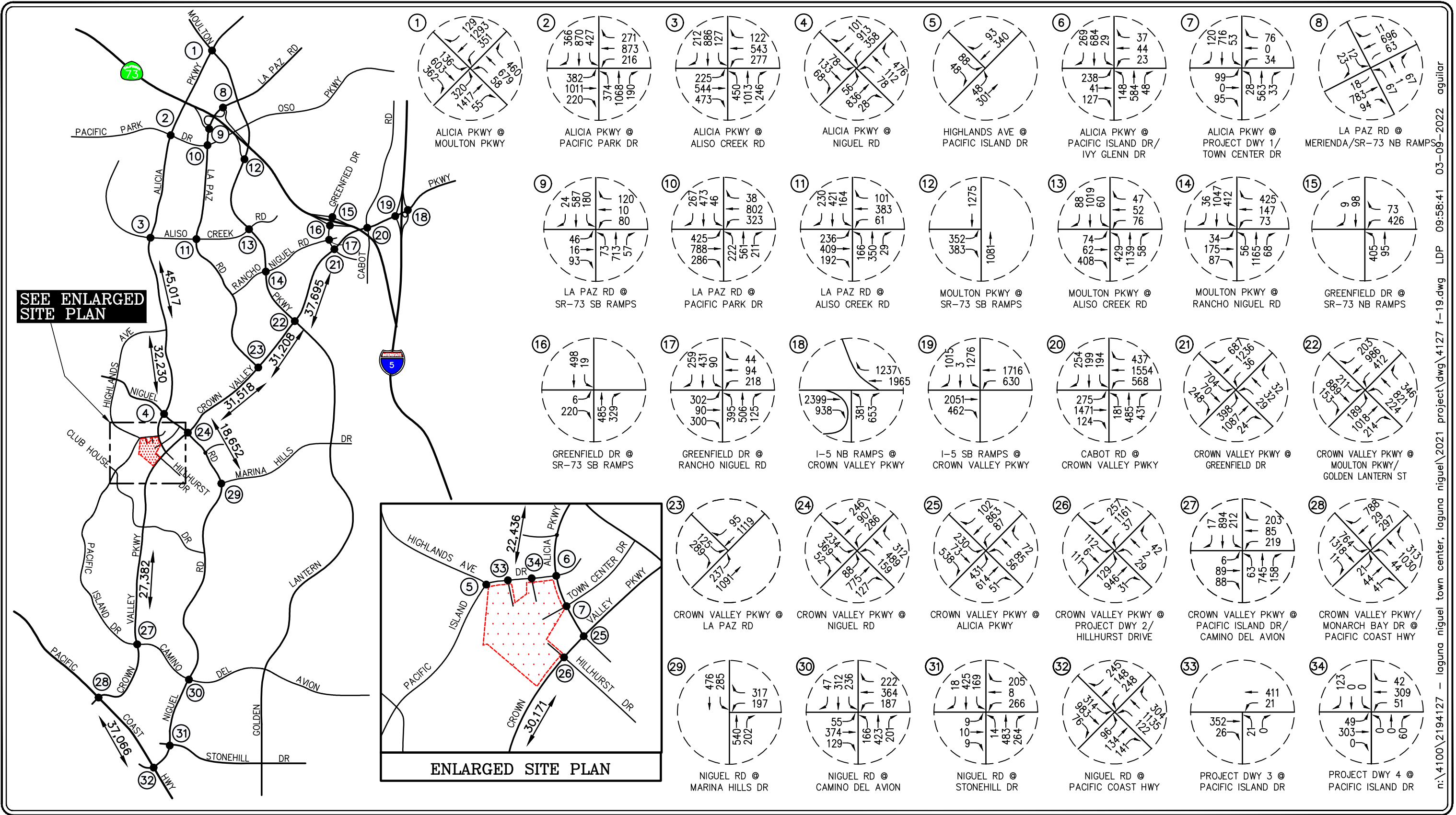
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**FIGURE 17**  
**YEAR 2025 CUMULATIVE PLUS PROJECT**  
**WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES**  
 LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL

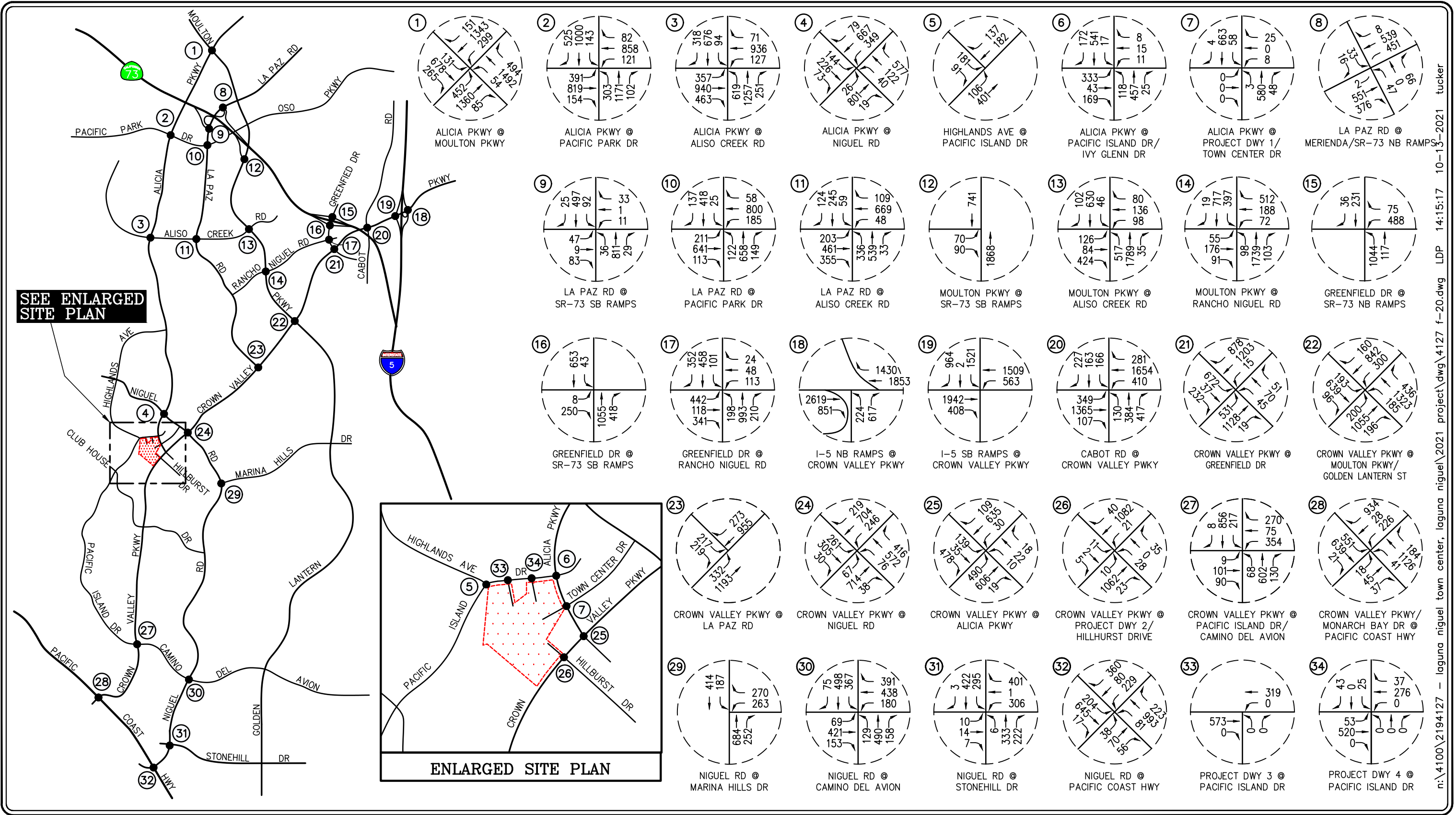


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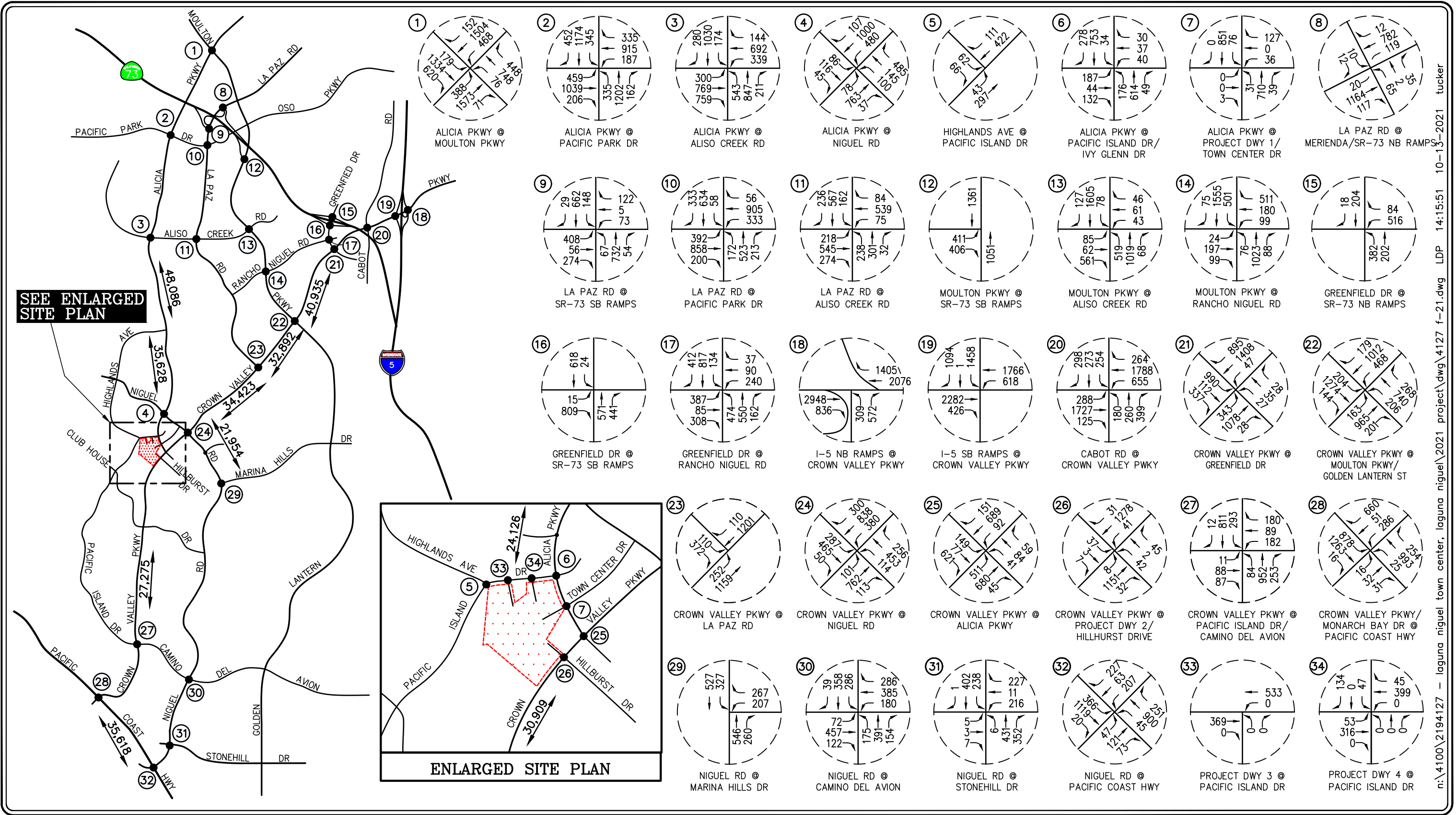


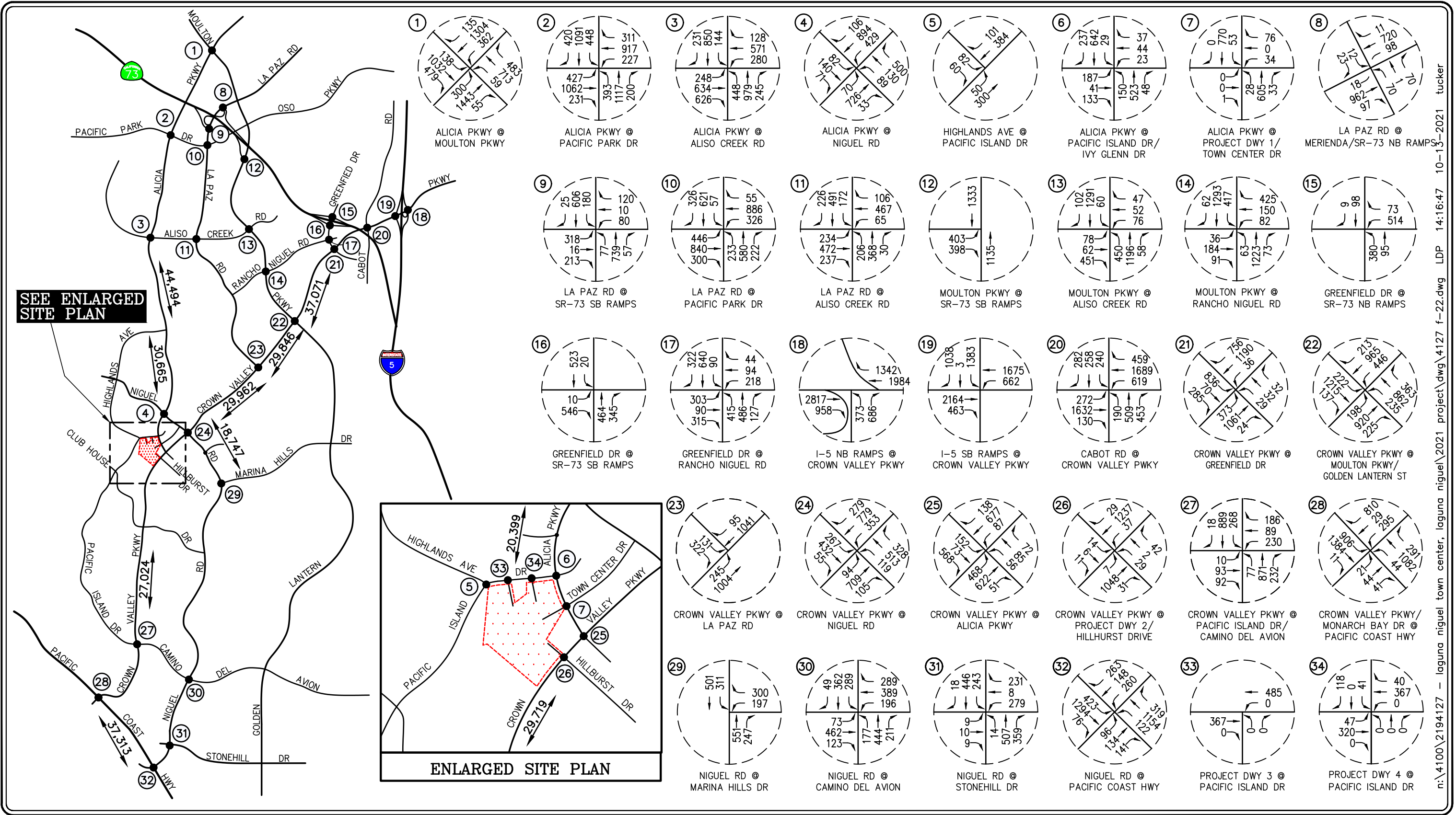
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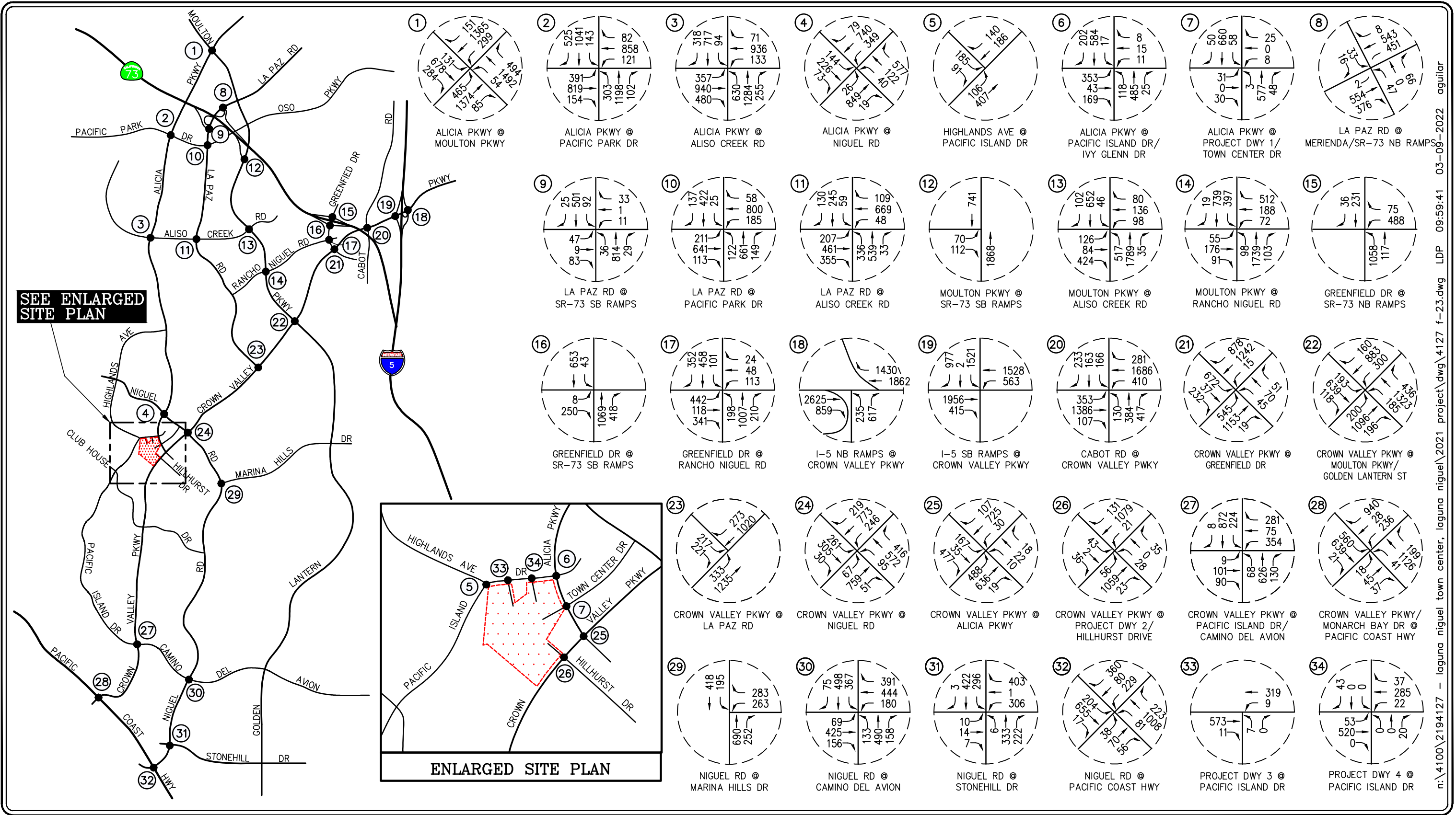


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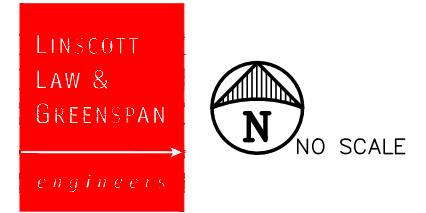




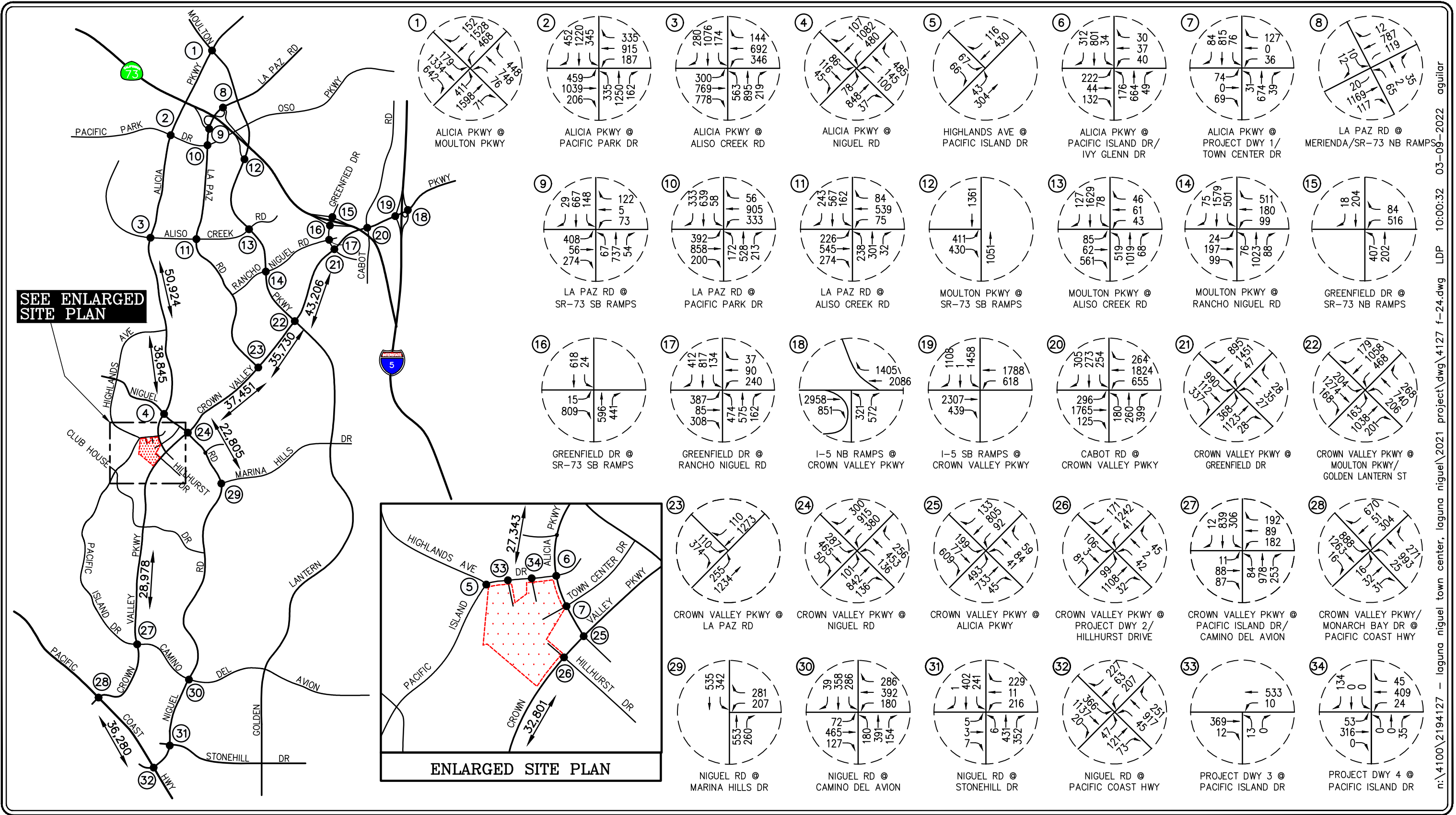




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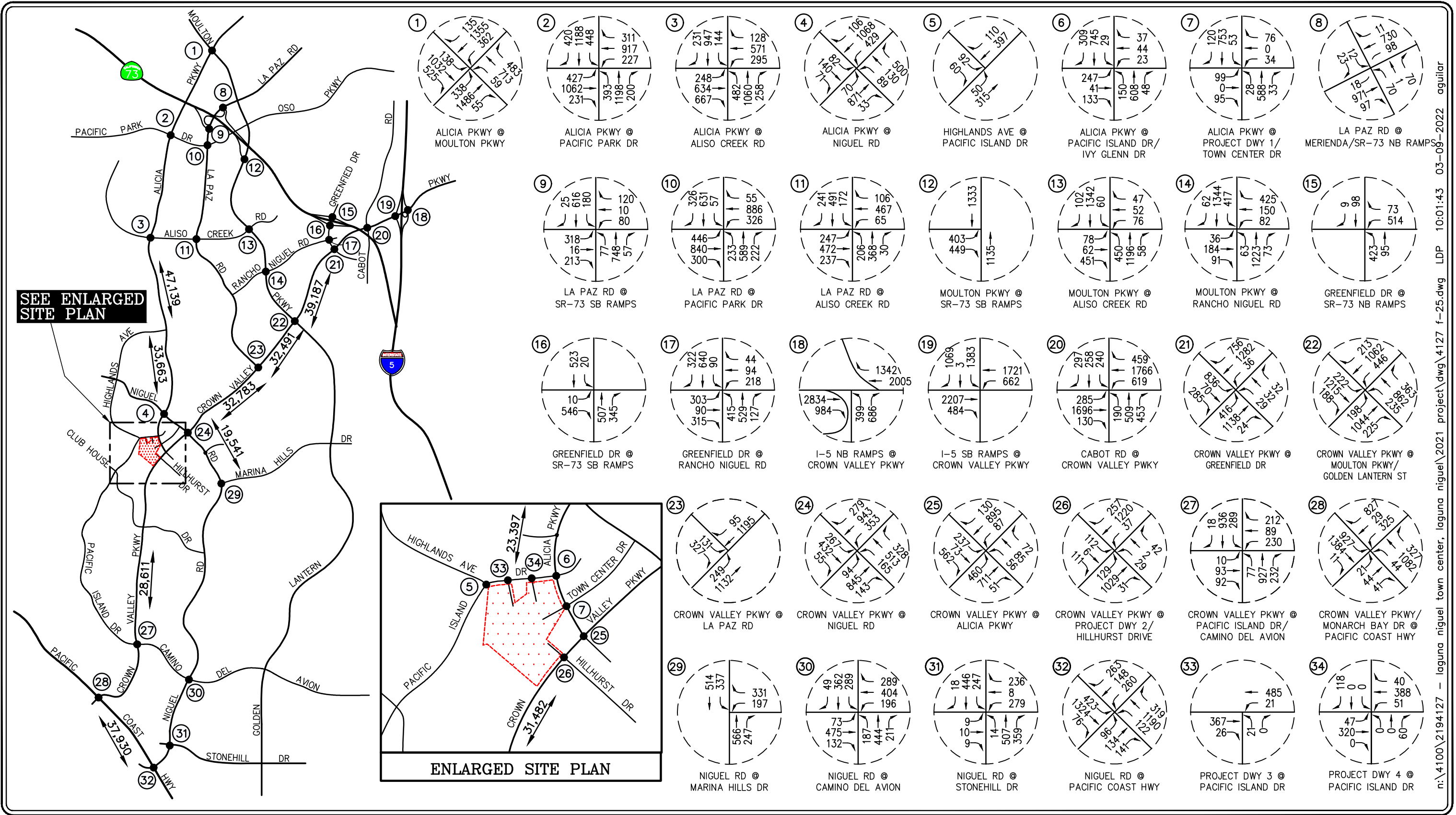


**FIGURE 23**  
**YEAR 2040 BUILDOUT PLUS PROJECT**  
**WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES**  
 LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL



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## 5.0 TRAFFIC IMPACT ANALYSIS

The relative impact of the Project during the weekday AM, weekday PM, and Saturday midday, peak hours was evaluated based on analysis of future operating conditions at the 32 intersections, without and then with the Project. The previously discussed capacity analysis procedures were utilized to investigate the delay/volume-to-capacity relationships and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each intersection was then evaluated using the traffic impact criteria described below.

### 5.1 Traffic Impact Criteria

In order to provide a quantitative basis for determining whether a traffic impact would occur at a specific location, it was necessary to establish the criteria to be used in the analysis of intersections for this TIA.

A project is considered to have an impact at an intersection if the following criteria are met:

#### Laguna Niguel Intersections

- ❑ the Project causes an intersection at LOS D or better to degrade to LOS E or F, and the ICU increase attributable to the Project is 0.01 or greater (or any delay increase per Highway Capacity Manual 6<sup>th</sup> Edition)
- or -
- ❑ the Project causes an ICU increase of 0.01 or greater (or any delay increase per Highway Capacity Manual 6<sup>th</sup> Edition) at an intersection operating at LOS E or F “without project”

#### Laguna Hills Intersections

- ❑ the Project causes an intersection at LOS D or better to degrade to LOS E or F, and the ICU increase attributable to the Project is 0.01 or greater (or any delay increase per HCM 6)
- or -
- ❑ the Project causes an ICU increase of 0.01 or greater (or any delay increase per HCM 6) at an intersection operating at LOS E or F “without project”

#### Aliso Viejo Intersections

- ❑ the Project causes an intersection at LOS C or better to degrade to LOS D, E or F, and the ICU increase attributable to the Project is 0.01 or greater (or any delay increase per HCM 6)
- or -
- ❑ the Project causes an ICU increase of 0.01 or greater (or any delay increase per HCM 6) at an intersection operating at LOS D, E or F “without project”

### Dana Point Intersections

- ❑ the Project causes an intersection at an acceptable LOS (LOS C for Primary Arterials, Secondary Arterials and Local Street; LOS D for Major Arterials and State Highways; LOS E for Orange County CMP Designated Roadways) to degrade to unacceptable LOS, and the ICU increase attributable to the Project is 0.01 or greater (or any delay increase per HCM 6)
- or -
- ❑ the Project causes an ICU increase of 0.01 or greater (or any delay increase per HCM 6) at an intersection operating at an acceptable LOS “without project”

### Mission Viejo Intersections

- ❑ the Project causes an intersection at LOS D or better to degrade to LOS E or F, and the ICU increase attributable to the Project is 0.01 or greater (or any delay increase per HCM 6)
- or -
- ❑ the Project causes an ICU increase of 0.01 or greater (or any delay increase per HCM 6) at an intersection operating at LOS E or F “without project”

### CMP Signalized Intersections

- ❑ the Project causes an intersection at LOS E or better to degrade to LOS F, and the ICU increase attributable to the Project is 0.01 or greater (or any delay increase per HCM 6)
- or -
- ❑ the Project causes an ICU increase of 0.01 or greater (or any delay increase per HCM 6) at an intersection operating at LOS F “without project”

### Caltrans Signalized Intersections

- ❑ the Project causes an intersection at LOS D or better to degrade to LOS E or F, and any delay increase per HCM 6
- or -
- ❑ the Project causes an intersection at LOS E under existing traffic conditions to degrade to LOS F, and any delay increase per HCM 6

## **5.2 Existing Plus Project Traffic Conditions**

**Tables 8 and 9** summarize the Existing (2021) Plus Project levels of service at the 32 intersections during the weekday AM and PM, and Saturday midday, peak hours, respectively. Based on the application of the performance criteria described previously, the Project is not expected to cause traffic impacts at any of the 32 intersections under Existing (2021) Plus Project conditions.

It should be noted that under Existing (2021) Plus Project conditions, the following Project driveway intersections/adjacent study intersections will be improved to enhance the overall site access and will be completed as part of the Project (described in **Sections 6 and 8** of this report):

- 6) Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive (extend the northbound left-turn pocket 65 feet to provide at a minimum a total storage of 225 feet)
- 7) Alicia Parkway at Project Driveway No. 1/Town Center Drive (new traffic signal with preemption for emergency vehicles and interconnection to adjacent signal)
- 25) Crown Valley Parkway at Alicia Parkway (extend the dual northbound left-turn lanes 30 feet each to provide at a minimum a total storage of 205 feet per lane; 410 feet total for both lanes)
- 26) Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive (exclusive southbound right-turn deceleration lane and modify signal phasing; extend the northbound left-turn pocket 100 feet to provide at a minimum a total storage of 190 feet)

### **5.3 Year 2025 Cumulative Base Traffic Conditions**

**Tables 10 and 11** summarize the Year 2025 Cumulative Base levels of service at the 32 intersections during the weekday AM and PM, and Saturday midday, peak hours, respectively.

As **Tables 10 and 11** indicate, under Year 2025 Cumulative Base conditions (i.e., future cumulative conditions without the Project), all 32 intersections are expected to operate at acceptable service levels during the weekday AM, weekday PM, and Saturday midday peak hours.

### **5.4 Year 2025 Cumulative Plus Project Traffic Conditions**

**Tables 10 and 11** summarize the Year 2025 Cumulative Plus Project levels of service at the 32 intersections during the weekday AM and PM, and Saturday midday, peak hours, respectively. Based on the application of the performance criteria described previously, the Project is not expected to cause traffic impacts at any of the 32 intersections under Year 2025 Cumulative Plus Project conditions.

As mentioned previously, it should be noted that under Year 2025 Cumulative Plus Project conditions, the following Project driveway intersections/adjacent study intersections will be improved to enhance the overall site access and will be completed as part of the Project (described in **Sections 6 and 8** of this report):

- 6) Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive (extend the northbound left-turn pocket 65 feet to provide at a minimum a total storage of 225 feet)
- 7) Alicia Parkway at Project Driveway No. 1/Town Center Drive (new traffic signal with preemption for emergency vehicles and interconnection to adjacent signal)
- 25) Crown Valley Parkway at Alicia Parkway (extend the dual northbound left-turn lanes 30 feet each to provide at a minimum a total storage of 205 feet per lane; 410 feet total for both lanes)

26) Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive (exclusive southbound right-turn deceleration lane and modify signal phasing; extend the northbound left-turn pocket 100 feet to provide at a minimum a total storage of 190 feet)

## 5.5 Year 2040 Buildout Base Traffic Conditions

*Tables 12 and 13* summarize the Year 2040 Buildout Base levels of service at the 32 intersections during the weekday AM and PM, and Saturday midday, peak hours, respectively.

As *Tables 12 and 13* indicate, under Year 2040 Buildout Base conditions (i.e., future buildout conditions without the Project), all 32 intersections are expected to operate at acceptable service levels during the weekday AM, weekday PM, and Saturday midday peak hours.

## 5.6 Year 2040 Buildout Plus Project Traffic Conditions

*Tables 12 and 13* summarize the Year 2040 Buildout Plus Project levels of service at the 32 intersections studied during the weekday AM and PM, and Saturday midday, peak hours, respectively. Based on the application of the performance criteria described previously, the Project is not expected to cause traffic impacts at any of the 32 intersections under Year 2040 Buildout Plus Project conditions.

As mentioned previously, it should be noted that under Year 2040 Buildout Plus Project conditions, the following Project driveway intersections/adjacent study intersections will be improved to enhance the overall site access and will be completed as part of the Project (described in *Sections 6 and 8* of this report):

6) Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive (extend the northbound left-turn pocket 65 feet to provide at a minimum a total storage of 225 feet)

7) Alicia Parkway at Project Driveway No. 1/Town Center Drive (new traffic signal with preemption for emergency vehicles and interconnection to adjacent signal)

25) Crown Valley Parkway at Alicia Parkway (extend the dual northbound left-turn lanes 30 feet each to provide at a minimum a total storage of 205 feet per lane; 410 feet total for both lanes)

26) Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive (exclusive southbound right-turn deceleration lane and modify signal phasing; extend the northbound left-turn pocket 100 feet to provide at a minimum a total storage of 190 feet)

**TABLE 8  
EXISTING (2021) PLUS PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)				Existing (2021) Plus Project						Existing (2021) Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
		1) Alicia Parkway at Moulton Parkway (LH)	AM	0.68	--	B	No	0.68	--	B	No	0.00	No	--
	PM	0.69	--	B	No	0.70	--	B	No	0.01	No	--	--	--
2) Alicia Parkway at Pacific Park Drive (LN/AV)	AM	0.57	--	A	No	0.57	--	A	No	0.00	No	--	--	--
	PM	0.65	--	B	No	0.66	--	B	No	0.01	No	--	--	--
3) Alicia Parkway at Aliso Creek Road (LN/AV)	AM	0.69	--	B	No	0.69	--	B	No	0.00	No	--	--	--
	PM	0.67	--	B	No	0.69	--	B	No	0.02	No	--	--	--
4) Alicia Parkway at Niguel Road (LN)	AM	0.57	--	A	No	0.58	--	A	No	0.01	No	--	--	--
	PM	0.50	--	A	No	0.52	--	A	No	0.02	No	--	--	--
5) Highlands Avenue at Pacific Island Drive (LN)	AM	0.29	--	A	No	0.30	--	A	No	0.01	No	--	--	--
	PM	0.25	--	A	No	0.26	--	A	No	0.01	No	--	--	--
6) Alicia Parkway at Pacific Island Drive/Ivy Glen Drive (LN)	AM	0.36	--	A	No	0.38	--	A	No	0.02	No	--	--	--
	PM	0.44	--	A	No	0.46	--	A	No	0.02	No	--	--	--
7) Alicia Parkway at Project Driveway No. 1/Town Center Drive (LN)	AM	--	13.4	B	No	0.23	--	A	No	--	No	--	--	--
	PM	--	21.5	C	No	0.36	--	A	No	--	No	--	--	--
8) La Paz Road at Merienda/SR-73 NB Ramps (LH/Caltrans)	AM	0.41	--	A	No	0.41	--	A	No	0.00	No	--	--	--
	PM	0.33	--	A	No	0.33	--	A	No	0.00	No	--	--	--
	HCM 6: AM	--	19.6	B	No	--	19.6	B	No	0.0	No	--	--	--
	HCM 6: PM	--	10.1	B	No	--	10.2	B	No	0.1	No	--	--	--
9) La Paz Road at SR-73 SB Ramps (AV/Caltrans)	AM	0.32	--	A	No	0.32	--	A	No	0.00	No	--	--	--
	PM	0.57	--	A	No	0.58	--	A	No	0.01	No	--	--	--
	HCM 6: AM	--	16.0	B	No	--	16.1	B	No	0.1	No	--	--	--
	HCM 6: PM	--	34.9	C	No	--	35.8	D	No	0.9	No	--	--	--



**TABLE 8 (CONTINUED)**  
**EXISTING (2021) PLUS PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)				Existing (2021) Plus Project						Existing (2021) Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
10) La Paz Road at Pacific Park Drive (LN/AV)	AM	0.39	--	A	No	0.40	--	A	No	0.01	No	--	--	--
	PM	0.61	--	B	No	0.61	--	B	No	0.00	No	--	--	--
11) La Paz Road at Aliso Creek Road (LN)	AM	0.41	--	A	No	0.41	--	A	No	0.00	No	--	--	--
	PM	0.44	--	A	No	0.44	--	A	No	0.00	No	--	--	--
12) Moulton Parkway at SR-73 SB Ramps (LN/Caltrans/CMP)	AM	0.41	--	A	No	0.42	--	A	No	0.01	No	--	--	--
	PM	0.46	--	A	No	0.47	--	A	No	0.01	No	--	--	--
	HCM 6: AM	--	4.6	A	No	--	5.2	A	No	0.6	No	--	--	--
	HCM 6: PM	--	14.8	B	No	--	15.1	B	No	0.3	No	--	--	--
13) Moulton Parkway at Aliso Creek Road (LN)	AM	0.54	--	A	No	0.54	--	A	No	0.00	No	--	--	--
	PM	0.64	--	B	No	0.65	--	B	No	0.01	No	--	--	--
14) Moulton Parkway at Rancho Niguel Road (LN)	AM	0.76	--	C	No	0.76	--	C	No	0.00	No	--	--	--
	PM	0.70	--	B	No	0.70	--	B	No	0.00	No	--	--	--
15) Greenfield Drive at SR-73 NB Ramps (LH/Caltrans)	AM	0.64	--	B	No	0.65	--	B	No	0.01	No	--	--	--
	PM	0.47	--	A	No	0.48	--	A	No	0.01	No	--	--	--
	HCM 6: AM	--	40.1	D	No	--	40.1	D	No	0.00	No	--	--	--
	HCM 6: PM	--	34.4	C	No	--	34.9	C	No	0.00	No	--	--	--
16) Greenfield Drive at SR-73 SB Ramps (LN/Caltrans)	AM	0.52	--	A	No	0.53	--	A	No	0.01	No	--	--	--
	PM	0.51	--	A	No	0.51	--	A	No	0.00	No	--	--	--
	HCM 6: AM	--	10.2	B	No	--	10.2	B	No	0.0	No	--	--	--
	HCM 6: PM	--	19.8	B	No	--	19.8	B	No	0.0	No	--	--	--
17) Greenfield Drive at Rancho Niguel Road (LN)	AM	0.67	--	B	No	0.68	--	B	No	0.01	No	--	--	--
	PM	0.71	--	C	No	0.71	--	C	No	0.00	No	--	--	--

**TABLE 8 (CONTINUED)**  
**EXISTING (2021) PLUS PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)				Existing (2021) Plus Project						Existing (2021) Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
18) I-5 NB Ramps at Crown Valley Parkway (MV/Caltrans/CMP)	AM	0.53	--	A	No	0.53	--	A	No	0.00	No	--	--	--
	PM	0.57	--	A	No	0.57	--	A	No	0.00	No	--	--	--
	HCM 6: AM	--	8.1	A	No	--	8.2	A	No	0.1	No	--	--	--
	HCM 6: PM	--	7.7	A	No	--	7.7	A	No	0.0	No	--	--	--
19) I-5 SB Ramps at Crown Valley Parkway (LN/MV/Caltrans/CMP)	AM	0.64	--	B	No	0.65	--	B	No	0.01	No	--	--	--
	PM	0.72	--	C	No	0.73	--	C	No	0.01	No	--	--	--
	HCM 6: AM	--	29.6	C	No	--	29.7	C	No	0.1	No	--	--	--
	HCM 6: PM	--	30.2	C	No	--	30.6	C	No	0.4	No	--	--	--
20) Cabot Road at Crown Valley Parkway (LN)	AM	0.70	--	B	No	0.71	--	C	No	0.01	No	--	--	--
	PM	0.78	--	C	No	0.79	--	C	No	0.01	No	--	--	--
21) Crown Valley Parkway at Greenfield Drive (LN)	AM	0.70	--	B	No	0.70	--	B	No	0.00	No	--	--	--
	PM	0.66	--	B	No	0.68	--	B	No	0.02	No	--	--	--
22) Crown Valley Parkway at Moulton Pkwy/Golden Lantern Street (LN/CMP)	AM	0.59	--	A	No	0.60	--	A	No	0.01	No	--	--	--
	PM	0.60	--	A	No	0.61	--	B	No	0.01	No	--	--	--
23) Crown valley Parkway at La Paz Road (LN)	AM	0.53	--	A	No	0.54	--	A	No	0.01	No	--	--	--
	PM	0.52	--	A	No	0.53	--	A	No	0.01	No	--	--	--
24) Crown Valley Parkway at Niguel Road (LN)	AM	0.47	--	A	No	0.49	--	A	No	0.02	No	--	--	--
	PM	0.51	--	A	No	0.54	--	A	No	0.03	No	--	--	--
25) Crown Valley Parkway at Alicia Parkway (LN)	AM	0.40	--	A	No	0.43	--	A	No	0.03	No	--	--	--
	PM	0.47	--	A	No	0.51	--	A	No	0.04	No	--	--	--
26) Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive (LN)	AM	0.28	--	A	No	0.32	--	A	No	0.04	No	--	--	--
	PM	0.33	--	A	No	0.41	--	A	No	0.08	No	--	--	--

**TABLE 8 (CONTINUED)**  
**EXISTING (2021) PLUS PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)				Existing (2021) Plus Project						Existing (2021) Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
		27) Crown Valley Parkway at Pacific Island Drive/Camino Del Avion (LN/DP)	AM	0.46	--	A	No	0.47	--	A	No	0.01	No	--
	PM	0.47	--	A	No	0.49	--	A	No	0.02	No	--	--	--
28) Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway (DP/CMP)	AM	0.61	--	B	No	0.62	--	B	No	0.01	No	--	--	--
	PM	0.62	--	B	No	0.62	--	B	No	0.00	No	--	--	--
29) Niguel Road at Marina Hills Drive (LN)	AM	0.45	--	A	No	0.46	--	A	No	0.01	No	--	--	--
	PM	0.44	--	A	No	0.45	--	A	No	0.01	No	--	--	--
30) Niguel Road at Camino Del Avion (LN/DP)	AM	0.57	--	A	No	0.57	--	A	No	0.00	No	--	--	--
	PM	0.47	--	A	No	0.48	--	A	No	0.01	No	--	--	--
31) Niguel Road at Stonehill Drive (DP)	AM	0.57	--	A	No	0.57	--	A	No	0.00	No	--	--	--
	PM	0.51	--	A	No	0.51	--	A	No	0.00	No	--	--	--
32) Niguel Road at Pacific Coast Highway (DP)	AM	0.49	--	A	No	0.49	--	A	No	0.00	No	--	--	--
	PM	0.48	--	A	No	0.49	--	A	No	0.01	No	--	--	--

Notes:

*Italicized* text corresponds to an unsignalized/stop-controlled intersection.

**Blue** text corresponds to a CMP intersection where LOS E has been established as the minimum acceptable level of service.

CMP = Congestion Management Program; LH - Laguna Hills; LN = Laguna Niguel; AV = Aliso Viejo; MV = Mission Viejo; DP = Dana Point

Adv. LOS = Adverse Level of Service

**TABLE 9  
EXISTING (2021) PLUS PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)				Existing (2021) Plus Project						Existing (2021) Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
		1) Alicia Parkway at Moulton Parkway (LH)	Sat MD	0.52	--	A	No	0.53	--	A	No	0.01	No	--
2) Alicia Parkway at Pacific Park Drive (LN/AV)	Sat MD	0.62	--	B	No	0.64	--	B	No	0.02	No	--	--	--
3) Alicia Parkway at Aliso Creek Road (LN/AV)	Sat MD	0.52	--	A	No	0.56	--	A	No	0.04	No	--	--	--
4) Alicia Parkway at Niguel Road (LN)	Sat MD	0.50	--	A	No	0.53	--	A	No	0.03	No	--	--	--
5) Highlands Avenue at Pacific Island Drive (LN)	Sat MD	0.24	--	A	No	0.25	--	A	No	0.01	No	--	--	--
6) Alicia Parkway at Pacific Island Drive/Ivy Glen Drive (LN)	Sat MD	0.40	--	A	No	0.44	--	A	No	0.04	No	--	--	--
7) Alicia Parkway at Project Driveway No. 1/Town Center Drive (LN)	Sat MD	--	17.1	C	No	0.34	--	A	No	--	No	--	--	--
8) La Paz Road at Merienda/SR-73 NB Ramps (LH/Caltrans)	Sat MD	0.27	--	A	No	0.27	--	A	No	0.00	No	--	--	--
	HCM 6: Sat MD	--	12.6	B	No	--	12.6	B	No	0.0	No	--	--	--
9) La Paz Road at SR-73 SB Ramps (AV/Caltrans)	Sat MD	0.43	--	A	No	0.43	--	A	No	0.00	No	--	--	--
	HCM 6: Sat MD	--	26.1	C	No	--	26.5	C	No	0.4	No	--	--	--
	HCM 6: Sat MD	--	26.1	C	No	--	26.5	C	No	0.4	No	--	--	--

**TABLE 9 (CONTINUED)**  
**EXISTING (2021) PLUS PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)				Existing (2021) Plus Project						Existing (2021) Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
10) La Paz Road at Pacific Park Drive (LN/AV)	Sat MD	0.61	--	B	No	0.61	--	B	No	0.00	No	--	--	--
11) La Paz Road at Aliso Creek Road (LN)	Sat MD	0.37	--	A	No	0.38	--	A	No	0.01	No	--	--	--
12) Moulton Parkway at SR-73 SB Ramps (LN/Caltrans/CMP) HCM 6:	Sat MD	0.45	--	A	No	0.46	--	A	No	0.01	No	--	--	--
	Sat MD	--	14.6	B	No	--	15.2	B	No	0.6	No	--	--	--
13) Moulton Parkway at Aliso Creek Road (LN)	Sat MD	0.47	--	A	No	0.48	--	A	No	0.01	No	--	--	--
14) Moulton Parkway at Rancho Niguel Road (LN)	Sat MD	0.66	--	B	No	0.66	--	B	No	0.00	No	--	--	--
15) Greenfield Drive at SR-73 NB Ramps (LH/Caltrans) HCM 6:	Sat MD	0.44	--	A	No	0.45	--	A	No	0.01	No	--	--	--
	Sat MD	--	33.1	C	No	--	35.6	D	No	0.00	No	--	--	--
16) Greenfield Drive at SR-73 SB Ramps (LN/Caltrans) HCM 6:	Sat MD	0.32	--	A	No	0.34	--	A	No	0.02	No	--	--	--
	Sat MD	--	9.5	A	No	--	9.7	A	No	0.2	No	--	--	--
17) Greenfield Drive at Rancho Niguel Road (LN)	Sat MD	0.60	--	A	No	0.60	--	A	No	0.00	No	--	--	--



**TABLE 9 (CONTINUED)**  
**EXISTING (2021) PLUS PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)				Existing (2021) Plus Project						Existing (2021) Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
		18) I-5 NB Ramps at Crown Valley Parkway (MV/Caltrans/CMP) HCM 6:	Sat MD Sat MD	0.55 --	-- 8.8	A A	No No	0.56 --	-- 9.1	A A	No No	0.01 0.3	No No	-- --
19) I-5 SB Ramps at Crown Valley Parkway (LN/MV/Caltrans/CMP) HCM 6:	Sat MD Sat MD	0.68 --	-- 32.5	B C	No No	0.70 --	-- 33.4	B C	No No	0.02 0.9	No No	-- --	-- --	-- --
20) Cabot Road at Crown Valley Parkway (LN)	Sat MD	0.73	--	C	No	0.75	--	C	No	0.02	No	--	--	--
21) Crown Valley Parkway at Greenfield Drive (LN)	Sat MD	0.57	--	A	No	0.60	--	A	No	0.03	No	--	--	--
22) Crown Valley Parkway at Moulton Pkwy/Golden Lantern Street (LN/CMP)	Sat MD	0.53	--	A	No	0.55	--	A	No	0.02	No	--	--	--
23) Crown valley Parkway at La Paz Road (LN)	Sat MD	0.46	--	A	No	0.49	--	A	No	0.03	No	--	--	--
24) Crown Valley Parkway at Niguel Road (LN)	Sat MD	0.47	--	A	No	0.51	--	A	No	0.04	No	--	--	--
25) Crown Valley Parkway at Alicia Parkway (LN)	Sat MD	0.45	--	A	No	0.49	--	A	No	0.04	No	--	--	--
26) Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive (LN)	Sat MD	0.31	--	A	No	0.43	--	A	No	0.12	No	--	--	--

**TABLE 9 (CONTINUED)**  
**EXISTING (2021) PLUS PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Existing (2021)				Existing (2021) Plus Project						Existing (2021) Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
27) Crown Valley Parkway at Pacific Island Drive/Camino Del Avion (LN/DP)	Sat MD	0.42	--	A	No	0.45	--	A	No	0.03	No	--	--	--
28) Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway (DP/CMP)	Sat MD	0.65	--	B	No	0.67	--	B	No	0.02	No	--	--	--
29) Niguel Road at Marina Hills Drive (LN)	Sat MD	0.42	--	A	No	0.44	--	A	No	0.02	No	--	--	--
30) Niguel Road at Camino Del Avion (LN/DP)	Sat MD	0.48	--	A	No	0.48	--	A	No	0.00	No	--	--	--
31) Niguel Road at Stonehill Drive (DP)	Sat MD	0.49	--	A	No	0.49	--	A	No	0.00	No	--	--	--
32) Niguel Road at Pacific Coast Highway (DP)	Sat MD	0.59	--	A	No	0.60	--	A	No	0.01	No	--	--	--

Notes:

*Italicized* text corresponds to an unsignalized/stop-controlled intersection.

**Blue** text corresponds to a CMP intersection where LOS E has been established as the minimum acceptable level of service.

CMP = Congestion Management Program; LH - Laguna Hills; LN = Laguna Niguel; AV = Aliso Viejo; MV = Mission Viejo; DP = Dana Point

Adv. LOS = Adverse Level of Service

**TABLE 10  
YEAR 2025 INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2025 Cumulative Base				Year 2025 Cumulative Plus Project						Year 2025 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
		1) Alicia Parkway at Moulton Parkway (LH)	AM	0.72	--	C	No	0.73	--	C	No	0.01	No	--
	PM	0.74	--	C	No	0.75	--	C	No	0.01	No	--	--	--
2) Alicia Parkway at Pacific Park Drive (LN/AV)	AM	0.59	--	A	No	0.59	--	A	No	0.00	No	--	--	--
	PM	0.68	--	B	No	0.69	--	B	No	0.01	No	--	--	--
3) Alicia Parkway at Aliso Creek Road (LN/AV)	AM	0.71	--	C	No	0.72	--	C	No	0.01	No	--	--	--
	PM	0.70	--	B	No	0.72	--	C	No	0.02	No	--	--	--
4) Alicia Parkway at Niguel Road (LN)	AM	0.60	--	A	No	0.60	--	A	No	0.00	No	--	--	--
	PM	0.52	--	A	No	0.54	--	A	No	0.02	No	--	--	--
5) Highlands Avenue at Pacific Island Drive (LN)	AM	0.30	--	A	No	0.31	--	A	No	0.01	No	--	--	--
	PM	0.26	--	A	No	0.27	--	A	No	0.01	No	--	--	--
6) Alicia Parkway at Pacific Island Drive/Ivy Glen Drive (LN)	AM	0.37	--	A	No	0.39	--	A	No	0.02	No	--	--	--
	PM	0.46	--	A	No	0.48	--	A	No	0.02	No	--	--	--
7) Alicia Parkway at Project Driveway No. 1/Town Center Drive (LN)	AM	--	13.8	B	No	0.24	--	A	No	--	No	--	--	--
	PM	--	23.7	C	No	0.38	--	A	No	--	No	--	--	--
8) La Paz Road at Merienda/SR-73 NB Ramps (LH/Caltrans)	AM	0.43	--	A	No	0.43	--	A	No	0.00	No	--	--	--
	PM	0.34	--	A	No	0.34	--	A	No	0.00	No	--	--	--
	HCM 6: AM	--	19.8	B	No	--	19.8	B	No	0.0	No	--	--	--
	HCM 6: PM	--	10.2	B	No	--	10.2	B	No	0.0	No	--	--	--
9) La Paz Road at SR-73 SB Ramps (AV/Caltrans)	AM	0.33	--	A	No	0.33	--	A	No	0.00	No	--	--	--
	PM	0.60	--	A	No	0.60	--	A	No	0.00	No	--	--	--
	HCM 6: AM	--	16.2	B	No	--	16.2	B	No	0.0	No	--	--	--
	HCM 6: PM	--	35.6	D	No	--	35.8	D	No	0.2	No	--	--	--

**TABLE 10 (CONTINUED)**  
**YEAR 2025 INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2025 Cumulative Base				Year 2025 Cumulative Plus Project						Year 2025 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
		10) La Paz Road at Pacific Park Drive (LN/AV)	AM	0.41	--	A	No	0.41	--	A	No	0.00	No	--
	PM	0.63	--	B	No	0.63	--	B	No	0.00	No	--	--	--
11) La Paz Road at Aliso Creek Road (LN)	AM	0.43	--	A	No	0.43	--	A	No	0.00	No	--	--	--
	PM	0.45	--	A	No	0.46	--	A	No	0.01	No	--	--	--
12) Moulton Parkway at SR-73 SB Ramps (LN/Caltrans/CMP)	AM	0.45	--	A	No	0.46	--	A	No	0.01	No	--	--	--
	PM	0.51	--	A	No	0.52	--	A	No	0.01	No	--	--	--
	HCM 6: AM	--	4.6	A	No	--	5.1	A	No	0.5	No	--	--	--
	HCM 6: PM	--	14.3	B	No	--	14.7	B	No	0.4	No	--	--	--
13) Moulton Parkway at Aliso Creek Road (LN)	AM	0.59	--	A	No	0.59	--	A	No	0.00	No	--	--	--
	PM	0.71	--	C	No	0.72	--	C	No	0.01	No	--	--	--
14) Moulton Parkway at Rancho Niguel Road (LN)	AM	0.82	--	D	No	0.82	--	D	No	0.00	No	--	--	--
	PM	0.76	--	C	No	0.76	--	C	No	0.00	No	--	--	--
15) Greenfield Drive at SR-73 NB Ramps (LH/Caltrans)	AM	0.68	--	B	No	0.68	--	B	No	0.00	No	--	--	--
	PM	0.50	--	A	No	0.50	--	A	No	0.00	No	--	--	--
	HCM 6: AM	--	45.9	D	No	--	45.8	D	No	0.00	No	--	--	--
	HCM 6: PM	--	34.9	C	No	--	35.4	D	No	0.00	No	--	--	--
16) Greenfield Drive at SR-73 SB Ramps (LN/Caltrans)	AM	0.56	--	A	No	0.56	--	A	No	0.00	No	--	--	--
	PM	0.54	--	A	No	0.55	--	A	No	0.01	No	--	--	--
	HCM 6: AM	--	11.7	B	No	--	11.8	B	No	0.1	No	--	--	--
	HCM 6: PM	--	20.5	C	No	--	20.5	C	No	0.0	No	--	--	--
17) Greenfield Drive at Rancho Niguel Road (LN)	AM	0.71	--	C	No	0.71	--	C	No	0.00	No	--	--	--
	PM	0.74	--	C	No	0.74	--	C	No	0.00	No	--	--	--

**TABLE 10 (CONTINUED)**  
**YEAR 2025 INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2025 Cumulative Base				Year 2025 Cumulative Plus Project						Year 2025 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
18) I-5 NB Ramps at Crown Valley Parkway (MV/Caltrans/CMP)	AM	0.58	--	A	No	0.58	--	A	No	0.00	No	--	--	--
	PM	0.62	--	B	No	0.63	--	B	No	0.01	No	--	--	--
	HCM 6: AM	--	9.0	A	No	--	9.0	A	No	0.0	No	--	--	--
	HCM 6: PM	--	9.4	A	No	--	9.6	A	No	0.2	No	--	--	--
19) I-5 SB Ramps at Crown Valley Parkway (LN/MV/Caltrans/CMP)	AM	0.71	--	C	No	0.71	--	C	No	0.00	No	--	--	--
	PM	0.79	--	C	No	0.80	--	C	No	0.01	No	--	--	--
	HCM 6: AM	--	35.9	D	No	--	36.4	D	No	0.5	No	--	--	--
	HCM 6: PM	--	37.4	D	No	--	38.8	D	No	1.4	No	--	--	--
20) Cabot Road at Crown Valley Parkway (LN)	AM	0.75	--	C	No	0.76	--	C	No	0.01	No	--	--	--
	PM	0.85	--	D	No	0.86	--	D	No	0.01	No	--	--	--
21) Crown Valley Parkway at Greenfield Drive (LN)	AM	0.74	--	C	No	0.75	--	C	No	0.01	No	--	--	--
	PM	0.71	--	C	No	0.73	--	C	No	0.02	No	--	--	--
22) Crown Valley Parkway at Moulton Pkwy/Golden Lantern Street (LN/CMP)	AM	0.64	--	B	No	0.65	--	B	No	0.01	No	--	--	--
	PM	0.65	--	B	No	0.67	--	B	No	0.02	No	--	--	--
23) Crown valley Parkway at La Paz Road (LN)	AM	0.56	--	A	No	0.57	--	A	No	0.01	No	--	--	--
	PM	0.54	--	A	No	0.56	--	A	No	0.02	No	--	--	--
24) Crown Valley Parkway at Niguel Road (LN)	AM	0.49	--	A	No	0.50	--	A	No	0.01	No	--	--	--
	PM	0.53	--	A	No	0.56	--	A	No	0.03	No	--	--	--
25) Crown Valley Parkway at Alicia Parkway (LN)	AM	0.42	--	A	No	0.45	--	A	No	0.03	No	--	--	--
	PM	0.49	--	A	No	0.53	--	A	No	0.04	No	--	--	--
26) Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive (LN)	AM	0.29	--	A	No	0.33	--	A	No	0.04	No	--	--	--
	PM	0.35	--	A	No	0.43	--	A	No	0.08	No	--	--	--



**TABLE 10 (CONTINUED)**  
**YEAR 2025 INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2025 Cumulative Base				Year 2025 Cumulative Plus Project						Year 2025 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
27) Crown Valley Parkway at Pacific Island Drive/Camino Del Avion (LN/DP)	AM	0.48	--	A	No	0.49	--	A	No	0.01	No	--	--	--
	PM	0.50	--	A	No	0.52	--	A	No	0.02	No	--	--	--
28) Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway (DP/CMP)	AM	0.68	--	B	No	0.69	--	B	No	0.01	No	--	--	--
	PM	0.71	--	C	No	0.72	--	C	No	0.01	No	--	--	--
29) Niguel Road at Marina Hills Drive (LN)	AM	0.47	--	A	No	0.47	--	A	No	0.00	No	--	--	--
	PM	0.46	--	A	No	0.47	--	A	No	0.01	No	--	--	--
30) Niguel Road at Camino Del Avion (LN/DP)	AM	0.61	--	B	No	0.61	--	B	No	0.00	No	--	--	--
	PM	0.50	--	A	No	0.51	--	A	No	0.01	No	--	--	--
31) Niguel Road at Stonehill Drive (DP)	AM	0.60	--	A	No	0.60	--	A	No	0.00	No	--	--	--
	PM	0.53	--	A	No	0.54	--	A	No	0.01	No	--	--	--
32) Niguel Road at Pacific Coast Highway (DP)	AM	0.55	--	A	No	0.55	--	A	No	0.00	No	--	--	--
	PM	0.56	--	A	No	0.57	--	A	No	0.01	No	--	--	--

Notes:

*Italicized* text corresponds to an unsignalized/stop-controlled intersection.

**Blue** text corresponds to a CMP intersection where LOS E has been established as the minimum acceptable level of service.

CMP = Congestion Management Program; LH - Laguna Hills; LN = Laguna Niguel; AV = Aliso Viejo; MV = Mission Viejo; DP = Dana Point

Adv. LOS = Adverse Level of Service

**TABLE 11**  
**YEAR 2025 INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2025 Cumulative Base				Year 2025 Cumulative Plus Project						Year 2025 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
1) Alicia Parkway at Moulton Parkway (LH)	Sat MD	0.60	--	A	No	0.60	--	A	No	0.00	No	--	--	--
2) Alicia Parkway at Pacific Park Drive (LN/AV)	Sat MD	0.65	--	B	No	0.67	--	B	No	0.02	No	--	--	--
3) Alicia Parkway at Aliso Creek Road (LN/AV)	Sat MD	0.55	--	A	No	0.59	--	A	No	0.04	No	--	--	--
4) Alicia Parkway at Niguel Road (LN)	Sat MD	0.52	--	A	No	0.55	--	A	No	0.03	No	--	--	--
5) Highlands Avenue at Pacific Island Drive (LN)	Sat MD	0.25	--	A	No	0.26	--	A	No	0.01	No	--	--	--
6) Alicia Parkway at Pacific Island Drive/Ivy Glen Drive (LN)	Sat MD	0.41	--	A	No	0.45	--	A	No	0.04	No	--	--	--
7) Alicia Parkway at Project Driveway No. 1/Town Center Drive (LN)	Sat MD	--	18.3	C	No	0.35	--	A	No	--	No	--	--	--
8) La Paz Road at Merienda/SR-73 NB Ramps (LH/Caltrans)	Sat MD	0.28	--	A	No	0.28	--	A	No	0.00	No	--	--	--
	HCM 6: Sat MD	--	13.1	B	No	--	13.0	B	No	-0.1	No	--	--	--
9) La Paz Road at SR-73 SB Ramps (AV/Caltrans)	Sat MD	0.45	--	A	No	0.45	--	A	No	0.00	No	--	--	--
	HCM 6: Sat MD	--	27.2	C	No	--	27.1	C	No	-0.1	No	--	--	--

**TABLE 11 (CONTINUED)**  
**YEAR 2025 INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2025 Cumulative Base				Year 2025 Cumulative Plus Project						Year 2025 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
10) La Paz Road at Pacific Park Drive (LN/AV)	Sat MD	0.63	--	B	No	0.63	--	B	No	0.00	No	--	--	--
11) La Paz Road at Aliso Creek Road (LN)	Sat MD	0.39	--	A	No	0.40	--	A	No	0.01	No	--	--	--
12) Moulton Parkway at SR-73 SB Ramps (LN/Caltrans/CMP) HCM 6:	Sat MD	0.51	--	A	No	0.52	--	A	No	0.01	No	--	--	--
	Sat MD	--	13.9	B	No	--	14.7	B	No	0.8	No	--	--	--
13) Moulton Parkway at Aliso Creek Road (LN)	Sat MD	0.54	--	A	No	0.55	--	A	No	0.01	No	--	--	--
14) Moulton Parkway at Rancho Niguel Road (LN)	Sat MD	0.73	--	C	No	0.73	--	C	No	0.00	No	--	--	--
15) Greenfield Drive at SR-73 NB Ramps (LH/Caltrans) HCM 6:	Sat MD	0.47	--	A	No	0.48	--	A	No	0.01	No	--	--	--
	Sat MD	--	33.1	C	No	--	33.5	C	No	0.00	No	--	--	--
16) Greenfield Drive at SR-73 SB Ramps (LN/Caltrans) HCM 6:	Sat MD	0.35	--	A	No	0.37	--	A	No	0.02	No	--	--	--
	Sat MD	--	10.5	B	No	--	10.5	B	No	0.0	No	--	--	--
17) Greenfield Drive at Rancho Niguel Road (LN)	Sat MD	0.62	--	B	No	0.62	--	B	No	0.00	No	--	--	--

**TABLE 11 (CONTINUED)**  
**YEAR 2025 INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2025 Cumulative Base				Year 2025 Cumulative Plus Project						Year 2025 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
18) I-5 NB Ramps at Crown Valley Parkway (MV/Caltrans/CMP) HCM 6:	Sat	0.63	--	B	No	0.64	--	B	No	0.01	No	--	--	--
	MD	--	10.7	B	No	--	11.0	B	No	0.3	No	--	--	--
19) I-5 SB Ramps at Crown Valley Parkway (LN/MV/Caltrans/CMP) HCM 6:	Sat	0.78	--	C	No	0.81	--	D	No	0.03	No	--	--	--
	MD	--	40.8	D	No	--	43.2	D	No	2.4	No	--	--	--
20) Cabot Road at Crown Valley Parkway (LN)	Sat	0.80	--	C	No	0.82	--	D	No	0.02	No	--	--	--
21) Crown Valley Parkway at Greenfield Drive (LN)	Sat	0.61	--	B	No	0.64	--	B	No	0.03	No	--	--	--
22) Crown Valley Parkway at Moulton Pkwy/Golden Lantern Street (LN/CMP)	Sat	0.59	--	A	No	0.61	--	B	No	0.02	No	--	--	--
23) Crown valley Parkway at La Paz Road (LN)	Sat	0.48	--	A	No	0.51	--	A	No	0.03	No	--	--	--
24) Crown Valley Parkway at Niguel Road (LN)	Sat	0.49	--	A	No	0.53	--	A	No	0.04	No	--	--	--
25) Crown Valley Parkway at Alicia Parkway (LN)	Sat	0.48	--	A	No	0.52	--	A	No	0.04	No	--	--	--
26) Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive (LN)	Sat	0.32	--	A	No	0.45	--	A	No	0.13	No	--	--	--
	MD													

**TABLE 11 (CONTINUED)**  
**YEAR 2025 INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

	Peak Hour	Year 2025 Cumulative Base				Year 2025 Cumulative Plus Project						Year 2025 Plus Project with Improvements			
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS	
<b>Study Intersections (Jurisdiction)</b>															
27) Crown Valley Parkway at Pacific Island Drive/Camino Del Avion (LN/DP)	Sat MD	0.45	--	A	No	0.47	--	A	No	0.02	No	--	--	--	
28) Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway (DP/CMP)	Sat MD	0.70	--	B	No	0.79	--	C	No	0.09	No	--	--	--	
29) Niguel Road at Marina Hills Drive (LN)	Sat MD	0.44	--	A	No	0.45	--	A	No	0.01	No	--	--	--	
30) Niguel Road at Camino Del Avion (LN/DP)	Sat MD	0.51	--	A	No	0.51	--	A	No	0.00	No	--	--	--	
31) Niguel Road at Stonehill Drive (DP)	Sat MD	0.53	--	A	No	0.54	--	A	No	0.01	No	--	--	--	
32) Niguel Road at Pacific Coast Highway (DP)	Sat MD	0.69	--	B	No	0.71	--	C	No	0.02	No	--	--	--	

Notes:

*Italicized* text corresponds to an unsignalized/stop-controlled intersection.

**Blue** text corresponds to a CMP intersection where LOS E has been established as the minimum acceptable level of service.

CMP = Congestion Management Program; LH - Laguna Hills; LN = Laguna Niguel; AV = Aliso Viejo; MV = Mission Viejo; DP = Dana Point

Adv. LOS = Adverse Level of Service



**TABLE 12**  
**YEAR 2040 INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2040 Buildout Base				Year 2040 Buildout Plus Project						Year 2040 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
1) Alicia Parkway at Moulton Parkway (LH)	AM	0.78	--	C	No	0.79	--	C	No	0.01	No	--	--	--
	PM	0.78	--	C	No	0.79	--	C	No	0.01	No	--	--	--
2) Alicia Parkway at Pacific Park Drive (LN/AV)	AM	0.62	--	B	No	0.63	--	B	No	0.01	No	--	--	--
	PM	0.70	--	B	No	0.71	--	C	No	0.01	No	--	--	--
3) Alicia Parkway at Aliso Creek Road (LN/AV)	AM	0.72	--	C	No	0.73	--	C	No	0.01	No	--	--	--
	PM	0.74	--	C	No	0.76	--	C	No	0.02	No	--	--	--
4) Alicia Parkway at Niguel Road (LN)	AM	0.64	--	B	No	0.64	--	B	No	0.00	No	--	--	--
	PM	0.54	--	A	No	0.56	--	A	No	0.02	No	--	--	--
5) Highlands Avenue at Pacific Island Drive (LN)	AM	0.31	--	A	No	0.32	--	A	No	0.01	No	--	--	--
	PM	0.27	--	A	No	0.28	--	A	No	0.01	No	--	--	--
6) Alicia Parkway at Pacific Island Drive/Ivy Glen Drive (LN)	AM	0.38	--	A	No	0.40	--	A	No	0.02	No	--	--	--
	PM	0.47	--	A	No	0.49	--	A	No	0.02	No	--	--	--
7) Alicia Parkway at Project Driveway No. 1/Town Center Drive (LN)	AM	--	14.0	B	No	0.24	--	A	No	--	No	--	--	--
	PM	--	25.5	D	No	0.38	--	A	No	--	No	--	--	--
8) La Paz Road at Merienda/SR-73 NB Ramps (LH/Caltrans)	AM	0.47	--	A	No	0.47	--	A	No	0.00	No	--	--	--
	PM	0.36	--	A	No	0.37	--	A	No	0.01	No	--	--	--
	HCM 6: AM	--	21.1	C	No	--	21.1	C	No	0.0	No	--	--	--
	HCM 6: PM	--	11.2	B	No	--	11.2	B	No	0.0	No	--	--	--
9) La Paz Road at SR-73 SB Ramps (AV/Caltrans)	AM	0.34	--	A	No	0.34	--	A	No	0.00	No	--	--	--
	PM	0.61	--	B	No	0.61	--	B	No	0.00	No	--	--	--
	HCM 6: AM	--	16.1	B	No	--	16.1	B	No	0.0	No	--	--	--
	HCM 6: PM	--	34.8	C	No	--	34.8	C	No	0.0	No	--	--	--

**TABLE 12 (CONTINUED)**  
**YEAR 2040 INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2040 Buildout Base				Year 2040 Buildout Plus Project						Year 2040 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
		10) La Paz Road at Pacific Park Drive (LN/AV)	AM	0.43	--	A	No	0.44	--	A	No	0.01	No	--
	PM	0.65	--	B	No	0.65	--	B	No	0.00	No	--	--	--
11) La Paz Road at Aliso Creek Road (LN)	AM	0.45	--	A	No	0.45	--	A	No	0.00	No	--	--	--
	PM	0.47	--	A	No	0.48	--	A	No	0.01	No	--	--	--
12) Moulton Parkway at SR-73 SB Ramps (LN/Caltrans/CMP)	AM	0.46	--	A	No	0.47	--	A	No	0.01	No	--	--	--
	PM	0.56	--	A	No	0.56	--	A	No	0.00	No	--	--	--
	HCM 6: AM	--	4.6	A	No	--	5.0	A	No	0.4	No	--	--	--
	HCM 6: PM	--	15.3	B	No	--	15.6	B	No	0.3	No	--	--	--
13) Moulton Parkway at Aliso Creek Road (LN)	AM	0.59	--	A	No	0.59	--	A	No	0.00	No	--	--	--
	PM	0.75	--	C	No	0.75	--	C	No	0.00	No	--	--	--
14) Moulton Parkway at Rancho Niguel Road (LN)	AM	0.84	--	D	No	0.84	--	D	No	0.00	No	--	--	--
	PM	0.80	--	C	No	0.80	--	C	No	0.00	No	--	--	--
15) Greenfield Drive at SR-73 NB Ramps (LH/Caltrans)	AM	0.78	--	C	No	0.78	--	C	No	0.00	No	--	--	--
	PM	0.59	--	A	No	0.59	--	A	No	0.00	No	--	--	--
	HCM 6: AM	--	36.0	D	No	--	36.2	D	No	0.00	No	--	--	--
	HCM 6: PM	--	30.8	C	No	--	31.4	C	No	0.00	No	--	--	--
16) Greenfield Drive at SR-73 SB Ramps (LN/Caltrans)	AM	0.58	--	A	No	0.59	--	A	No	0.01	No	--	--	--
	PM	0.60	--	A	No	0.61	--	B	No	0.01	No	--	--	--
	HCM 6: AM	--	11.3	B	No	--	11.3	B	No	0.0	No	--	--	--
	HCM 6: PM	--	20.7	C	No	--	20.8	C	No	0.1	No	--	--	--
17) Greenfield Drive at Rancho Niguel Road (LN)	AM	0.73	--	C	No	0.73	--	C	No	0.00	No	--	--	--
	PM	0.75	--	C	No	0.75	--	C	No	0.00	No	--	--	--

**TABLE 12 (CONTINUED)**  
**YEAR 2040 INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2040 Buildout Base				Year 2040 Buildout Plus Project						Year 2040 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
		18) I-5 NB Ramps at Crown Valley Parkway (MV/Caltrans/CMP)	AM	0.62	--	B	No	0.62	--	B	No	0.00	No	--
	PM	0.66	--	B	No	0.66	--	B	No	0.00	No	--	--	--
	HCM 6: AM	--	9.0	A	No	--	9.1	A	No	0.1	No	--	--	--
	HCM 6: PM	--	9.4	A	No	--	9.6	A	No	0.2	No	--	--	--
19) I-5 SB Ramps at Crown Valley Parkway (LN/MV/Caltrans/CMP)	AM	0.75	--	C	No	0.76	--	C	No	0.01	No	--	--	--
	PM	0.82	--	D	No	0.83	--	D	No	0.01	No	--	--	--
	HCM 6: AM	--	35.7	D	No	--	36.2	D	No	0.5	No	--	--	--
	HCM 6: PM	--	36.6	D	No	--	37.6	D	No	1.0	No	--	--	--
20) Cabot Road at Crown Valley Parkway (LN)	AM	0.77	--	C	No	0.78	--	C	No	0.01	No	--	--	--
	PM	0.89	--	D	No	0.90	--	D	Yes	0.01	No	--	--	--
21) Crown Valley Parkway at Greenfield Drive (LN)	AM	0.77	--	C	No	0.78	--	C	No	0.01	No	--	--	--
	PM	0.75	--	C	No	0.76	--	C	No	0.01	No	--	--	--
22) Crown Valley Parkway at Moulton Pkwy/Golden Lantern Street (LN/CMP)	AM	0.66	--	B	No	0.67	--	B	No	0.01	No	--	--	--
	PM	0.69	--	B	No	0.70	--	B	No	0.01	No	--	--	--
23) Crown valley Parkway at La Paz Road (LN)	AM	0.57	--	A	No	0.59	--	A	No	0.02	No	--	--	--
	PM	0.57	--	A	No	0.58	--	A	No	0.01	No	--	--	--
24) Crown Valley Parkway at Niguel Road (LN)	AM	0.52	--	A	No	0.53	--	A	No	0.01	No	--	--	--
	PM	0.55	--	A	No	0.59	--	A	No	0.04	No	--	--	--
25) Crown Valley Parkway at Alicia Parkway (LN)	AM	0.44	--	A	No	0.47	--	A	No	0.03	No	--	--	--
	PM	0.51	--	A	No	0.55	--	A	No	0.04	No	--	--	--
26) Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive (LN)	AM	0.30	--	A	No	0.34	--	A	No	0.04	No	--	--	--
	PM	0.36	--	A	No	0.44	--	A	No	0.08	No	--	--	--

**TABLE 12 (CONTINUED)**  
**YEAR 2040 INTERSECTION PEAK HOUR LEVELS OF SERVICE: WEEKDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2040 Buildout Base				Year 2040 Buildout Plus Project						Year 2040 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
27) Crown Valley Parkway at Pacific Island Drive/Camino Del Avion (LN/DP)	AM	0.51	--	A	No	0.52	--	A	No	0.01	No	--	--	--
	PM	0.52	--	A	No	0.54	--	A	No	0.02	No	--	--	--
28) Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway (DP/CMP)	AM	0.71	--	C	No	0.72	--	C	No	0.01	No	--	--	--
	PM	0.73	--	C	No	0.74	--	C	No	0.01	No	--	--	--
29) Niguel Road at Marina Hills Drive (LN)	AM	0.49	--	A	No	0.49	--	A	No	0.00	No	--	--	--
	PM	0.48	--	A	No	0.49	--	A	No	0.01	No	--	--	--
30) Niguel Road at Camino Del Avion (LN/DP)	AM	0.66	--	B	No	0.66	--	B	No	0.00	No	--	--	--
	PM	0.55	--	A	No	0.55	--	A	No	0.00	No	--	--	--
31) Niguel Road at Stonehill Drive (DP)	AM	0.63	--	B	No	0.63	--	B	No	0.00	No	--	--	--
	PM	0.56	--	A	No	0.56	--	A	No	0.00	No	--	--	--
32) Niguel Road at Pacific Coast Highway (DP)	AM	0.57	--	A	No	0.57	--	A	No	0.00	No	--	--	--
	PM	0.59	--	A	No	0.59	--	A	No	0.00	No	--	--	--

Notes:

*Italicized* text corresponds to an unsignalized/stop-controlled intersection.

**Blue** text corresponds to a CMP intersection where LOS E has been established as the minimum acceptable level of service.

CMP = Congestion Management Program; LH - Laguna Hills; LN = Laguna Niguel; AV = Aliso Viejo; MV = Mission Viejo; DP = Dana Point

Adv. LOS = Adverse Level of Service

**TABLE 13**  
**YEAR 2040 INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2040 Buildout				Year 2040 Buildout Plus Project						Year 2040 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
1) Alicia Parkway at Moulton Parkway (LH)	Sat MD	0.66	--	B	No	0.68	--	B	No	0.02	No	--	--	--
2) Alicia Parkway at Pacific Park Drive (LN/AV)	Sat MD	0.71	--	C	No	0.72	--	C	No	0.01	No	--	--	--
3) Alicia Parkway at Aliso Creek Road (LN/AV)	Sat MD	0.62	--	B	No	0.65	--	B	No	0.03	No	--	--	--
4) Alicia Parkway at Niguel Road (LN)	Sat MD	0.54	--	A	No	0.57	--	A	No	0.03	No	--	--	--
5) Highlands Avenue at Pacific Island Drive (LN)	Sat MD	0.27	--	A	No	0.28	--	A	No	0.01	No	--	--	--
6) Alicia Parkway at Pacific Island Drive/Ivy Glen Drive (LN)	Sat MD	0.44	--	A	No	0.48	--	A	No	0.04	No	--	--	--
7) Alicia Parkway at Project Driveway No. 1/Town Center Drive (LN)	Sat MD	--	19.0	C	No	0.36	--	A	No	--	No	--	--	--
8) La Paz Road at Merienda/SR-73 NB Ramps (LH/Caltrans)	Sat MD	0.33	--	A	No	0.33	--	A	No	0.00	No	--	--	--
	HCM 6: Sat MD	--	13.0	B	No	--	13.3	B	No	0.3	No	--	--	--
9) La Paz Road at SR-73 SB Ramps (AV/Caltrans)	Sat MD	0.58	--	A	No	0.58	--	A	No	0.00	No	--	--	--
	HCM 6: Sat MD	--	33.3	C	No	--	34.2	C	No	0.9	No	--	--	--
	HCM 6: Sat MD	--	33.3	C	No	--	34.2	C	No	0.9	No	--	--	--



**TABLE 13 (CONTINUED)**  
**YEAR 2040 INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2040 Buildout				Year 2040 Buildout Plus Project						Year 2040 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
10) La Paz Road at Pacific Park Drive (LN/AV)	Sat MD	0.70	--	B	No	0.70	--	B	No	0.00	No	--	--	--
11) La Paz Road at Aliso Creek Road (LN)	Sat MD	0.44	--	A	No	0.44	--	A	No	0.00	No	--	--	--
12) Moulton Parkway at SR-73 SB Ramps (LN/Caltrans/CMP) HCM 6:	Sat MD	0.55	--	A	No	0.56	--	A	No	0.01	No	--	--	--
	Sat MD	--	15.0	B	No	--	15.7	B	No	0.7	No	--	--	--
13) Moulton Parkway at Aliso Creek Road (LN)	Sat MD	0.63	--	B	No	0.64	--	B	No	0.01	No	--	--	--
14) Moulton Parkway at Rancho Niguel Road (LN)	Sat MD	0.76	--	C	No	0.76	--	C	No	0.00	No	--	--	--
15) Greenfield Drive at SR-73 NB Ramps (LH/Caltrans) HCM 6:	Sat MD	0.52	--	A	No	0.53	--	A	No	0.01	No	--	--	--
	Sat MD	--	34.1	C	No	--	34.4	C	No	0.00	No	--	--	--
16) Greenfield Drive at SR-73 SB Ramps (LN/Caltrans) HCM 6:	Sat MD	0.46	--	A	No	0.48	--	A	No	0.02	No	--	--	--
	Sat MD	--	17.3	B	No	--	17.2	B	No	-0.1	No	--	--	--
17) Greenfield Drive at Rancho Niguel Road (LN)	Sat MD	0.68	--	B	No	0.68	--	B	No	0.00	No	--	--	--

**TABLE 13 (CONTINUED)**  
**YEAR 2040 INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2040 Buildout				Year 2040 Buildout Plus Project						Year 2040 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
18) I-5 NB Ramps at Crown Valley Parkway (MV/Caltrans/CMP) HCM 6:	Sat	0.67	--	B	No	0.68	--	B	No	0.01	No	--	--	--
	MD	--	10.9	B	No	--	11.2	B	No	0.3	No	--	--	--
19) I-5 SB Ramps at Crown Valley Parkway (LN/MV/Caltrans/CMP) HCM 6:	Sat	0.82	--	D	No	0.84	--	D	No	0.02	No	--	--	--
	MD	--	37.0	D	No	--	39.1	D	No	2.1	No	--	--	--
20) Cabot Road at Crown Valley Parkway (LN)	Sat	0.89	--	D	No	0.90	--	D	Yes	0.01	No	--	--	--
21) Crown Valley Parkway at Greenfield Drive (LN)	Sat	0.67	--	B	No	0.70	--	B	No	0.03	No	--	--	--
22) Crown Valley Parkway at Moulton Pkwy/Golden Lantern Street (LN/CMP)	Sat	0.67	--	B	No	0.69	--	B	No	0.02	No	--	--	--
23) Crown valley Parkway at La Paz Road (LN)	Sat	0.51	--	A	No	0.55	--	A	No	0.04	No	--	--	--
24) Crown Valley Parkway at Niguel Road (LN)	Sat	0.54	--	A	No	0.59	--	A	No	0.05	No	--	--	--
25) Crown Valley Parkway at Alicia Parkway (LN)	Sat	0.50	--	A	No	0.54	--	A	No	0.04	No	--	--	--
26) Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive (LN)	Sat	0.34	--	A	No	0.46	--	A	No	0.12	No	--	--	--
MD														

**TABLE 13 (CONTINUED)**  
**YEAR 2040 INTERSECTION PEAK HOUR LEVELS OF SERVICE: SATURDAY CONDITIONS**

Study Intersections (Jurisdiction)	Peak Hour	Year 2040 Buildout				Year 2040 Buildout Plus Project						Year 2040 Plus Project with Improvements		
		ICU	Delay	LOS	Unacceptable LOS ?	ICU	Delay	LOS	Unacceptable LOS ?	ICU or Delay Diff	Adv. LOS?	ICU	Delay	LOS
27) Crown Valley Parkway at Pacific Island Drive/Camino Del Avion (LN/DP)	Sat MD	0.50	--	A	No	0.53	--	A	No	0.03	No	--	--	--
28) Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway (DP/CMP)	Sat MD	0.77	--	C	No	0.78	--	C	No	0.01	No	--	--	--
29) Niguel Road at Marina Hills Drive (LN)	Sat MD	0.47	--	A	No	0.49	--	A	No	0.02	No	--	--	--
30) Niguel Road at Camino Del Avion (LN/DP)	Sat MD	0.58	--	A	No	0.59	--	A	No	0.01	No	--	--	--
31) Niguel Road at Stonehill Drive (DP)	Sat MD	0.62	--	B	No	0.63	--	B	No	0.01	No	--	--	--
32) Niguel Road at Pacific Coast Highway (DP)	Sat MD	0.75	--	C	No	0.76	--	C	No	0.01	No	--	--	--

Notes:

*Italicized* text corresponds to an unsignalized/stop-controlled intersection.

**Blue** text corresponds to a CMP intersection where LOS E has been established as the minimum acceptable level of service.

CMP = Congestion Management Program; LH - Laguna Hills; LN = Laguna Niguel; AV = Aliso Viejo; MV = Mission Viejo; DP = Dana Point

Adv. LOS = Adverse Level of Service

## 5.7 Caltrans Facilities Analysis

It should be noted that while level of service (LOS) analyses are no longer required per the Caltrans *Vehicle Miles Traveled-Focused Transportation Study Guide (May 20, 2020)*, it was determined that LOS analyses for the relevant Caltrans facilities was appropriate based on the prior Guidelines and coordination with City Staff. As stated in the prior Guidelines, Caltrans “endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities”; it does not require that LOS “D” (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. For this analysis, LOS D is the target level of service standard and will be utilized to assess the Project impacts at the state-controlled study freeway segments. Based on Caltrans Criteria, a project’s impact is considered an unacceptable operational traffic condition if the project causes the LOS to change from an acceptable LOS (i.e., LOS D or better) to a deficient LOS (i.e., LOS E or F) or increase the density on a facility operating at an unacceptable level.

Basic Freeway Segment Analysis for freeway mainline segments was conducted for the following six (6) Caltrans freeway segments for Existing traffic conditions:

1. SR-73 Northbound *between* Greenfield Drive and La Paz Road
2. SR-73 Southbound *between* La Paz Road and Moulton Parkway
3. I-5 Northbound *between* SR-73 Interchange and Crown Valley Parkway
4. I-5 Northbound *between* Crown Valley Parkway and Oso Parkway
5. I-5 Southbound *between* Oso Parkway and Crown Valley Parkway
6. I-5 Southbound *between* Crown Valley Parkway and SR-73 Interchange

### 5.7.1 Basic Freeway Segment Capacity Analysis

### 5.7.2 Existing Traffic Conditions

**Table 14** summarizes the peak hour level of service results at the aforementioned six (6) freeway segments for Existing traffic conditions. Review of **Table 15** indicates that the six (6) freeway segments currently operate at LOS D or better during the weekday AM, weekday PM, and Saturday midday peak hours.

Per the prior Caltrans guidelines, the following is stated in the *Caltrans Guide for the Preparation of Traffic Impact Studies, December 2002*:

*“The following criterion is a starting point in determining when a TIS is needed. When a project:*

1. *Generates over 100 peak hour trips assigned to a State highway facility.....*
2. *Generates 50 to 100 peak hour trips assigned to a State highway facility and noticeable delay approaching LOS C or D.....*
3. *Generates 1 to 49 peak hour trips assigned to a State highway facility and noticeable delay approaching LOS E or F.....”*

Based on the Caltrans criteria above, the results of the basic freeway segment analysis for Existing traffic conditions as presented in *Table 14*, it is determined that no additional analysis is needed for the Caltrans Facilities since the Project generates between 7 and 51 peak hour trips assigned to a state highway facility and all freeway segments are forecast to operate at an acceptable LOS D or better during the weekday AM, weekday PM, and Saturday midday peak hours under Existing traffic conditions. *Appendix H* contains the Basic Freeway Segments Analysis Calculation Worksheets for the six (6) freeway mainline segments for Existing Traffic Conditions.

**TABLE 14**  
**EXISTING (2021) PEAK HOUR FREEWAY MAINLINE CAPACITY ANALYSIS SUMMARY**

Freeway Segment	Time Period	Lanes	Total Project Trips	(1) Existing (Year 2021) Traffic Conditions		
				Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS
1. SR-73 Northbound <i>between</i> Greenfield Drive and La Paz Road	Weekday AM	3	14	1,334	20.5	C
	Weekday PM		25	563	8.7	A
	Sat. Midday		43	749	11.5	B
2. SR-73 Southbound <i>between</i> La Paz Road and Moulton Parkway	Weekday AM	4	22	356	5.5	A
	Weekday PM		24	1,193	18.4	C
	Sat. Midday		51	589	9.1	A
3. I-5 Northbound <i>between</i> SR-73 Interchange and Crown Valley Parkway	Weekday AM	5	11	1,494	23.0	C
	Weekday PM		12	1,482	22.8	C
	Sat. Midday		26	1,560	24.1	C
4. I-5 Northbound <i>between</i> Crown Valley Parkway and Oso Parkway	Weekday AM	5	8	1,788	28.4	D
	Weekday PM		15	1,764	28.0	D
	Sat. Midday		26	1,810	28.9	D
5. I-5 Southbound <i>between</i> Oso Parkway and Crown Valley Parkway	Weekday AM	5	13	1,611	25.0	C
	Weekday PM		14	1,718	27.0	D
	Sat. Midday		31	1,689	26.5	D
6. I-5 Southbound <i>between</i> Crown Valley Parkway and SR-73 Interchange	Weekday AM	5	7	1,323	20.4	C
	Weekday PM		13	1,427	22.0	C
	Sat. Midday		21	1,429	22.0	C

**Notes:**

- pc/mi/ln = Passenger cars per mile per lane (density)
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



## 6.0 TRAFFIC IMPROVEMENTS

For those intersections where projected traffic volumes are expected to result in impacts, this report recommends improvements that change the intersection geometry to increase capacity. These capacity improvements involve roadway widening and/or re-striping to reconfigure (add lanes) roadways to specific approaches of an intersection. The identified improvements are expected to:

- Address the impact of existing traffic, Project traffic, and future non-Project traffic (ambient traffic growth and cumulative projects) traffic, and
- Improve LOS to an acceptable range and/or to pre-Project conditions.

### 6.1 Project-Specific Improvements

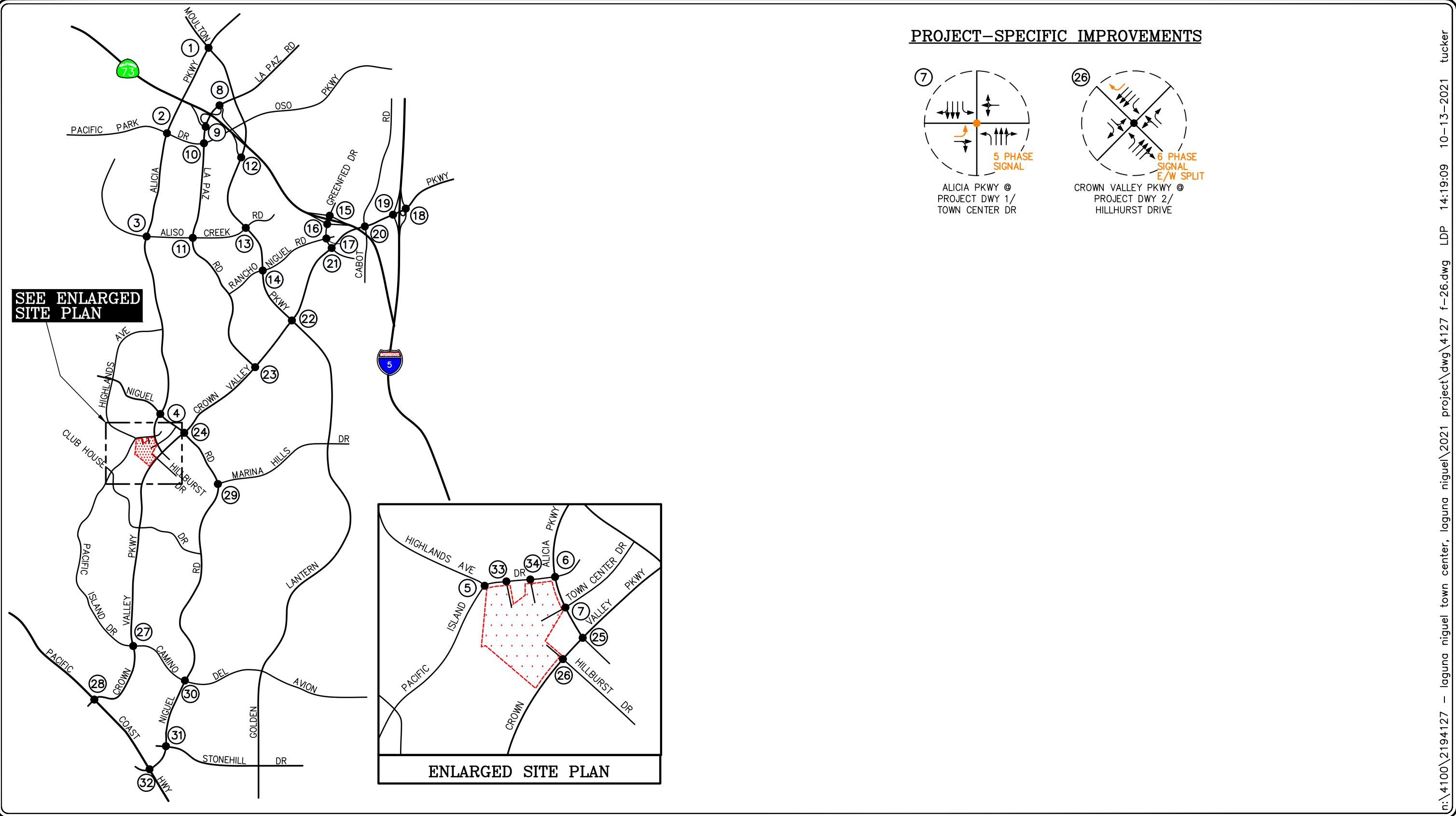
The Project-specific improvements listed below will be completed in conjunction with the Project development and have been assumed in the Existing Plus Project, Year 2025 Cumulative Plus Project, and Year 2040 Buildout Plus Project traffic conditions:

- Intersection 6. Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive: Extend the northbound left-turn pocket 65 feet to provide at a minimum a total storage of 225 feet. This would require the removal of 65 feet of the existing raised median.
- Intersection 7. Alicia Parkway at Project Driveway No. 1/Town Center Drive: Install a five-phase traffic signal with protective left-turn phasing on Alicia Parkway and stripe crosswalks on all four legs, inclusive of signal pre-emption for emergency vehicles and interconnection to adjacent signals. Restripe the eastbound approach (internal to Project site) to provide an exclusive eastbound left-turn lane.
- Intersection 25. Crown Valley Parkway at Alicia Parkway: Extend the dual northbound left-turn lanes 30 feet each to provide at a minimum a total storage of 205 feet per lane (410 feet total for both lanes). This would require the removal of 30 feet of the existing raised median.
- Intersection 26. Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive: Widen and restripe Crown Valley Parkway to provide an exclusive southbound right-turn deceleration lane. Modify the existing traffic signal to convert the 5-phase traffic signal to a 6-phase traffic signal in order to provide split phasing in the east-west direction along Project Driveway No. 2/Hillhurst Drive. Extend the northbound left-turn pocket 100 feet to provide at a minimum a total storage of 190 feet. This would require the removal of 100 feet of the existing raised median.
- Intersection 34. Pacific Island Drive at Project Driveway No. 4: Modify Pacific Island Drive at Project Driveway No. 4 to restrict northbound (outbound) left turn movements onto Pacific Island Drive from the Project site and to restrict southbound (outbound) left turn movements onto Pacific Island Drive from the commercial center across from Project Driveway No. 4.

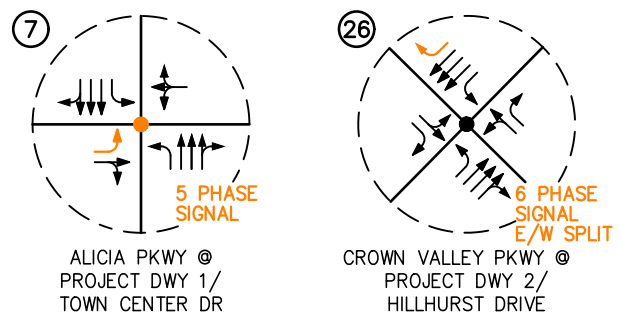
**Figure 26** graphically illustrates the abovementioned Project-specific traffic control improvements.

## 6.2 Recommended Improvements

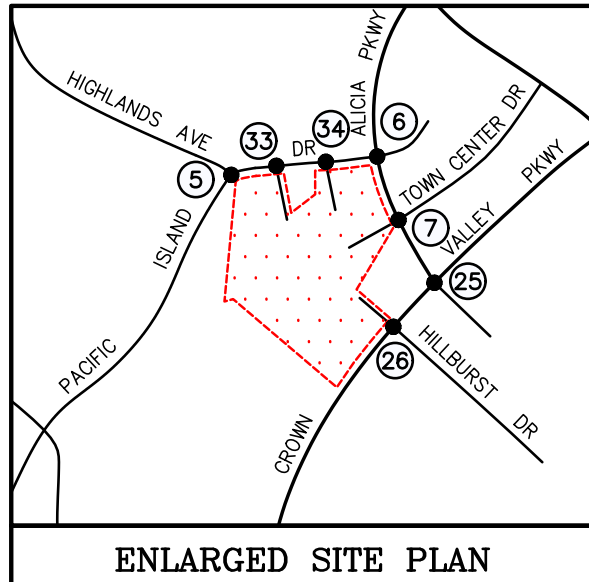
The results of the Existing Plus Project, Year 2025 Cumulative Plus Project, and Year 2040 Buildout Plus Project traffic conditions level of service analyses summarized previously in *Tables 8 through 13* indicate that the proposed Project is not expected to cause traffic impacts at any of the 32 intersections. As there are no impacts, no traffic improvement measures are required or recommended for the intersections.



**PROJECT-SPECIFIC IMPROVEMENTS**

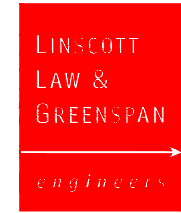


**SEE ENLARGED SITE PLAN**



**KEY**

- ← = APPROACH LANE ASSIGNMENT
- = PROJECT-SPECIFIC IMPROVEMENTS
- = TRAFFIC SIGNAL, ▼ = STOP SIGN
- OL = OVERLAP
- ▨ = PROJECT SITE



**FIGURE 26**

**PROJECT-SPECIFIC IMPROVEMENTS**  
LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL

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## 7.0 TRAFFIC SIGNAL WARRANT ANALYSIS

The level of service analyses at the unsignalized intersections of Alicia Parkway at Project Driveway No. 1/Town Center Drive, Project Driveway No. 3 at Pacific Island Drive, and Project Driveway No. 4 at Pacific Island Drive are supplemented with an assessment of the need for signalization of the intersections. This assessment is made on the basis of signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed on the basis of the peak-hour traffic signal warrant, Warrant #3, described in the *California Manual on Uniform Traffic Control Devices (MUTCD)*.

Warrant #3 has two parts:

1. *Part A* evaluates peak hour vehicle delay for traffic on the minor street approach with the highest delay, and
2. *Part B* evaluates peak-hour traffic volumes on the major and minor streets.

This method provides an indication of whether peak-hour traffic conditions or peak-hour traffic volume levels are, or would be, sufficient to justify installation of a traffic signal. Other traffic signal warrants are available; however they cannot be checked under future conditions because they rely on data for which forecasts are not available (such as accidents, pedestrian volume, and four- or eight-hour vehicle volumes).

The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections.

### 7.1 Existing Plus Project Traffic Signal Warrant Analysis

The results of the peak-hour traffic signal warrant analysis for Existing and Existing Plus Project traffic conditions for the intersections of Alicia Parkway at Project Driveway No. 1/Town Center Drive, Project Driveway No. 3 at Pacific Island Drive, and Project Driveway No. 4 at Pacific Island Drive are summarized in **Table 15**.

The unsignalized intersections of Alicia Parkway at Project Driveway No. 1/Town Center Drive and Project Driveway No. 4 at Pacific Island Drive have traffic conditions that would exceed the peak hour traffic volume threshold of Warrant #3, Part B under Existing and/or Existing Plus Project traffic conditions for the weekday PM peak hour and/or Saturday midday peak hour. The unsignalized intersection of Project Driveway No. 3 at Pacific Island Drive has traffic conditions that will not exceed the threshold of either part of Warrant #3 under Existing and Existing Plus Project traffic conditions. Year 2025 Cumulative and Year 2040 Buildout traffic warrant analyses are unnecessary for the intersections of Alicia Parkway at Project Driveway No. 1/Town Center Drive and Project Driveway No. 4 at Pacific Island Drive since these intersections already warrant a traffic signal under Existing and/or Existing Plus Project traffic conditions. Furthermore, Year 2025 Cumulative and Year 2040 Buildout traffic warrant analyses are unnecessary for the intersection of

Project Driveway No. 3 at Pacific Island Drive since the maximum minor street volume will never exceed 21 peak hour vehicles for any time period analyzed in this report. Since the minimum side street volume needed to satisfy Warrant #3, Part B is 75 peak hour vehicles, and since the LOS at this driveway operates at LOS C or better for any time period analyzed in this report as shown below in **Table 18**, Project Driveway No. 3 at Pacific Island Drive will not exceed the threshold of either part of Warrant #3 under Year 2025 Cumulative or Year 2040 Buildout traffic conditions.

Based on the results of the traffic signal warrant analysis, a traffic signal will be installed at the intersection of Alicia Parkway at Project Driveway No. 1/Town Center Drive as part of the Project. Although the intersection of Project Driveway No. 4 at Pacific Island Drive exceeds the peak hour traffic volume threshold of Warrant #3, Part B under Existing Plus Project traffic conditions, a traffic signal is not recommended at this location since this intersection is forecast to operate at an acceptable LOS C or better during all time periods analyzed in this report. Furthermore, the existing signalized intersection of Alicia Parkway at Pacific Island Drive is located less than 300 feet to the east which could cause traffic operation issues due to the short intersection spacing.

The peak-hour traffic signal warrant worksheets for Existing and Existing Plus Project are contained in **Appendix I**.

**TABLE 15**  
**EXISTING PLUS PROJECT TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY<sup>18</sup>**

Study Intersection	Time Period	Existing Traffic Conditions		Existing Plus Project Traffic Conditions	
		Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?	Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?
7. Alicia Parkway at Project Dwy No. 1/Town Center Dr	Weekday AM	No	No	No	No
	Weekday PM	No	Yes	No	Yes
	Saturday MIDDAY	No	No	No	Yes
33. Project Driveway No. 3 at Pacific Island Drive	Weekday AM	No	No	No	No
	Weekday PM	No	No	No	No
	Saturday MIDDAY	No	No	No	No
34. Project Driveway No. 4 at Pacific Island Drive	Weekday AM	No	No	No	No
	Weekday PM	No	No	No	Yes
	Saturday MIDDAY	No	No	No	No

**Notes:**

- Signal warrant checks based on Warrant 3, Part A - Peak-Hour Delay Warrant and Part B - Peak-Hour Volume Warrant contained in the California MUTCD.

<sup>18</sup> Appendix I contains the peak-hour traffic signal warrant analysis worksheets.

## 8.0 SITE ACCESS

### 8.1 Level of Service Analysis For Project Access

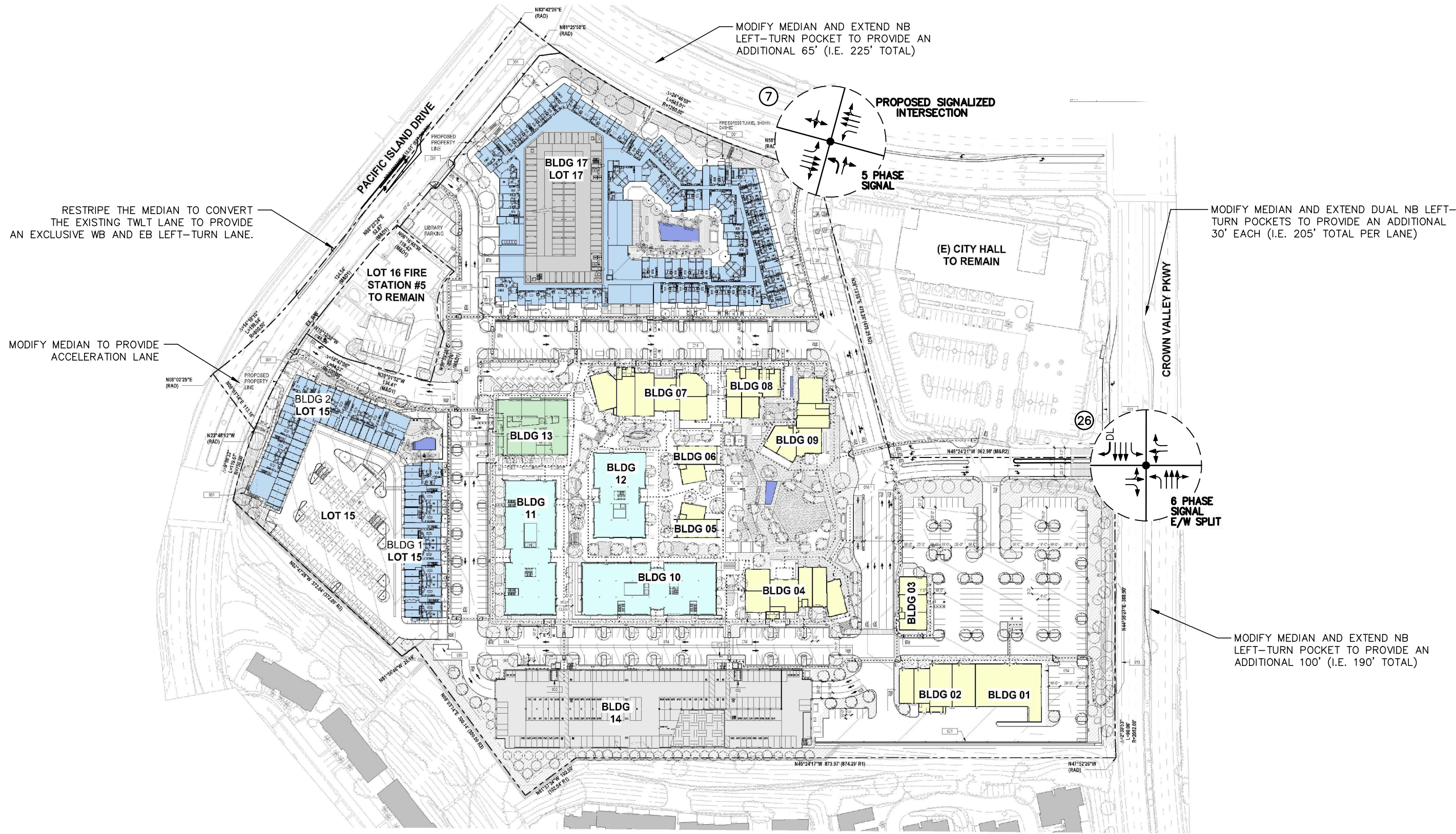
*Figure 27* illustrates the site access features that have been incorporated into the design of the Project site plan. These physical enhancements to the proposed site plan were identified based on the following:

- Evaluation of on-site circulation aspects of the Project (i.e., driveway and internal roadway orientation, commercial and residential building layout, parking configuration, parking accessibility, pedestrian and bicycle connections on site and with surrounding uses, bus/shuttle stop locations and accessibility to public transit, passenger loading/unloading locations, delivery/service operations and expected drop-off/pick-up travel routes).
- Traffic signal warrant analysis indicating that peak hour traffic signal warrants are met at the intersection of Alicia Parkway at Project Driveway No. 1/Town Center Drive (as previously presented in *Section 8*).

As shown in *Figure 2*, vehicular access to the project site is from Pacific Island Drive to the north, Alicia Parkway to the east, and Crown Valley Parkway from the South. The driveway located along Crown Valley Parkway is currently controlled by a traffic signal. The driveway along Crown Valley Parkway is located opposite Hillhurst Drive, which provides access to single-family homes. An existing northbound left-turn pocket along Crown Valley Parkway provides access for northbound vehicles turning into the Project site. The driveway located along Alicia Parkway is currently unsignalized but is proposed to be signalized with the completion of the Project. The driveway along Alicia Parkway is located opposite Town Center Drive, which provides access to a commercial center. An existing northbound left-turn pocket along Alicia Parkway provides access for northbound vehicles turning into the Project site. The two existing driveways located along Pacific Island Drive, which will remain, are unsignalized. The westerly driveway along Pacific Island Drive is a three-leg intersection while the easterly driveway is located generally opposite the existing driveway to a commercial center (i.e., four-leg intersection) in which the northbound and southbound left turn movements will be restricted in conjunction with the Project. An existing two-way left-turn lane (TWLTL) along Pacific Island Drive between the two driveways provides access for westbound vehicles turning into the westerly Project driveway. Based on our evaluation of existing and proposed traffic conditions along Pacific Island Drive at these two Project driveways, it is recommended that the existing TWLTL be restriped to provide an exclusive westbound left turn lane into the westerly Project driveway (Project Driveway No. 3) and an exclusive eastbound left turn lane into the existing shopping center on the north side of Pacific Island Drive, as well as a median modification to provide an acceleration lane for northbound left-turn traffic as shown in *Figure 28*. It should be noted that this proposed striped median will not be considered to be improved with a raised landscaped median as to not impact access for the Orange County Fire Authority (OCFA) Station 5.

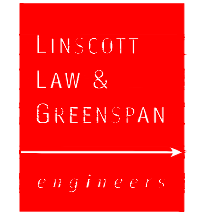
*Table 16* summarizes levels of service at the four Project driveway intersections, based on the application of ICU methodology for signalized intersections and the *Highway Capacity Manual 6*





SOURCE: LAGUNA NIGUEL TOWN CENTER PARTNERS, LLC

- KEY**
- ← = PROJECT SITE ACCESS DESIGN FEATURE
  - = APPROACH LANE ASSIGNMENT
  - = TRAFFIC SIGNAL
  - DL = DECELERATION LANE



**FIGURE 27**

**PROJECT SITE ACCESS DESIGN FEATURES**  
LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL





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FIGURE 28



(HCM 6) methodology for unsignalized intersections. *Table 16* indicates that the 4 project driveway intersections will operate at acceptable levels of service during the weekday AM, weekday PM peak hour, and Saturday peak hour under Existing Plus Project, Year 2025 Cumulative Plus Project, and Year 2040 Buildout Plus Project traffic conditions. It should be noted that the LOS results for the intersections of Alicia Parkway at Project Driveway No. 1/Town Center Drive and Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive assume site access features that have been incorporated into the design of the Project site plan (i.e., a new traffic signal and exclusive southbound right-turn deceleration lane/modified signal phasing, respectively). *Appendix J* contains the level of service calculation worksheets for the Project driveway intersections.

## 8.2 Sight Distance Evaluation

At intersections and/or Project driveways, a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross all lanes of through traffic, cross the near lanes and turn left, or turn right, without requiring through traffic to radically alter their speed. A sight distance evaluation has been performed for the two driveways located along Pacific Island Drive. It should be noted that a sight distance evaluation was not performed at the Project driveways located along Alicia Parkway and Crown Valley Parkway because both of these driveways are currently, or proposed to be, controlled with a traffic signal with completion of the Project. Traffic signals create protected movements for vehicles turning onto the major roadway, eliminating the concern for adequate lines of sight. Nevertheless, a field review of existing conditions on Alicia Parkway and Crown Valley Parkway indicates that the existing lines of sight are adequate at these two driveways.

The Sight Distance Evaluation is based on the criteria and procedures set forth by the California Department of Transportation (Caltrans) in the State's *Highway Design Manual (HDM)*. Stopping sight distance was utilized for the evaluation. Stopping sight distance is defined in the Caltrans HDM to be the distance required by the driver of a vehicle, traveling at a given speed, to maneuver their vehicle and avoid an object without radically altering their speed. Line of sight for stopping sight distance is to be determined from a 3½ foot height at the location of the driver of a vehicle on a minor road to a 4¼ foot object height in the center of the approaching lane of the major road.

Based on the criteria set forth in Table 201.1 - Sight Distance Standards of the Caltrans HDM and a posted speed limit of 45 mph along Pacific Island Drive, a stopping sight distance of 360 feet is required for the two Project driveways. However, per the Caltrans HDM, the stopping sight distance should be increased by 20 percent for roadways of sustained downgrades steeper than 3 percent and longer than one mile. Since Pacific Island Drive falls within these parameters, the stopping sight distance of 360 feet has been increased by 20 percent to 432 feet.

*Figure 29* presents a schematic of the sight distance evaluation performed at Project Driveway No. 3 which illustrates the actual sight distance and corresponding limited use area along Pacific Island Drive. A review of *Figure 29* indicates that the sight lines at this intersection are expected to be

**STOPPING SIGHT DISTANCE**

DESIGN SPEED LIMIT: 45 MPH  
 REQUIRED STOPPING SIGHT DISTANCE: 432 FEET\*

\* = ACCOUNTS FOR THE 20% INCREASE DUE TO THE SUSTAINED DOWNGRADE ALONG PACIFIC ISLAND DRIVE

**LEGEND**

PUBLIC RIGHT-OF-WAY LIMITED USE AREA: TO ENSURE ADEQUATE SIGHT DISTANCE, HARDSCAPE AND/OR LANDSCAPE SHALL NOT BE HIGHER THAN 30 INCHES ABOVE THE CURB/SIDEWALK EXCEPT FOR TREES WITH A MINIMUM CANOPY HEIGHT OF 6 FEET. NO FENCES OR WALLS IN LIMITED USE AREA.



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**FIGURE 29**

**SIGHT DISTANCE ANALYSIS – PROJECT DRIVEWAY NO. 3**

LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL

adequate provided obstructions within the sight triangles are minimized. A field review of existing conditions on Pacific Island Drive west of Driveway No. 3 indicates that obstructions, such as landscaping/street trees will need to be removed, accordingly, to provide adequate sight distance. In addition, any future landscaping and/or hardscapes (i.e., monument signs) should be designed such that a driver's clear line of sight is not obstructed.

**Figure 30** presents a schematic of the sight distance evaluation performed at Project Driveway No. 4 which illustrates the actual sight distance and corresponding limited use area along Pacific Island Drive. A review of **Figure 30** indicates that the sight lines at this intersection are expected to be adequate provided obstructions within the sight triangles are minimized. A field review of existing conditions on Pacific Island Drive west of Driveway No. 4 indicates that obstructions, such as landscaping/street trees will need to be removed, accordingly, to provide adequate sight distance. In addition, any future landscaping and/or hardscapes (i.e., monument signs) should be designed such that a driver's clear line of sight is not obstructed.

### 8.3 Queuing Analysis For Project Access Locations

This section of the report addresses City staff questions regarding peak hour stacking/storage lengths for the four Project access points, as well as determining whether traffic will spillback to the intersections of Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive and Crown Valley Parkway at Alicia Parkway with the installation of a traffic signal at Project Driveway No. 1. Specifically, City staff had questions with the following storage capabilities:

- 6) Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive
- 7) Alicia Parkway at Project Driveway No. 1/Town Center Drive
- 25) Crown Valley Parkway at Alicia Parkway
- 26) Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive
- 33) Project Driveway No. 3 at Pacific Island Drive
- 34) Project Driveway No. 4 at Pacific Island Drive

A queuing evaluation was prepared at the six aforementioned intersections. The queuing evaluation was conducted based on Year 2025 Cumulative Plus Project and Year 2040 Buildout Plus Project peak hour traffic volumes and utilizes the *Synchro 11.0/SimTraffic* 95<sup>th</sup> percentile delay methodology. **Table 17** presents the 95<sup>th</sup> percentile queuing analysis results for the aforementioned six intersections. Column one (1) presents Year 2025 Cumulative Plus Project traffic conditions and column two (2) presents Year 2040 Buildout Plus Project traffic conditions. It should be noted that the queuing results for the intersections of Alicia Parkway at Project Driveway No. 1/Town Center Drive and Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive assume site access features that have been incorporated into the design of the Project site plan (i.e. a new traffic signal and exclusive southbound right-turn deceleration lane/modified signal phasing, respectively).


Review of columns one (1) and two (2) indicates that adequate storage is provided at all six locations under Year 2025 Cumulative Plus Project and Year 2040 Buildout Plus Project traffic conditions. To provide adequate storage for the northbound left-turn lane at the intersection of Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive, it is recommended that the northbound left-turn pocket be

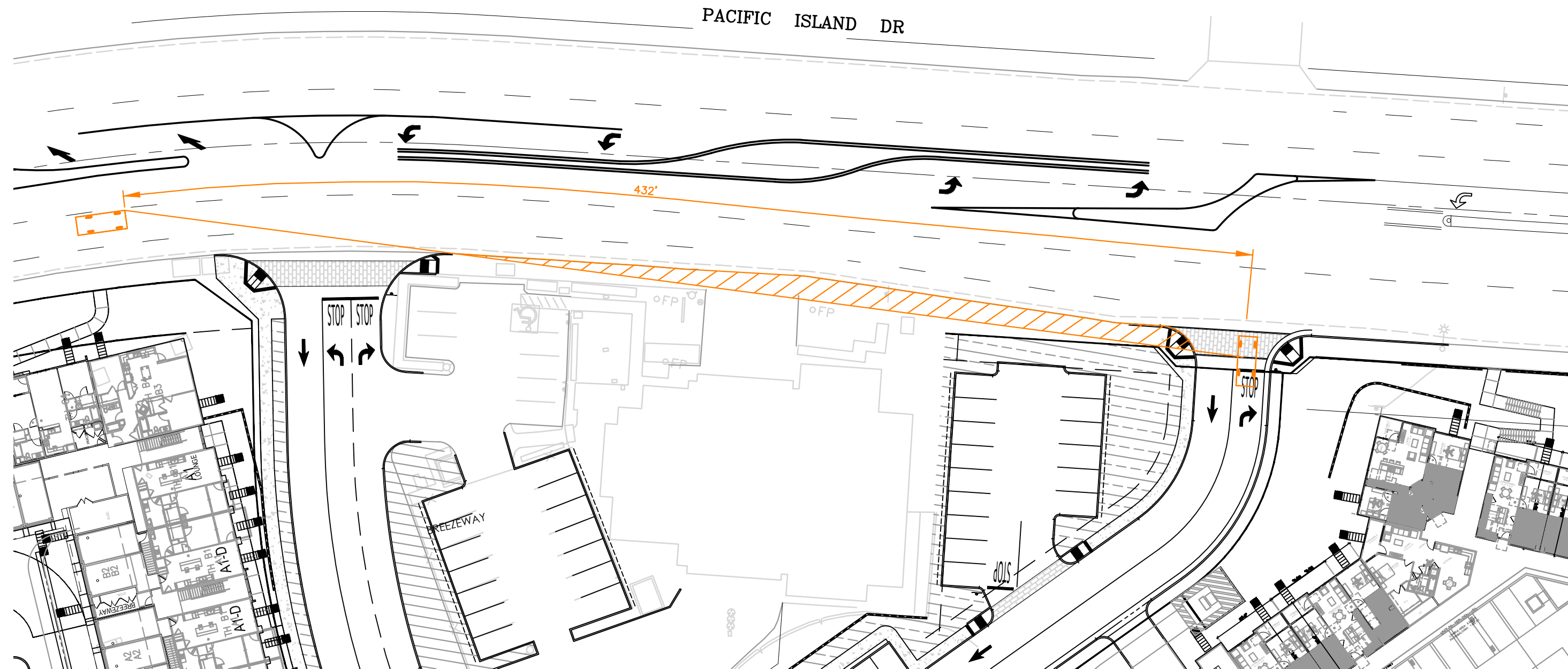
**STOPPING SIGHT DISTANCE**

DESIGN SPEED LIMIT: 45 MPH  
 REQUIRED STOPPING SIGHT DISTANCE: 432 FEET\*

\* = ACCOUNTS FOR THE 20% INCREASE DUE TO THE SUSTAINED DOWNGRADE ALONG PACIFIC ISLAND DRIVE

**LEGEND**

 PUBLIC RIGHT-OF-WAY LIMITED USE AREA.



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SCALE: 1"=40'

**FIGURE 30**

**SIGHT DISTANCE ANALYSIS - PROJECT DRIVEWAY NO. 4**  
 LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL



extended 65 feet to provide at a minimum a total storage of 225 feet. This would require the removal of 65 feet of the existing raised median. To provide adequate storage for the northbound left-turn lane at the intersection of Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive, it is recommended that the northbound left-turn pocket be extended 100 feet to provide at a minimum a total storage of 190 feet. This would require the removal of 100 feet of the existing raised median. Lastly, to provide adequate storage for the dual northbound left-turn lanes at the intersection of Crown Valley Parkway at Alicia Parkway, it is recommended that the northbound left-turn pockets be extended 30 feet each to provide at a minimum a total storage of 205 feet per lane (410 feet total for both lanes). This would require the removal of 30 feet of the existing raised median.

*Appendix K* presents the queuing calculation worksheets.

## 8.4 Multimodal Circulation

The on-site circulation layout of the proposed Project as illustrated in *Figure 2* on an overall basis is adequate for drivers, pedestrians, bicycles, and public transit users. Curb return radii have been confirmed and are generally adequate for small service/delivery (FedEx, UPS) trucks and trash trucks.

*Figure 31* illustrates the multimodal transportation (vehicular, pedestrian, bicycle, public transit) aspects of the Project site, including connections between sidewalks, signalized crosswalks, unsignalized crossings, Class II bikeway facilities, bicycle parking, and public transit stops. *Figure 32* shows OCTA's entire network of existing and proposed bikeways, transit stations, Metrolink stations, and colleges/universities (based on the 2009 OCTA Commuter Bikeways Strategic Plan, dated May 2009), and connections with the local Class II bikeways that exist along Crown Valley Parkway, Alicia Parkway, and Pacific Island Drive, and which adjoin/directly serve the Project site.

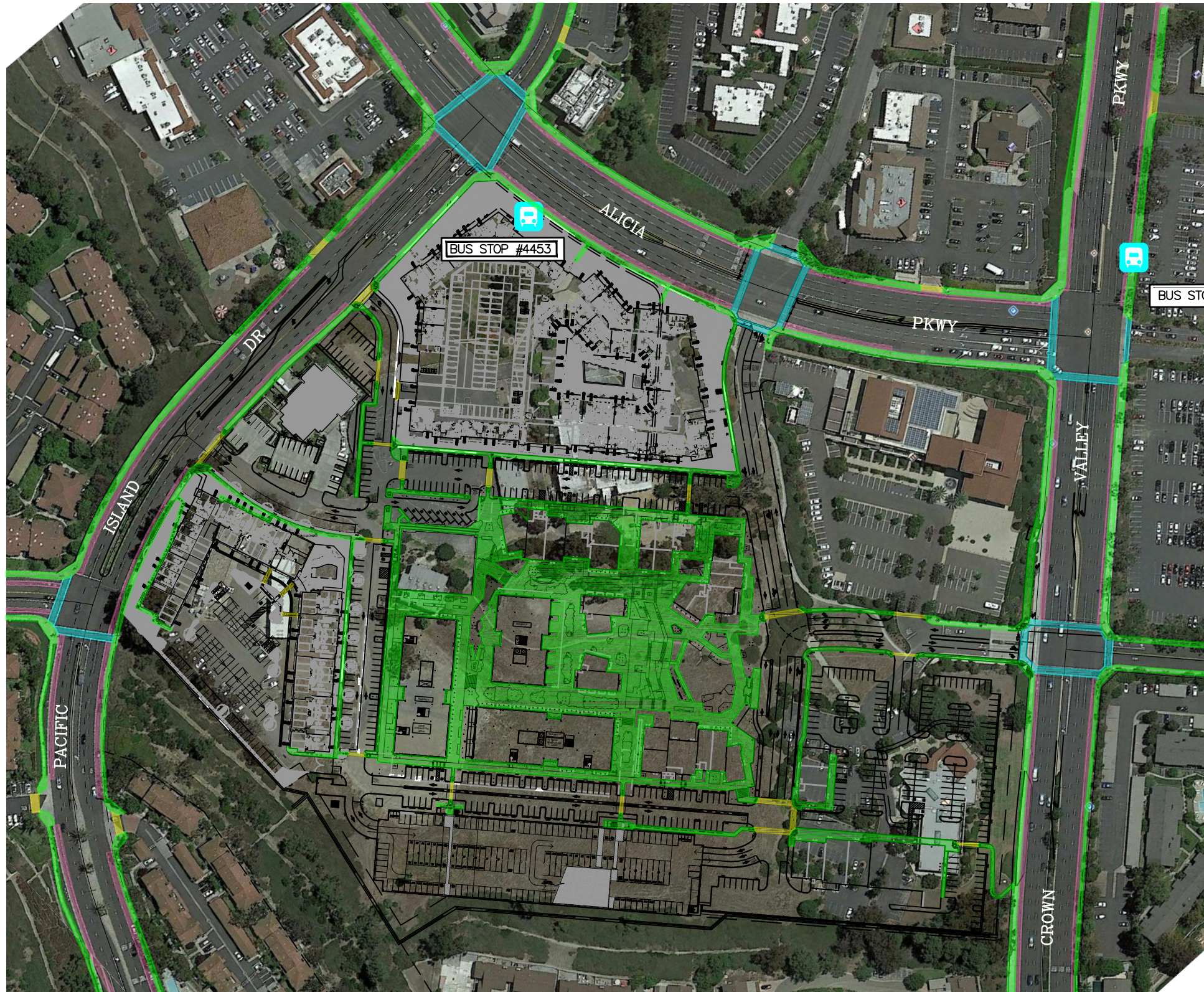
Pedestrian circulation would be provided via existing public sidewalks along Crown Valley Parkway, Alicia Parkway, and Pacific Island Drive, in addition to existing signalized crosswalks and unsignalized crossings, and proposed walkways on site. The Project will protect the existing sidewalk along Project frontage, and if necessary, repair or reconstruct sidewalks along the Project frontage per the City's request. The existing and proposed pedestrian network within the Project vicinity provides direct connectivity to the existing Civic Center.

The City of Laguna Niguel promotes bicycling as a means of mobility and a way in which to improve the quality of life within its community. The existing bikeways in the vicinity of the Project site and proposed locations for bicycle parking (inside the parking structure) are shown on *Figure 31*.

The on-site circulation within the parking structures were evaluated in terms of vehicle-pedestrian conflicts. Based on our review of the Project site plan, the overall layout does not create significant vehicle-pedestrian conflict points.

Additional Project-access features will be implemented by the Project at the four (4) intersections adjacent to the Project site and/or along the Project frontage during the final site design development





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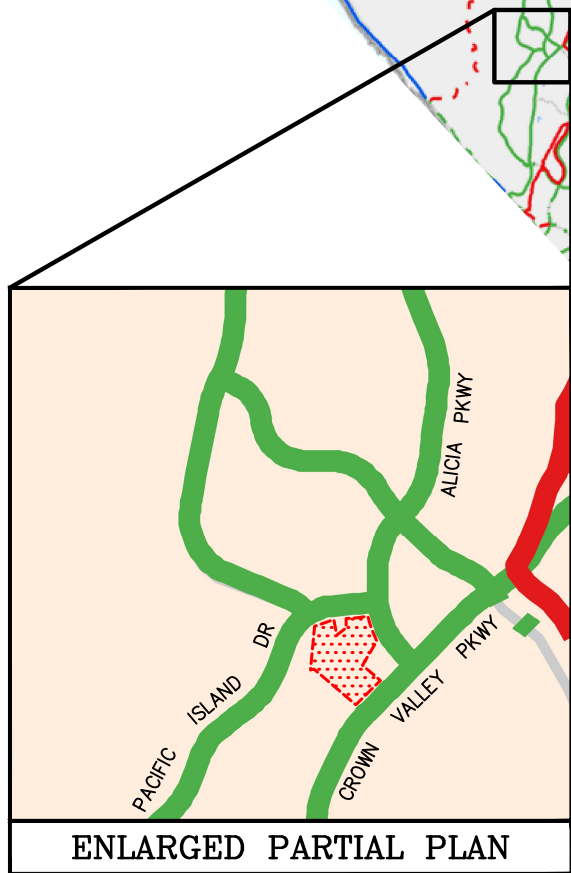
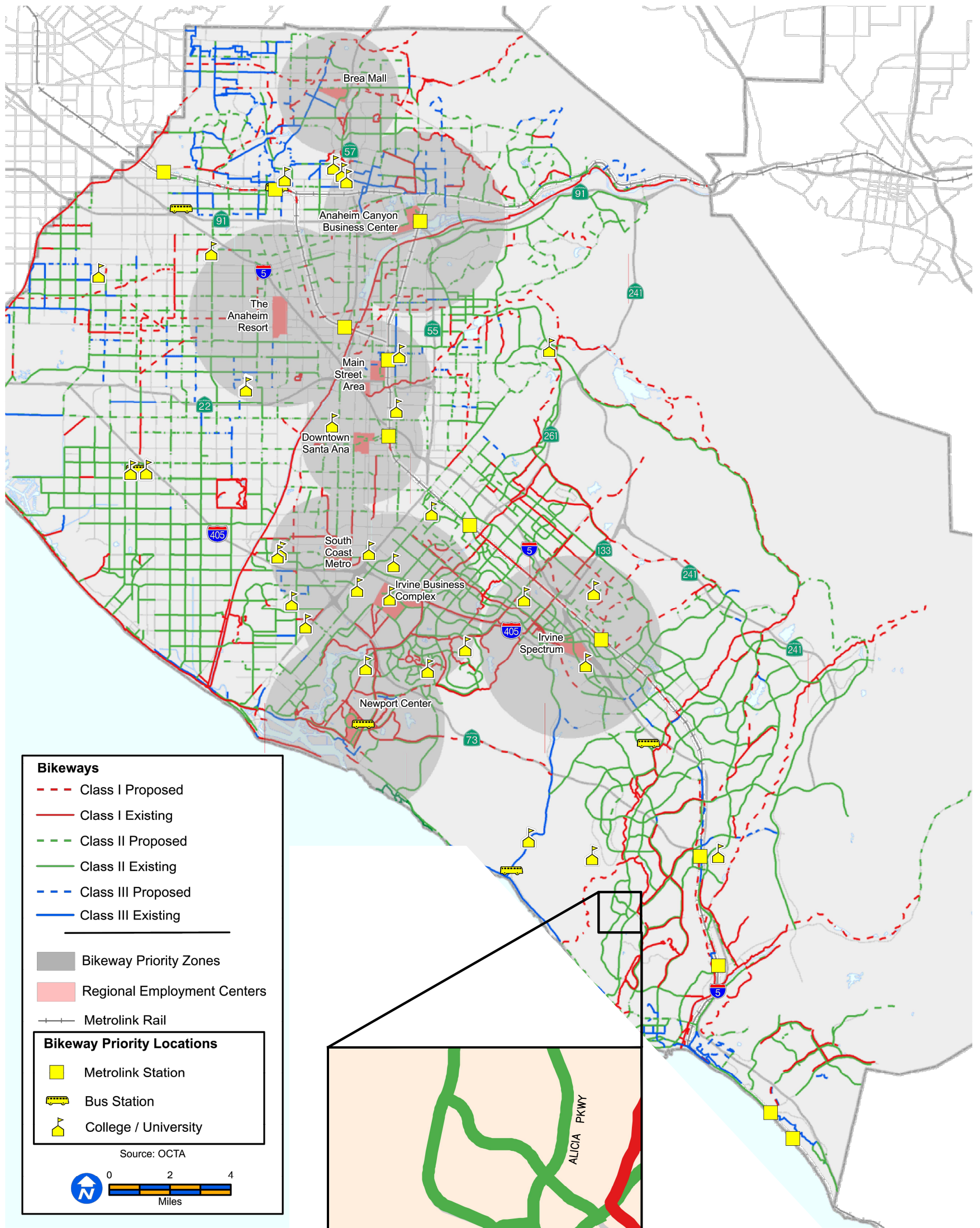
KEY

- █ = SIDEWALKS
- █ = SIGNALIZED CROSSWALKS
- █ = UNSIGNALIZED CROSSINGS
- █ = CLASS II BIKEWAY (CONSISTENT WITH 2009 OCTA COMMUTER BIKEWAYS STRATEGIC PLAN, MAY 2009)
- Ⓚ = OCTA BUS STOPS

FIGURE 31

PEDESTRIAN, BICYCLE LANES, AND PUBLIC TRANSIT  
LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL





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to provide additional safety enhancements for pedestrians and bicyclists entering and exiting the Project site. These Project-access features include: advance stop lines, leading pedestrian interval, continental crosswalks, pedestrian call indicators, “Turning Vehicles Yield to Pedestrians” (R10-15) blank-out signs, buffered bike lanes along the Project frontage, bicycle detection at traffic signals, short and long-term bicycle on-site parking, electric bicycle on-site charging stations, and traffic signal timing review. **Figure 33** illustrates some of these additional bicycle parking and intersection enhancements, such as bicycle parking areas, advance stop lines, and continental crosswalks.

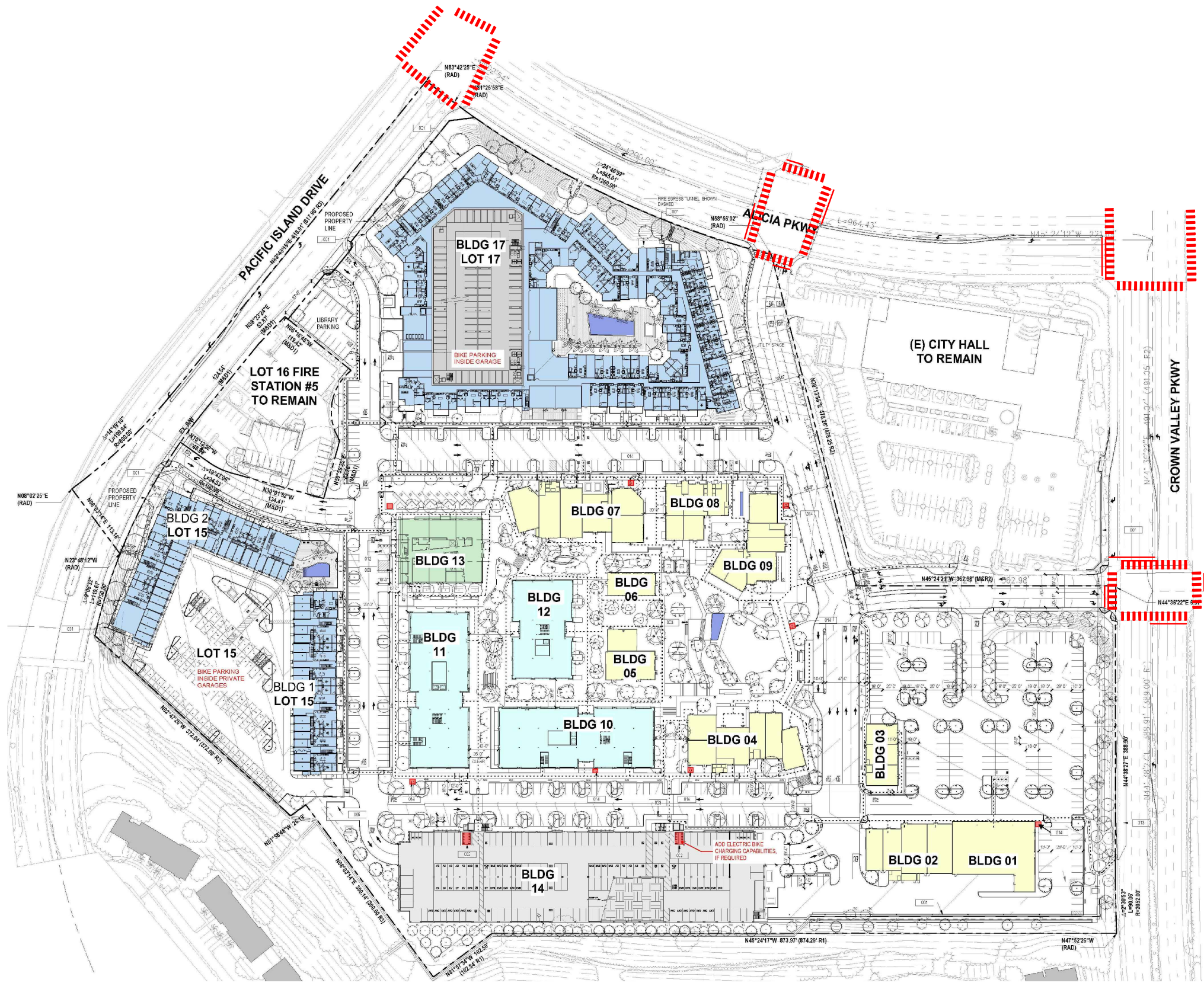
Furthermore, as previously discussed in **Section 6.1**, it is recommended that the phasing for the intersection of Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive be modified from a 5-phase traffic signal to a 6-phase traffic signal in order to provide split phasing in the east/west direction along Project Driveway No. 2/Hillhurst Drive to provide safer crossings for pedestrians across Crown Valley Parkway.

Public transit bus service is provided in the Project area by OCTA. Two OCTA bus routes serve the Project site via Crown Valley Parkway and Alicia Parkway. The bus routes are described below:

1. OCTA Route 85: provides service from Mission Viejo to Laguna Niguel; via Marguerite Parkway to Medical Center Road to Crown Valley Parkway. A sheltered bus stop is located along the east side of Crown Valley Parkway, just north of Alicia Parkway, as well as an unsheltered bus stop located along the west side of Alicia Parkway, just south of Pacific Island Drive. This route operates from 5:35 AM to 10:04 PM, Monday through Friday.
2. OCTA Route 87: provides service from Rancho Santa Margarita to Laguna Niguel; via Alicia Parkway. A sheltered bus stop is located along the east side of Crown Valley Parkway, just north of Alicia Parkway, as well as an unsheltered bus stop located along the west side of Alicia Parkway, just south of Pacific Island Drive. This route operates from 5:56 AM to 7:40 PM, Monday through Friday.

The bus stops nearest to the Project site are located along Crown Valley Parkway, just north of Alicia Parkway, on the east side of the road and along Alicia Parkway, just south of Pacific Island Drive, along the west side of the road.





**TABLE 16  
PROJECT DRIVEWAY INTERSECTION LEVELS OF SERVICE**

Project Driveways	Peak Hour	Existing (2021) Plus Project			Year 2025 Cumulative Plus Project			Year 2040 Buildout Plus Project		
		ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS
7) Alicia Parkway at Project Driveway No. 1/ Town Center	AM	0.23	--	A	0.24	--	A	0.24	--	A
	PM	0.36	--	A	0.38	--	A	0.38	--	A
	Midday	0.34	--	A	0.35	--	A	0.36	--	A
26) Crown Valley Parkway at Project Driveway No. 2/ Hillhurst Drive	AM	0.32	--	A	0.33	--	A	0.34	--	A
	PM	0.41	--	A	0.43	--	A	0.44	--	A
	Midday	0.43	--	A	0.45	--	A	0.46	--	A
33) <i>Project Driveway No. 3 at Pacific Island Drive</i>	AM	--	15.0	C	--	15.4	C	--	15.8	C
	PM	--	13.9	B	--	14.2	B	--	14.5	B
	Midday	--	13.8	B	--	14.1	B	--	14.9	B
34) <i>Project Driveway No. 4 at Pacific Island Drive</i>	AM	--	9.9	A	--	9.9	A	--	10.0	B
	PM	--	10.4	B	--	10.5	B	--	10.6	B
	Midday	--	9.9	A	--	10.0	B	--	10.3	B

Note:

*Italicized* text corresponds to an unsignalized/stop-controlled intersection.



**TABLE 17  
PEAK HOUR INTERSECTION QUEUING ANALYSIS**

Study Intersections	Estimated Storage Provided (feet)	(1) Year 2025 Cumulative Plus Project Traffic Conditions						(2) Year 2040 Buildout Plus Project Traffic Conditions						
		Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour		AM Peak Hour		PM Peak Hour		Saturday Midday Peak Hour		
		Max. Queue/ Min. Storage Required <sup>19</sup>	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required <sup>19</sup>	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required <sup>19</sup>	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required <sup>19</sup>	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required <sup>19</sup>	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required <sup>19</sup>	Adequate Storage (Yes/No)	
6. Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive	NB Left-Turn	160' (225')	173'	Yes [a]	221'	Yes [a]	216'	Yes [a]	185'	Yes [a]	219'	Yes [a]	215'	Yes [a]
	NB Through	420'	142'	Yes	189'	Yes	162'	Yes	142'	Yes	181'	Yes	183'	Yes
	NB Shared Through/Right-Turn	420'	170'	Yes	219'	Yes	183'	Yes	167'	Yes	205'	Yes	203'	Yes
7. Alicia Parkway at Project Dwy No. 1/Town Center Dr	NB Left-Turn	120'	11'	Yes	89'	Yes	70'	Yes	16'	Yes	69'	Yes	61'	Yes
	NB Through	405'	164'	Yes	170'	Yes	173'	Yes	154'	Yes	172'	Yes	170'	Yes
	NB Shared Through/Right-Turn	405'	169'	Yes	177'	Yes	194'	Yes	175'	Yes	171'	Yes	174'	Yes
	SB Left-Turn	90'	104'	Yes [b]	129'	Yes [b]	93'	Yes [b]	85'	Yes [b]	124'	Yes [b]	107'	Yes [b]
	SB Through	430'	125'	Yes	193'	Yes	171'	Yes	146'	Yes	194'	Yes	193'	Yes
	SB Shared Through/Right-Turn	430'	129'	Yes	201'	Yes	188'	Yes	143'	Yes	211'	Yes	186'	Yes
	EB Left-Turn	200'	67'	Yes	108'	Yes	137'	Yes	64'	Yes	118'	Yes	133'	Yes
EB Shared Through/Right-Turn	200'	50'	Yes	60'	Yes	71'	Yes	45'	Yes	59'	Yes	73'	Yes	
25. Crown Valley Parkway at Alicia Parkway	NB Dual Left-Turn	350' (410')	390'	Yes [c]	414'	Yes [c] [d]	412'	Yes [c] [d]	361'	Yes [c]	393'	Yes [c]	423'	Yes [c] [d]
	EB Left-Turn	170'	119'	Yes	152'	Yes	160'	Yes	110'	Yes	146'	Yes	168'	Yes
	EB Shared Through/Left-Turn	420'	151'	Yes	193'	Yes	188'	Yes	136'	Yes	174'	Yes	206'	Yes
	EB Dual Right-Turn	840'	264'	Yes	419'	Yes	300'	Yes	288'	Yes	426'	Yes	293'	Yes

**Notes:**

[a] It is recommended that the northbound left-turn pocket for the intersection of Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive be extended 65 feet to provide a minimum total storage of 225 feet. This would require the removal of 65 feet of the existing raised median. As such, adequate storage will be provided.

[b] Although the queue is expected to exceed the provided storage of 90', the excess can be accommodated within the existing 90' transition. Furthermore, since the reported queue is the 95<sup>th</sup> percentile, queues of this length can only be expected twice an hour at most and the Project does not add any traffic to this specific movement.

[c] It is recommended that the dual northbound left-turn pockets for the intersection of Crown Valley Parkway at Alicia Parkway be extended 30 feet each to provide a minimum total storage of 205 feet per lane (410 feet total for both lanes). This would require the removal of 30 feet of the existing raised median. As such, adequate storage will be provided.

[d] Although the queue is expected to exceed the proposed storage of 410', the excess can be accommodated within the existing 90' transition. Furthermore, since the reported queue is the 95<sup>th</sup> percentile, queues of this length can only be expected twice an hour at most and the Project does not add any traffic to this specific movement.

<sup>19</sup> Queue is based on the 95<sup>th</sup> Percentile Queue and is reported in total queue length (feet).

**TABLE 17 (CONTINUED)**  
**PEAK HOUR INTERSECTION QUEUING ANALYSIS**

Study Intersections	Estimated (Proposed) Storage Provided (feet)	(1) Year 2025 Cumulative Plus Project Traffic Conditions						(2) Year 2040 Buildout Plus Project Traffic Conditions						
		Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour		AM Peak Hour		PM Peak Hour		Saturday Midday Peak Hour		
		Max. Queue/ Min. Storage Required <sup>20</sup>	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required <sup>19</sup>	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required <sup>19</sup>	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required <sup>19</sup>	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required <sup>19</sup>	Adequate Storage (Yes/No)	Max. Queue/ Min. Storage Required <sup>19</sup>	Adequate Storage (Yes/No)	
26. Crown Valley Parkway at Project Dwy No. 2/Hillhurst Drive	<i>NB Left-Turn</i>	90' (190')	119'	Yes [a]	175'	Yes [a]	184'	Yes [a]	106'	Yes [a]	141'	Yes [a]	187'	Yes [a]
	<i>EB Shared Through/Left-Turn</i>	155'	69'	Yes	144'	Yes	154'	Yes	74'	Yes	136'	Yes	139'	Yes
	<i>EB Right-Turn</i>	155'	32'	Yes	53'	Yes	61'	Yes	36'	Yes	48'	Yes	61'	Yes
33. Project Dwy No. 3 at Pacific Island Drive	<i>WB Left-Turn</i>	100'	23'	Yes	20'	Yes	30'	Yes	19'	Yes	19'	Yes	27'	Yes
	<i>NB Shared Left/Right-Turn</i>	200'	22'	Yes	30'	Yes	35'	Yes	23'	Yes	29'	Yes	37'	Yes
34. Project Dwy No. 4 at Pacific Island Drive	<i>WB Left-Turn</i>	125'	33'	Yes	30'	Yes	34'	Yes	29'	Yes	25'	Yes	40'	Yes
	<i>NB Right-Turn</i>	60'	3'	Yes	4'	Yes	6'	Yes	3'	Yes	4'	Yes	6'	Yes

**Notes:**

[a] It is recommended that the northbound left-turn pocket for the intersection of Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive be extended 100 feet to provide a minimum total storage of 190 feet. This would require the removal of 100 feet of the existing raised median. As such, adequate storage will be provided.

<sup>20</sup> Queue is based on the 95<sup>th</sup> Percentile Queue and is reported in total queue length (feet).

## 9.0 CONGESTION MANAGEMENT PROGRAM (CMP) COMPLIANCE ASSESSMENT

This analysis is consistent with the requirements and procedures outlined in the current *Orange County Congestion Management Program (CMP)*. The CMP requires that a TIA be conducted for any project generating 2,400 or more daily trips, or 1,600 or more daily trips for projects that directly access the CMP Highway System (HS). The proposed Project has access driveways to Crown Valley Parkway, which is part of the CMPHS; therefore the threshold is 1,600 or more daily trips. As noted in Section 5.0 of this traffic study, the proposed Project is forecast to generate approximately 9,461 daily trip-ends on a weekday, and 8,817 daily trip-ends on a Saturday and thus meets the criteria requiring a CMP TIA.

The CMPHS includes specific roadways, which include State Highways and Super Streets, which are now known as Smart Streets. Therefore, the CMP TIA analysis requirements relate to the potential impacts only on the specified CMPHS. As described in the "Radius of Development Influence" section of the CMP TIA, the study area (i.e. CMP intersections) is recommended to be defined by the CMP links which have a project impact of 3%, or more, of their daily LOS "E" capacity. The following CMP intersections are located within the Project study area.

- Moulton Parkway at SR-73 SB Ramps (study intersection #12)
- I-5 Northbound Ramps at Crown Valley Parkway (study intersection #18)
- I-5 Southbound Ramps at Crown Valley Parkway (study intersection #19)
- Crown Valley Parkway at Moulton Parkway/Golden Lantern Street (study intersection #22)
- Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Hwy (study intersection #28)

As presented previously in Section 5.0 (i.e. *Tables 8-13*), the proposed Project will not have an impact at any of the five CMP intersections identified above (i.e. study intersections #12, #18, #19, #22 and #28) under Existing Plus Project traffic conditions, Year 2025 Cumulative Plus Project traffic conditions, or Year 2040 Buildout Plus Project traffic conditions. Therefore, it is concluded that the proposed Project will not have any traffic impacts on the Congestion Management Program Highway System.

## 10.0 PROJECT CONSTRUCTION TRAFFIC IMPACT ASSESSMENT

This section of the report summarizes the potential traffic impacts due to construction activities at the project site. The construction activities associated with the proposed Project include 1) site abatement, 2) demolition, 3) site preparation/rough grading/utilities, 4) fine grading & street paving, and 5) building construction/architectural coating/landscaping. The following section describes the potential construction related trips associated with each construction activity and provides a qualitative assessment as to whether or not the forecast construction trips will have an impact on the existing street system.

### 10.1 Construction Traffic Trip Generation

In order to forecast the potential construction related trips associated with the construction activities at the project site, the following assumptions, as provided by the Project applicant, have been utilized for the five aforementioned construction components.

#### Site Abatement

- A five-day workweek (Monday-Friday) and an eight-hour workday was assumed.
- The site abatement phase is anticipated to last approximately 1 month.
- A total of 18 workers will be on the site each day on average.

#### Demolition

- A five-day workweek (Monday-Friday) and an eight-hour workday was assumed.
- The demolition construction phase is anticipated to last approximately 3 months.
- A total of 18 workers will be on the site each day on average.
- A total of 4 water trucks will be on site each day on average.
- Approximately 2,700 tonnage to be demolished, assuming the following:
  - 16 ton truck carrying capacity, results in 169 roundtrip truck trips.
  - 20 daily roundtrip truck trips on average assuming approximately 8.5-day duration.

#### Site Preparation / Rough Grading / Utilities

- A five-day workweek (Monday-Friday) and an eight-hour workday was assumed.
- The site preparation and rough grading construction phases are anticipated to last approximately 7 months.
- A total of 30 workers will be on the site each day on average.
- A total of 4 water trucks will be on site each day on average.
- Approximately 98,000 cubic yards of exported fill (305,600 cubic yards of cut and 207,600 cubic yards of fill) will require hauling as follows:
  - Hauling of soil from rough grading activities shall be limited to 3,626 miles per day.
  - 14 cubic yard truck carrying capacity and a one-way haul distance of 37 miles results in 98 one-way haul trips per day.

#### Fine Grading & Street Paving

- A five-day workweek (Monday-Friday) and an eight-hour workday was assumed.
- The fine grading and street paving construction phase is anticipated to last approximately 3 months.
- A total of 23 workers will be on the site each day on average.
- A total of 4 water trucks will be on site each day on average.
- 10 daily roundtrip paving truck trips on average for asphalt deliveries for about a 20-day duration.
- Approximately 10,000 cubic yards of imported fill and 15,000 cubic yards of exported fill will require hauling as follows:
  - 14 cubic yard truck carrying capacity, results in 1,786 truck roundtrips.
  - 27 daily roundtrip truck trips assuming 66-day duration.

**Building Construction /Architectural Coating / Landscaping**

- A five-day workweek (Monday-Friday) and an eight-hour workday was assumed.
- The building construction phase is anticipated to last approximately 29 months.
- 150 workers will be on the site each day on average.
- A total of 2 water trucks will be on site each day on average.
- 40 daily roundtrip truck trips.

In addition to the aforementioned assumptions for each construction component, the following assumptions were utilized for truck trips and employee trips.

- Each worker would make 2 trips per day (one during the AM peak hour and one during the PM peak hour). It should be noted that the vast majority of workers will arrive and leave during non-peak hours (i.e. arrival between 6:00 AM and 6:30 AM and departure between 3:00 PM and 3:30 PM).
- Each water truck is brought to the site and refilled via an on-site hydrant. As such, the water trucks do not come in and out once they are on site.
- Each truckload requires an inbound trip and an outbound trip. The daily number of truck trips was averaged over the eight-hour workday to obtain the number of peak hour truck trips (50% entering and 50% exiting).
- All construction truck trips were converted to passenger car equivalents (P.C.E.'s) using a P.C.E. factor of 3.0.

Using the aforementioned assumptions, **Table 18** provides a summary of the forecast construction peak hour and daily traffic volumes for each of the five construction components. Review of the first row of **Table 18** shows that the site abatement construction component is expected to generate 36 daily trips with 18 trips produced during the AM peak hour and 18 trips produced during the PM peak hour. Review of the second row of **Table 18** shows that the demolition construction component is expected to generate 156 daily trips with 33 trips produced during the AM peak hour and 33 trips produced during the PM peak hour. Review of the third row of **Table 18** shows that the site preparation/rough grading/utilities construction component is expected to generate 688 daily trips with 105 trips produced during the AM peak hour and 105 trips produced during the PM peak hour. Review of the fourth row of **Table 18** shows that the fine grading & street paving construction

component is expected to generate 268 daily trips with 53 trips produced during the AM peak hour and 53 trips produced during the PM peak hour. Review of the last row of *Table 18* shows that the building construction/architectural coating/landscaping component is expected to generate 540 daily trips with 180 trips produced during the AM peak hour and 180 trips produced during the PM peak hour.

## 10.2 Construction Traffic Assessment

Construction related trips associated with trucks and employees traveling to and from the site in the morning and afternoon may result in some minor traffic delays; however, potential traffic interference caused by construction vehicles would create a temporary/short-term impact to vehicles using Crown Valley Parkway and Alicia Parkway in the morning and afternoon hours and the number of construction workers will vary depending on the specific construction activities over time.

Traffic impacts to the adjacent roadway network will be minimal and **not** long-term. Further, since the construction-related trip generation potential of the proposed Project (i.e. all five construction components) is less than that of the proposed Project and the proposed Project is not expected to impact any of the thirty-two (32) key study intersections under existing plus project traffic conditions, no impacts resulting from construction traffic are anticipated aside from the nuisance traffic that will occur as a result of construction-related traffic (e.g., construction materials, construction workers, etc.).

Nevertheless, to reduce the impact of construction-related traffic, the implementation of a construction management plan is recommended to minimize traffic impacts upon the local circulation system in the area.

## 10.3 Construction Management Plan

To ensure impacts to the surrounding street system are kept a minimum, it is recommended that a Construction Management Plan for the proposed Project be developed. The Construction Management Plan should be developed in coordination with the City of Laguna Niguel and at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e. lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the Applicant to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.



- Hauling or transport of oversize loads will be allowed between the hours of 7:00 AM and 8:00 PM only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport will be allowed during nighttime hours, weekends or Federal holidays.
- Use of local streets shall be prohibited.
- Haul trucks entering or exiting public streets shall at all times yield to public traffic.
- If hauling operations cause any damage to existing pavement, street, curb, and/or gutter along the haul route, the applicant will be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.
- All construction-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur on-site.
- This Plan shall meet standards established in the current *California Manual on Uniform Traffic Control Device (MUTCD)* as well as City of Laguna Niguel requirements.

**TABLE 18**  
**PROJECT CONSTRUCTION-RELATED TRAFFIC GENERATION**

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><u>Site Abatement Generation Forecast:</u></b>							
▪ Employees (18 Workers)	36	18	0	18	0	18	18
<b>Total Site Abatement Related Traffic Trip Generation Potential</b>	<b>36</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>18</b>
<b><u>Demolition Generation Forecast:</u></b>							
▪ Employees (18 Workers)	36	18	0	18	0	18	18
▪ Demolition Truck Traffic (20 Trucks)	40	3	2	5	3	2	5
Passenger Car Equivalent Factor <sup>21</sup>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Subtotal	120	9	6	15	9	6	15
<b>Total Demolition Related Traffic Trip Generation Potential</b>	<b>156</b>	<b>27</b>	<b>6</b>	<b>33</b>	<b>9</b>	<b>24</b>	<b>33</b>
<b><u>Site Preparation / Rough Grading / Utilities Generation Forecast:</u></b>							
▪ Employees (30 Workers)	60	30	0	30	0	30	30
▪ Rough Grading Truck Traffic (98 Trucks)	196	13	12	25	13	12	25
Passenger Car Equivalent Factor <sup>21</sup>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Subtotal	588	39	36	75	39	36	75
<b>Total Site Preparation / Rough Grading / Utilities Related Traffic Trip Generation Potential</b>	<b>648</b>	<b>69</b>	<b>36</b>	<b>105</b>	<b>39</b>	<b>66</b>	<b>105</b>
<b><u>Fine Grading &amp; Street Paving Generation Forecast:</u></b>							
▪ Employees (23 Workers)	46	23	0	23	0	23	23
▪ Asphalt Delivery Truck Traffic (10 Trucks)	20	2	1	3	2	1	3
Passenger Car Equivalent Factor <sup>21</sup>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Subtotal	60	6	3	9	6	3	9
▪ Fine Grading Truck Traffic (27 Trucks)	54	4	3	7	4	3	7
Passenger Car Equivalent Factor <sup>21</sup>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Subtotal	162	12	9	21	12	9	21
<b>Total Fine Grading &amp; Street Paving Related Traffic Trip Generation Potential</b>	<b>268</b>	<b>41</b>	<b>12</b>	<b>53</b>	<b>18</b>	<b>35</b>	<b>53</b>

<sup>21</sup> A passenger car equivalent factor of 3.0 was applied to the large construction truck trips to convert them into passenger car trips.

**TABLE 18 (CONTINUED)**  
**PROJECT CONSTRUCTION-RELATED TRAFFIC GENERATION**

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><u>Building Construction / Architectural Coating / Landscaping Generation Forecast:</u></b>							
▪ Employees (150 Workers)	300	150	0	150	0	150	150
▪ Building Construction Truck Traffic (40 Trucks)	80	5	5	10	5	5	10
Passenger Car Equivalent Factor <sup>22</sup>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Subtotal	240	15	15	30	15	15	30
<b>Total Building Construction / Architectural Coating / Landscaping Related Traffic Trip Generation Potential</b>	<b>540</b>	<b>165</b>	<b>15</b>	<b>180</b>	<b>15</b>	<b>165</b>	<b>180</b>

<sup>22</sup> A passenger car equivalent factor of 3.0 was applied to the large construction truck trips to convert them into passenger car trips.

## 11.0 SUMMARY OF FINDINGS AND CONCLUSIONS

**Project Description** – The Laguna Niguel City Center will consist of approximately 174,851 square feet (SF) of commercial space (inclusive of the relocated new 16,290 SF Library), 275 residential apartments, and an outdoor plaza. The Project site is located on the southwest quadrant of Pacific Island Drive and Alicia Parkway in the City of Laguna Niguel (“City”).

The commercial portion of the project will include retail, restaurant, office, and library space surrounding multiple outdoor amenity areas and the city center plaza. On-site parking will be provided.

The residential portion of the new project will be composed of approximately 275 apartment units in two buildings. Pool, gym, clubhouse, leasing office, and other amenities will be included. On-site parking will be provided.

Special events, including festivals, movie screenings, concerts and farmer markets would typically be held on weekends. Small events held weekly can include yoga in the park with approximately 20 people: medium events held monthly can include movies in the park with approximately 100 people: and larger events held quarterly can include craft festivals or larger scale food and wine events or even community based seasonal events.

The majority of the Project site is currently undeveloped. However, the site does include the Laguna Niguel Library (to be relocated and rebuilt on-site) and several other buildings and parking lots to be demolished (old fire station, a County of Orange vehicle maintenance facility, and the old District Attorney building and Courthouse). Laguna Niguel City Hall and Orange County Fire Authority (OCFA) Station 5 adjoin the Project site are not included as part of the Project.

The site is bordered by Laguna Niguel City Hall to the southeast, Alicia Parkway to the northeast, Pacific Island Drive to the north, and a residential development upslope to the west. Retail/commercial uses are located north of Pacific Island Drive, northeast of Alicia Parkway and south of Crown Valley Parkway. Access is from Pacific Island Drive to the north, Alicia Parkway to the east, and Crown Valley Parkway from the South. The driveway located along Crown Valley Parkway is currently controlled by a traffic signal. The driveway along Crown Valley Parkway is located opposite Hillhurst Drive, which provides access to single-family homes. An existing northbound left-turn pocket along Crown Valley Parkway provides access for northbound vehicles turning into the Project site. The driveway located along Alicia Parkway is currently unsignalized but is proposed to be signalized with the completion of the Project. The driveway along Alicia Parkway is located opposite Town Center Drive, which provides access to a commercial center. An existing northbound left-turn pocket along Alicia Parkway provides access for northbound vehicles turning into the Project site. The two existing driveways located along Pacific Island Drive, which will remain, are unsignalized. The westerly driveway along Pacific Island Drive is a three-leg intersection while the easterly driveway is located generally opposite the existing driveway to a commercial center (i.e. four-leg intersection) in which the northbound and southbound left turn movements will be restricted in conjunction with the Project. An existing two-way left-turn lane

(TWLTL) along Pacific Island Drive between the two driveways provides access for westbound vehicles turning into the westerly Project driveway.

**Study Area** – A total of 32 intersections were selected for detailed peak hour traffic impact/level of service analysis during the weekday AM and PM, and Saturday midday, peak hours under each of four traffic scenarios (Existing, Existing Plus Project, Year 2025 Cumulative Base, Year 2025 Cumulative Plus Project, Year 2040 Buildout Base, and Year 2040 Buildout Plus Project).

**Project Trip Generation** – 356 net Project trips are expected to occur during the AM peak hour and 490 net Project trips are expected to occur during the PM peak hour. 939 net Project trips are expected to occur during the Saturday midday peak hour. The potential impact of these added/incremental trips are assessed in this report.

**Existing Plus Project Traffic Impacts** - The Project is not expected to cause traffic impacts at any of the 32 intersections under Existing (2021) Plus Project conditions with implementation of Project-design features.

**Year 2025 Cumulative Plus Project Traffic Impacts** - The Project is not expected to cause traffic impacts at any of the 32 intersections under Year 2025 Cumulative Plus Project conditions with implementation of Project-design features.

**Year 2040 Buildout Plus Project Traffic Impacts** - The Project is not expected to cause traffic impacts at any of the 32 intersections under Year 2040 Buildout Plus Project conditions with implementation of Project-design feature.

**Caltrans Facilities Analysis** - The six (6) freeway segments currently operate at LOS D or better during the weekday AM, weekday PM, and Saturday midday peak hours.

**Project-Specific Improvements** - The Project-specific improvements listed below will be completed in conjunction with the Project development and have been assumed in the Existing Plus Project, Year 2025 Cumulative Plus Project, and Year 2040 Buildout Plus Project traffic conditions:

- Intersection 6. Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive: Extend the northbound left-turn pocket 65 feet to provide at a minimum a total storage of 225 feet. This would require the removal of 65 feet of the existing raised median.
- Intersection 7. Alicia Parkway at Project Driveway No. 1/Town Center Drive: Install a five-phase traffic signal with protective left-turn phasing on Alicia Parkway and stripe crosswalks on all four legs, inclusive of preemption for emergency vehicles and interconnection to adjacent signal. Restripe the eastbound approach (internal to Project site) to provide an exclusive eastbound left-turn lane.
- Intersection 25. Crown Valley Parkway at Alicia Parkway: Extend the dual northbound left-turn lanes 30 feet each to provide at a minimum a total storage of 205 feet per lane (410 feet total for both lanes). This would require the removal of 30 feet of the existing raised median.

- Intersection 26. Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive: Widen and restripe Crown Valley Parkway to provide an exclusive southbound right-turn deceleration lane. Modify the existing traffic signal to convert the 5-phase traffic signal to a 6-phase traffic signal in order to provide split phasing in the east-west direction along Project Driveway No. 2/Hillhurst Drive. Extend the northbound left-turn pocket 100 feet to provide at a minimum a total storage of 190 feet. This would require the removal of 100 feet of the existing raised median.
- Intersection 34. Pacific Island Drive at Project Driveway No. 4: Modify Pacific Island Drive at Project Driveway No. 4 to restrict northbound (outbound) left turn movements onto Pacific Island Drive from the Project site and to restrict southbound (outbound) left turn movements onto Pacific Island Drive from the commercial center across from Project Driveway No. 4.

***Recommended Improvements*** - The results of the Existing Plus Project, Year 2025 Cumulative Plus Project, and Year 2040 Buildout Plus Project traffic conditions level of service analyses indicate that the proposed Project is not expected to cause traffic impacts at any of the 32 intersections. As there are no impacts, no traffic improvement measures are required or recommended for the intersections.

***Site Access*** - The 4 project driveway intersections will operate at acceptable levels of service during the weekday AM, weekday PM peak hour, and Saturday peak hour under Existing Plus Project, Year 2025 Cumulative Plus Project, and Year 2040 Buildout Plus Project traffic conditions. It should be noted that the LOS results for the intersections of Alicia Parkway at Project Driveway No. 1/Town Center Drive, Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive, and Pacific island Drive at Project Driveway No. 4 assume site access features that have been incorporated into the design of the Project site plan (i.e. a new traffic signal, exclusive southbound right-turn lane/modified signal phasing, and left turn restrictions, respectively).

***Sight Distance Evaluation*** - The sight lines for the two driveways located along Pacific Island Drive are expected to be adequate provided obstructions within the sight triangles are minimized.

***Queuing Analysis for Project Access Locations*** - Adequate storage is provided under Year 2025 Cumulative Plus Project and Year 2040 Buildout Plus Project traffic conditions, except for certain movements at the intersections of Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive, Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive, and Crown Valley Parkway at Alicia Parkway. It is recommended that the northbound left-turn pocket for the intersection of Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive be extended 65 feet to provide at a minimum a total storage of 225 feet. This would require the removal of 65 feet of the existing raised median. Furthermore, it is recommended that the northbound left-turn pocket for the intersection of Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive be extended 100 feet to provide at a minimum a total storage of 190 feet. This would require the removal of 100 feet of the existing raised median. Lastly, it is recommended that the dual northbound left-turn lanes at the intersection of Crown Valley Parkway at Alicia Parkway be extended 30 feet each to provide at a minimum a total storage of 205 feet per lane (410 feet total for both lanes). This would require the removal of 30 feet of the existing raised median.



***CMP Compliance Assessment*** - The proposed Project will not have an impact at any of the five CMP intersections identified above (i.e. study intersections #12, #18, #19, #22 and #28) under Existing Plus Project traffic conditions, Year 2025 Cumulative Plus Project traffic conditions, or Year 2040 Buildout Plus Project traffic conditions.

***Project Construction Traffic Impact Assessment*** - Traffic impacts to the adjacent roadway network will be minimal and **not** long-term. Further, since the construction-related trip generation potential of the proposed Project (i.e. all five construction components) is less than that of the proposed Project and the proposed Project is not expected to impact any of the thirty-two (32) key study intersections under existing plus project traffic conditions, no impacts resulting from construction traffic are anticipated aside from the nuisance traffic that will occur as a result of construction-related traffic (e.g., construction materials, construction workers, etc.).

## APPENDIX A

### INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

*APPENDIX A-1*

**EXISTING (2021) TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	386	1231	77	225	1212	141	122	550	217	47	1217	409
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	386	1231	77	225	1212	141	122	550	217	47	1217	409
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	308	19	56	303	35	31	138	54	12	304	102
Total Analysis Volume [veh/h]	386	1231	77	225	1212	141	122	550	217	47	1217	409
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.24	0.05	0.07	0.24	0.08	0.04	0.11	0.01	0.01	0.24	0.00
Intersection LOS	B											
Intersection V/C	0.676											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	278	1055	93	132	895	501	360	741	147	107	745	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	278	1055	93	132	895	501	360	741	147	107	745	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	264	23	33	224	125	90	185	37	27	186	18
Total Analysis Volume [veh/h]	278	1055	93	132	895	501	360	741	147	107	745	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.21	0.05	0.04	0.18	0.19	0.11	0.15	0.00	0.03	0.15	0.00
Intersection LOS	A											
Intersection V/C	0.573											



**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	591	1136	213	89	604	306	327	858	423	109	879	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	591	1136	213	89	604	306	327	858	423	109	879	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	148	284	53	22	151	77	82	215	106	27	220	17
Total Analysis Volume [veh/h]	591	1136	213	89	604	306	327	858	423	109	879	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.17	0.22	0.13	0.03	0.12	0.18	0.10	0.19	0.19	0.03	0.19	0.19
Intersection LOS	B											
Intersection V/C	0.686											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.572

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	24	726	17	319	630	72	138	207	68	34	114	502
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	726	17	319	630	72	138	207	68	34	114	502
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	182	4	80	158	18	35	52	17	9	29	126
Total Analysis Volume [veh/h]	24	726	17	319	630	72	138	207	68	34	114	502
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.15	0.15	0.09	0.14	0.14	0.08	0.08	0.08	0.02	0.03	0.20
Intersection LOS	A											
Intersection V/C	0.572											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.292

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	165	84	97	367	175	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	84	97	367	175	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	21	24	92	44	31
Total Analysis Volume [veh/h]	165	84	97	367	175	125
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.10	0.05	0.06	0.11	0.09	0.09
Intersection LOS	A					
Intersection V/C	0.292					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	108	412	23	15	514	159	305	39	161	11	13	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	412	23	15	514	159	305	39	161	11	13	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	103	6	4	129	40	76	10	40	3	3	2
Total Analysis Volume [veh/h]	108	412	23	15	514	159	305	39	161	11	13	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.09	0.09	0.01	0.13	0.13	0.09	0.10	0.09	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.359											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Two-way stop	Delay (sec / veh):	19.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	3	523	46	56	628	4	0	0	0	8	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	523	46	56	628	4	0	0	0	8	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	131	12	14	157	1	0	0	0	2	0	6
Total Analysis Volume [veh/h]	3	523	46	56	628	4	0	0	0	8	0	24
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.09	0.01	0.00	0.00	0.00	0.00	0.03	0.00	0.04
d_M, Delay for Movement [s/veh]	11.17	0.00	0.00	11.29	0.00	0.00	19.91	30.42	11.21	19.12	30.27	11.51
Movement LOS	B	A	A	B	A	A	C	D	B	C	D	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.22	0.22	0.22
95th-Percentile Queue Length [ft/ln]	0.39	0.00	0.00	7.31	0.00	0.00	0.00	0.00	0.00	5.59	5.59	5.59
d_A, Approach Delay [s/veh]	0.06			0.92			20.51			13.41		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	0.85											
Intersection LOS	C											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.411

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	2	505	344	327	463	7	29	0	15	43	0	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	505	344	327	463	7	29	0	15	43	0	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	126	86	82	116	2	7	0	4	11	0	16
Total Analysis Volume [veh/h]	2	505	344	327	463	7	29	0	15	43	0	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.10	0.20	0.10	0.09	0.09	0.02	0.00	0.03	0.03	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.411											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	19.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.464

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		



**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	2	505	344	327	463	7	29	0	15	43	0	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	505	344	327	463	7	29	0	15	43	0	63
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	133	91	86	122	2	8	0	4	11	0	17
Total Analysis Volume [veh/h]	2	532	362	344	487	7	31	0	16	45	0	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	65	45	0	45	25	0	10	0	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	70	70	14	83	83	5	6	6
g / C, Green / Cycle	0.00	0.63	0.63	0.12	0.75	0.75	0.04	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.00	0.10	0.23	0.10	0.09	0.09	0.03	0.03	0.04
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1856	1711	1781	1589
c, Capacity [veh/h]	8	3229	1008	431	2685	1400	70	99	88
d1, Uniform Delay [s]	54.64	8.24	9.55	46.85	3.66	3.66	52.07	50.40	51.25
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.05	0.11	1.00	3.45	0.09	0.18	10.64	3.27	12.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.26	0.16	0.36	0.80	0.12	0.12	0.67	0.46	0.75
d, Delay for Lane Group [s/veh]	71.69	8.35	10.55	50.30	3.75	3.84	62.72	53.67	63.25
Lane Group LOS	E	A	B	D	A	A	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.09	1.68	4.17	4.77	0.86	0.93	1.48	1.29	2.08
50th-Percentile Queue Length [ft/ln]	2.29	41.90	104.23	119.22	21.46	23.24	37.09	32.25	52.10
95th-Percentile Queue Length [veh/ln]	0.16	3.02	7.50	8.35	1.55	1.67	2.67	2.32	3.75
95th-Percentile Queue Length [ft/ln]	4.12	75.42	187.62	208.75	38.63	41.82	66.77	58.06	93.78

**Movement, Approach, & Intersection Results**

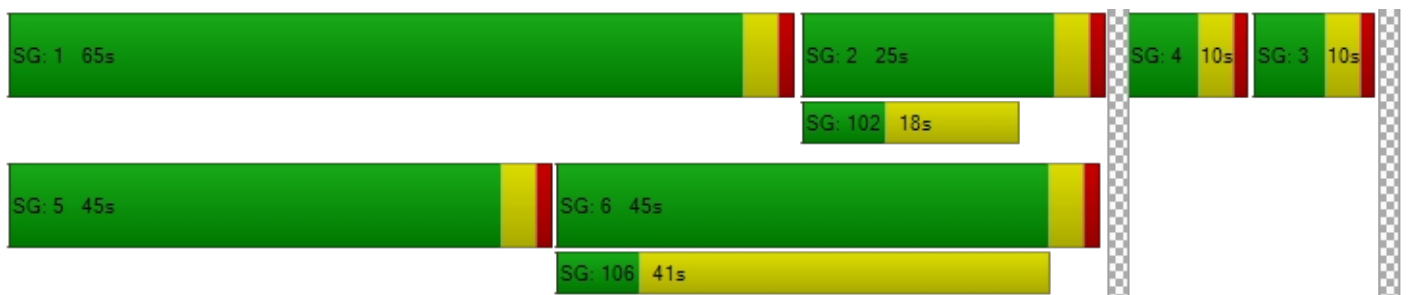
d_M, Delay for Movement [s/veh]	71.69	8.35	10.55	50.30	3.78	3.84	62.72	0.00	62.72	53.67	63.25	63.25
Movement LOS	E	A	B	D	A	A	E		E	D	E	E
d_A, Approach Delay [s/veh]	9.38			22.88			62.72			59.37		
Approach LOS	A			C			E			E		
d_I, Intersection Delay [s/veh]	19.62											
Intersection LOS	B											
Intersection V/C	0.464											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			44.55			44.55		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			1.752			2.340		
Crosswalk LOS	F			F			A			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	745			382			109			109		
d_b, Bicycle Delay [s]	21.64			36.00			49.16			49.16		
I_b,int, Bicycle LOS Score for Intersection	2.052			2.021			1.637			1.743		
Bicycle LOS	B			B			A			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.321

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	28	742	28	88	440	20	43	9	74	10	1	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	742	28	88	440	20	43	9	74	10	1	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	186	7	22	110	5	11	2	19	3	0	8
Total Analysis Volume [veh/h]	28	742	28	88	440	20	43	9	74	10	1	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.15	0.15	0.05	0.09	0.09	0.03	0.05	0.05	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.321											



**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	28	742	28	88	440	20	43	9	74	10	1	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	742	28	88	440	20	43	9	74	10	1	32
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	195	7	23	116	5	11	2	19	3	0	8
Total Analysis Volume [veh/h]	29	781	29	93	463	21	45	9	78	11	1	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	31	0	22	43	0	0	47	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	74	74	7	78	78	8	8	5	5
g / C, Green / Cycle	0.03	0.67	0.67	0.07	0.71	0.71	0.07	0.07	0.04	0.04
(v / s)_i Volume / Saturation Flow Rate	0.01	0.15	0.15	0.05	0.09	0.09	0.03	0.05	0.01	0.02
s, saturation flow rate [veh/h]	3459	3560	1836	1781	3560	1829	1781	1615	1781	1596
c, Capacity [veh/h]	113	2397	1236	119	2519	1294	130	118	74	67
d1, Uniform Delay [s]	51.93	6.92	6.92	50.55	5.17	5.18	48.52	49.99	50.85	51.67
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.19	0.22	0.42	10.50	0.10	0.20	1.58	8.71	0.91	6.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.26	0.22	0.22	0.78	0.13	0.13	0.35	0.74	0.15	0.53
d, Delay for Lane Group [s/veh]	53.12	7.13	7.34	61.05	5.28	5.38	50.10	58.70	51.76	57.97
Lane Group LOS	D	A	A	E	A	A	D	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.41	2.30	2.45	2.86	1.09	1.17	1.23	2.63	0.31	1.06
50th-Percentile Queue Length [ft/ln]	10.22	57.42	61.19	71.59	27.34	29.22	30.80	65.64	7.78	26.54
95th-Percentile Queue Length [veh/ln]	0.74	4.13	4.41	5.15	1.97	2.10	2.22	4.73	0.56	1.91
95th-Percentile Queue Length [ft/ln]	18.40	103.36	110.14	128.86	49.21	52.60	55.45	118.15	14.00	47.78

**Movement, Approach, & Intersection Results**

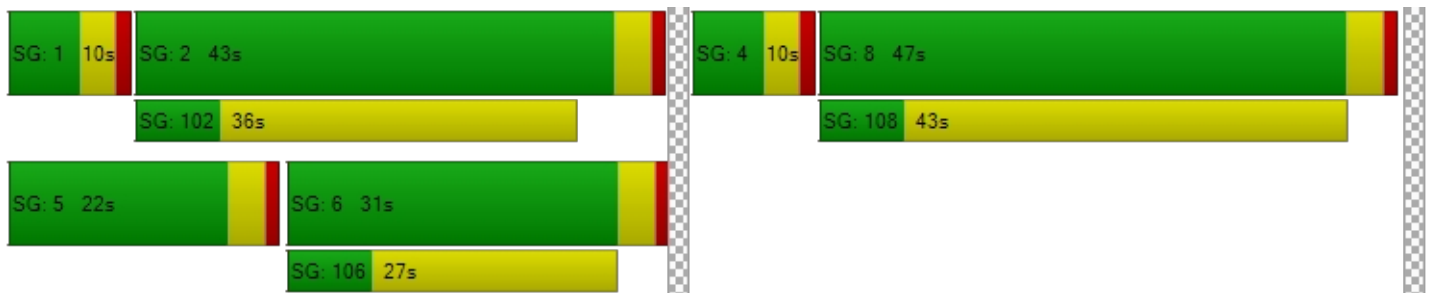
d_M, Delay for Movement [s/veh]	53.12	7.20	7.34	61.05	5.31	5.38	50.10	58.70	58.70	51.76	57.97	57.97
Movement LOS	D	A	A	E	A	A	D	E	E	D	E	E
d_A, Approach Delay [s/veh]	8.79		14.30			55.77			56.49			
Approach LOS	A		B			E			E			
d_I, Intersection Delay [s/veh]	16.05											
Intersection LOS	B											
Intersection V/C	0.326											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	44.55		0.00		44.55		44.55	
I_p,int, Pedestrian LOS Score for Intersection	2.905		0.000		2.185		2.007	
Crosswalk LOS	C		F		B		B	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	491		709		782		109	
d_b, Bicycle Delay [s]	31.31		22.91		20.40		49.16	
I_b,int, Bicycle LOS Score for Intersection	2.021		1.877		1.777		1.636	
Bicycle LOS	B		A		A		A	

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.394

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	115	603	137	24	374	107	189	613	101	169	701	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	603	137	24	374	107	189	613	101	169	701	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	151	34	6	94	27	47	153	25	42	175	13
Total Analysis Volume [veh/h]	115	603	137	24	374	107	189	613	101	169	701	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.12	0.08	0.01	0.07	0.06	0.06	0.12	0.06	0.05	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.394											



**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.411

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	308	493	30	56	224	112	186	403	325	44	594	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	308	493	30	56	224	112	186	403	325	44	594	100
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	123	8	14	56	28	47	101	81	11	149	25
Total Analysis Volume [veh/h]	308	493	30	56	224	112	186	403	325	44	594	100
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.10	0.02	0.02	0.07	0.07	0.05	0.08	0.19	0.01	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.411											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.414

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1638	560	0	64	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1638	560	0	64	83
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	410	140	0	16	21
Total Analysis Volume [veh/h]	0	1638	560	0	64	83
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.32	0.11	0.00	0.04	0.04
Intersection LOS	A					
Intersection V/C	0.414					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	4.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.423

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1638	560	0	64	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1638	560	0	64	83
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	431	147	0	17	22
Total Analysis Volume [veh/h]	0	1724	589	0	67	87
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	76	76	6	6
g / C, Green / Cycle	0.84	0.84	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.34	0.12	0.05	0.05
s, saturation flow rate [veh/h]	5094	5094	1749	1589
c, Capacity [veh/h]	4277	4277	125	113
d1, Uniform Delay [s]	1.75	1.31	40.60	40.69
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	0.07	5.21	6.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.40	0.14	0.63	0.66
d, Delay for Lane Group [s/veh]	2.03	1.37	45.82	47.08
Lane Group LOS	A	A	D	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.08	0.27	1.86	1.80
50th-Percentile Queue Length [ft/ln]	27.02	6.85	46.60	45.01
95th-Percentile Queue Length [veh/ln]	1.95	0.49	3.36	3.24
95th-Percentile Queue Length [ft/ln]	48.64	12.33	83.88	81.01

**Movement, Approach, & Intersection Results**

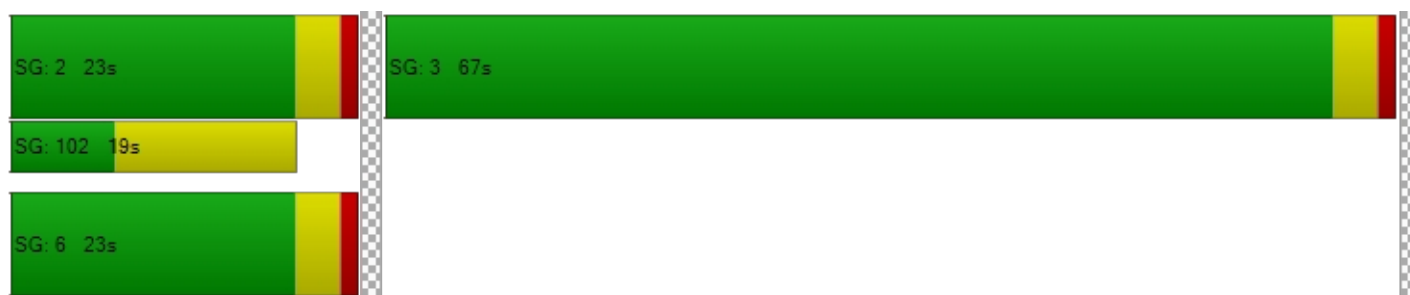
d_M, Delay for Movement [s/veh]	0.00	2.03	1.37	0.00	45.82	46.93
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	2.03		1.37		46.43	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	4.65					
Intersection LOS	A					
Intersection V/C	0.423					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.789
Crosswalk LOS	F	F	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.508	1.884	1.814
Bicycle LOS	B	A	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	451	1600	33	44	463	89	115	81	383	93	131	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	451	1600	33	44	463	89	115	81	383	93	131	77
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	400	8	11	116	22	29	20	96	23	33	19
Total Analysis Volume [veh/h]	451	1600	33	44	463	89	115	81	383	93	131	77
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.32	0.32	0.03	0.11	0.11	0.07	0.05	0.09	0.05	0.08	0.05
Intersection LOS	A											
Intersection V/C	0.543											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	91	1510	94	363	524	17	52	162	82	68	172	469
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	1510	94	363	524	17	52	162	82	68	172	469
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	378	24	91	131	4	13	41	21	17	43	117
Total Analysis Volume [veh/h]	91	1510	94	363	524	17	52	162	82	68	172	469
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.31	0.31	0.21	0.11	0.11	0.03	0.14	0.14	0.04	0.10	0.06
Intersection LOS	C											
Intersection V/C	0.762											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.642

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	926	47	0	0	75	21	0	0	0	468	0	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	926	47	0	0	75	21	0	0	0	468	0	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	232	12	0	0	19	5	0	0	0	117	0	13
Total Analysis Volume [veh/h]	926	47	0	0	75	21	0	0	0	468	0	52
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.27	0.03	0.00	0.00	0.04	0.01	0.00	0.00	0.00	0.28	0.00	0.03
Intersection LOS	B											
Intersection V/C	0.642											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	40.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	926	47	0	0	75	21	0	0	0	468	0	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	926	47	0	0	75	21	0	0	0	468	0	52
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	244	12	0	0	20	6	0	0	0	123	0	14
Total Analysis Volume [veh/h]	975	49	0	0	79	22	0	0	0	493	0	55
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0				0			0
v_di, Inbound Pedestrian Volume crossing major street		0			0				0			0
v_co, Outbound Pedestrian Volume crossing minor street		0			0				0			0
v_ci, Inbound Pedestrian Volume crossing minor street		0			0				0			0
v_ab, Corner Pedestrian Volume [ped/h]		0			0				0			0
Bicycle Volume [bicycles/h]		0			0				0			0

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	36	61	0	0	25	0	0	0	0	39	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	30	62	28	28		30	30
g / C, Green / Cycle	0.30	0.62	0.28	0.28		0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.28	0.03	0.04	0.01		0.28	0.03
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	1051	1164	521	443		530	473
d1, Uniform Delay [s]	33.76	7.32	27.17	26.38		34.11	25.55
k, delay calibration	0.11	0.50	0.50	0.50		0.30	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.23	0.07	0.62	0.21		17.56	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.93	0.04	0.15	0.05		0.93	0.12
d, Delay for Lane Group [s/veh]	37.98	7.39	27.78	26.60		51.68	25.66
Lane Group LOS	D	A	C	C		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	11.79	0.40	1.50	0.41		13.92	0.96
50th-Percentile Queue Length [ft/ln]	294.74	10.12	37.60	10.22		348.04	24.04
95th-Percentile Queue Length [veh/ln]	17.42	0.73	2.71	0.74		20.04	1.73
95th-Percentile Queue Length [ft/ln]	435.52	18.21	67.68	18.39		501.01	43.27

**Movement, Approach, & Intersection Results**

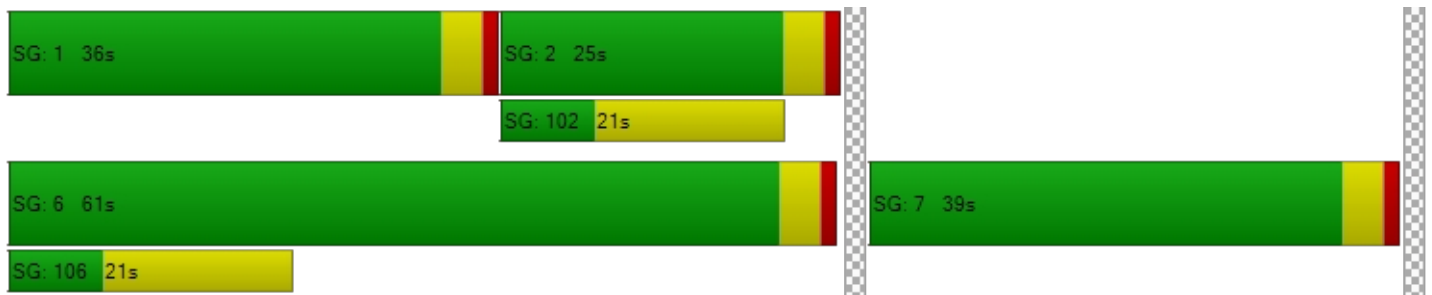
d_M, Delay for Movement [s/veh]	37.98	7.39	0.00	0.00	27.78	26.60	0.00	0.00	0.00	51.68	0.00	25.66
Movement LOS	D	A			C	C				D		C
d_A, Approach Delay [s/veh]	36.52		27.52		0.00		49.07					
Approach LOS	D		C		A		D					
d_I, Intersection Delay [s/veh]	40.09											
Intersection LOS	D											
Intersection V/C	0.683											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.206	1.987
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1140	420	0	700
d_b, Bicycle Delay [s]	9.25	31.21	50.00	21.13
I_b,int, Bicycle LOS Score for Intersection	3.249	1.726	4.132	1.560
Bicycle LOS	C	A	D	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.524

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	962	402	21	522	0	4	0	203	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	962	402	21	522	0	4	0	203	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	241	101	5	131	0	1	0	51	0	0	0
Total Analysis Volume [veh/h]	0	962	402	21	522	0	4	0	203	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.40	0.40	0.01	0.15	0.00	0.00	0.00	0.06	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.524											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	962	402	21	522	0	4	0	203	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	962	402	21	522	0	4	0	203	0	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	253	106	6	137	0	1	0	53	0	0	0
Total Analysis Volume [veh/h]	0	1013	423	22	549	0	4	0	214	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	64	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	76	76	3	83	9	9	
g / C, Green / Cycle	0.76	0.76	0.03	0.83	0.09	0.09	
(v / s)_i Volume / Saturation Flow Rate	0.38	0.42	0.01	0.15	0.07	0.07	
s, saturation flow rate [veh/h]	1870	1694	1781	3560	1596	1589	
c, Capacity [veh/h]	1419	1285	51	2945	148	147	
d1, Uniform Delay [s]	4.73	5.05	47.78	1.76	44.18	44.18	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.29	1.76	5.73	0.14	6.96	7.01	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.51	0.56	0.43	0.19	0.74	0.74	
d, Delay for Lane Group [s/veh]	6.02	6.81	53.51	1.90	51.14	51.19	
Lane Group LOS	A	A	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.94	5.36	0.62	0.68	2.90	2.90	
50th-Percentile Queue Length [ft/ln]	123.38	134.00	15.45	16.92	72.55	72.39	
95th-Percentile Queue Length [veh/ln]	8.58	9.16	1.11	1.22	5.22	5.21	
95th-Percentile Queue Length [ft/ln]	214.46	228.92	27.81	30.46	130.59	130.31	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	6.25	6.81	53.51	1.90	0.00	51.14	0.00	51.17	0.00	0.00	0.00
Movement LOS		A	A	D	A		D		D			
d_A, Approach Delay [s/veh]	6.41		3.89			51.17			0.00			
Approach LOS	A		A			D			A			
d_I, Intersection Delay [s/veh]	10.15											
Intersection LOS	B											
Intersection V/C	0.574											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00		0.00			39.61			39.61		
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000			1.826			1.862		
Crosswalk LOS	F		F			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	440		640			1200			0		
d_b, Bicycle Delay [s]	30.42		23.12			8.00			50.00		
I_b,int, Bicycle LOS Score for Intersection	2.744		2.031			1.919			4.132		
Bicycle LOS	B		B			A			D		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.673

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	182	896	202	89	324	319	405	113	316	105	46	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	896	202	89	324	319	405	113	316	105	46	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	224	51	22	81	80	101	28	79	26	12	6
Total Analysis Volume [veh/h]	182	896	202	89	324	319	405	113	316	105	46	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.32	0.32	0.05	0.10	0.19	0.12	0.15	0.19	0.06	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.673											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	177	0	511	0	0	0	0	2232	762	0	1618	1296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	177	0	511	0	0	0	0	2232	762	0	1618	1296
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	0	128	0	0	0	0	558	191	0	405	324
Total Analysis Volume [veh/h]	177	0	511	0	0	0	0	2232	762	0	1618	1296
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.32	0.00
Intersection LOS	A											
Intersection V/C	0.529											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	8.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

**Intersection Setup**

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



**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	177	0	511	0	0	0	0	2232	762	0	1618	1296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	177	0	511	0	0	0	0	2232	762	0	1618	1296
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	0	134	0	0	0	0	587	201	0	426	341
Total Analysis Volume [veh/h]	186	0	538	0	0	0	0	2349	802	0	1703	1364
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	36	0	0	0	0	0	0	69	0	0	69	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	50	50	50		50	50
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	12	12		30	30
g / C, Green / Cycle	0.24	0.24	0.24		0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.10	0.17	0.17		0.35	0.33
s, saturation flow rate [veh/h]	1781	1589	1589		6792	5094
c, Capacity [veh/h]	424	378	378		4086	3065
d1, Uniform Delay [s]	16.17	17.43	17.43		6.05	5.94
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.72	2.49	2.49		0.13	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.44	0.71	0.71		0.57	0.56
d, Delay for Lane Group [s/veh]	16.89	19.92	19.92		6.18	6.10
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	1.68	2.75	2.75		2.38	2.27
50th-Percentile Queue Length [ft/ln]	41.94	68.63	68.63		59.38	56.67
95th-Percentile Queue Length [veh/ln]	3.02	4.94	4.94		4.28	4.08
95th-Percentile Queue Length [ft/ln]	75.49	123.54	123.54		106.89	102.00

**Movement, Approach, & Intersection Results**

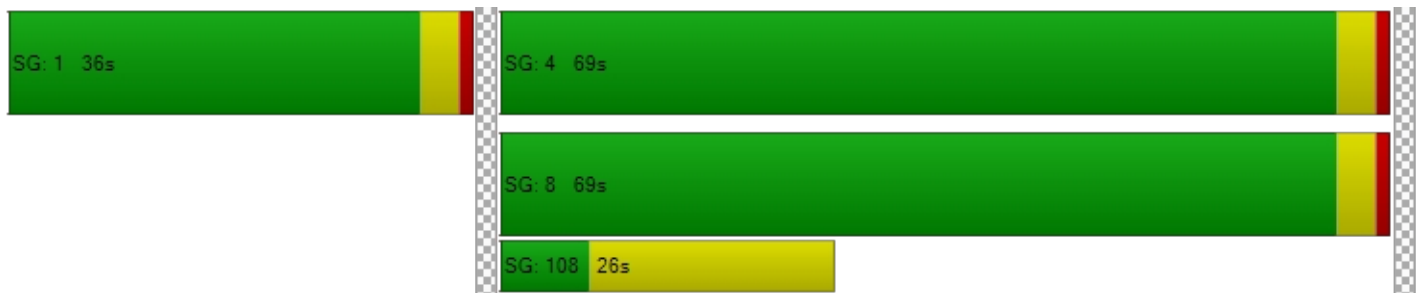
d_M, Delay for Movement [s/veh]	16.89	0.00	19.92	0.00	0.00	0.00	0.00	6.18	0.00	0.00	6.10	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	19.14			0.00			6.18			6.10		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.11											
Intersection LOS	A											
Intersection V/C	0.614											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.315	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	610	0	1238	1238
d_b, Bicycle Delay [s]	25.38	52.50	7.62	7.62
I_b,int, Bicycle LOS Score for Intersection	2.754	4.132	2.529	2.496
Bicycle LOS	C	D	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.642

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1255	2	863	0	1731	322	456	1339	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1255	2	863	0	1731	322	456	1339	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	314	1	216	0	433	81	114	335	0
Total Analysis Volume [veh/h]	0	0	0	1255	2	863	0	1731	322	456	1339	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.20	0.19	0.13	0.26	0.00
Intersection LOS	B											
Intersection V/C	0.642											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	29.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.763

**Intersection Setup**

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



**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1255	2	863	0	1731	322	456	1339	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1255	2	863	0	1731	322	456	1339	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	330	1	227	0	456	85	120	352	0
Total Analysis Volume [veh/h]	0	0	0	1321	2	908	0	1822	339	480	1409	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	55	0	0	31	0	19	50	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	C	R	L	C
C, Cycle Length [s]	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	47	47	47	29	29	17	50
g / C, Green / Cycle	0.45	0.45	0.45	0.27	0.27	0.17	0.48
(v / s)_i Volume / Saturation Flow Rate	0.25	0.25	0.32	0.21	0.21	0.14	0.28
s, saturation flow rate [veh/h]	3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]	1542	794	1255	2329	436	572	2434
d1, Uniform Delay [s]	21.56	21.56	23.80	35.20	35.14	42.45	19.78
k, delay calibration	0.50	0.50	0.50	0.11	0.26	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.51	2.91	3.65	0.60	7.13	3.37	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.57	0.57	0.72	0.78	0.78	0.84	0.58
d, Delay for Lane Group [s/veh]	23.07	24.47	27.45	35.80	42.27	45.82	20.00
Lane Group LOS	C	C	C	D	D	D	C
Critical Lane Group	No	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.08	8.63	9.53	8.56	8.74	6.25	8.06
50th-Percentile Queue Length [ft/ln]	201.94	215.68	238.35	213.99	218.53	156.19	201.62
95th-Percentile Queue Length [veh/ln]	12.74	13.44	14.60	13.36	13.59	10.35	12.72
95th-Percentile Queue Length [ft/ln]	318.46	336.11	364.95	333.94	339.75	258.67	318.06

**Movement, Approach, & Intersection Results**

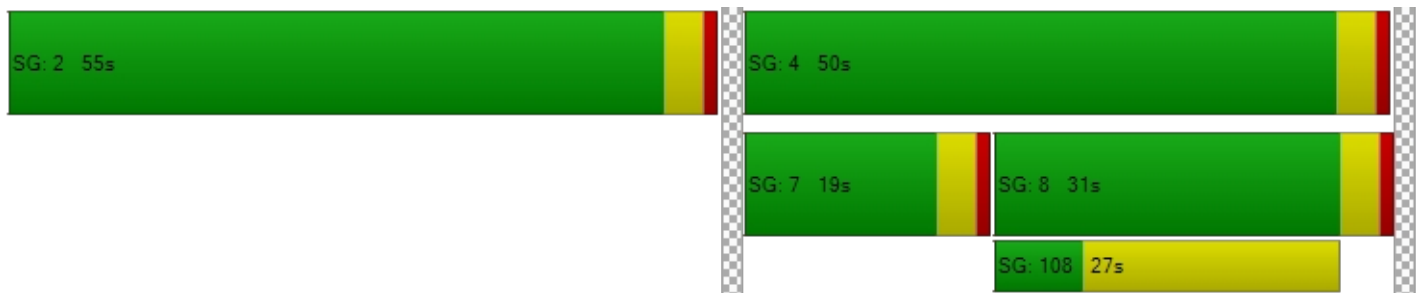
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	23.55	24.47	27.45	0.00	35.80	42.27	45.82	20.00	0.00
Movement LOS				C	C	C		D	D	D	C	
d_A, Approach Delay [s/veh]	0.00			25.13			36.81			26.56		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	29.58											
Intersection LOS	C											
Intersection V/C	0.763											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.122	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	971	514	876
d_b, Bicycle Delay [s]	52.50	13.89	28.97	16.58
I_b,int, Bicycle LOS Score for Intersection	4.132	5.241	2.273	2.599
Bicycle LOS	D	F	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	119	344	364	144	134	164	306	1214	98	359	1533	240
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	344	364	144	134	164	306	1214	98	359	1533	240
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	86	91	36	34	41	77	304	25	90	383	60
Total Analysis Volume [veh/h]	119	344	364	144	134	164	306	1214	98	359	1533	240
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.10	0.21	0.04	0.09	0.09	0.09	0.24	0.06	0.11	0.30	0.14
Intersection LOS	B											
Intersection V/C	0.697											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	494	993	18	14	1032	778	568	34	173	43	64	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	494	993	18	14	1032	778	568	34	173	43	64	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	248	5	4	258	195	142	9	43	11	16	12
Total Analysis Volume [veh/h]	494	993	18	14	1032	778	568	34	173	43	64	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.20	0.20	0.01	0.20	0.29	0.17	0.02	0.10	0.03	0.05	0.05
Intersection LOS	B											
Intersection V/C	0.699											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	180	954	180	260	768	111	153	482	87	169	1171	399
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	954	180	260	768	111	153	482	87	169	1171	399
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	239	45	65	192	28	38	121	22	42	293	100
Total Analysis Volume [veh/h]	180	954	180	260	768	111	153	482	87	169	1171	399
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.19	0.11	0.08	0.15	0.07	0.05	0.09	0.05	0.05	0.23	0.16
Intersection LOS	A											
Intersection V/C	0.588											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	304	1080	888	250	199	201
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	304	1080	888	250	199	201
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	270	222	63	50	50
Total Analysis Volume [veh/h]	304	1080	888	250	199	201
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.18	0.21	0.22	0.22	0.06	0.08
Intersection LOS	A					
Intersection V/C	0.530					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.473

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	52	641	34	225	617	188	239	279	27	69	525	381
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	641	34	225	617	188	239	279	27	69	525	381
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	160	9	56	154	47	60	70	7	17	131	95
Total Analysis Volume [veh/h]	52	641	34	225	617	188	239	279	27	69	525	381
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.13	0.13	0.07	0.12	0.04	0.07	0.09	0.09	0.04	0.15	0.11
Intersection LOS	A											
Intersection V/C	0.473											



**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

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

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔↔			↔↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	441	542	18	29	555	100	131	34	451	10	21	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	441	542	18	29	555	100	131	34	451	10	21	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	110	136	5	7	139	25	33	9	113	3	5	4
Total Analysis Volume [veh/h]	441	542	18	29	555	100	131	34	451	10	21	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.11	0.11	0.02	0.13	0.13	0.08	0.02	0.00	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.399											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.276

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	10	952	22	20	958	38	11	2	5	27	0	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	952	22	20	958	38	11	2	5	27	0	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	238	6	5	240	10	3	1	1	7	0	9
Total Analysis Volume [veh/h]	10	952	22	20	958	38	11	2	5	27	0	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.19	0.19	0.01	0.20	0.20	0.01	0.01	0.00	0.02	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.276											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

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

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	58	538	99	186	753	8	9	87	86	309	66	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	538	99	186	753	8	9	87	86	309	66	247
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	135	25	47	188	2	2	22	22	77	17	62
Total Analysis Volume [veh/h]	58	538	99	186	753	8	9	87	86	309	66	247
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.11	0.06	0.11	0.22	0.00	0.01	0.05	0.05	0.09	0.04	0.15
Intersection LOS	A											
Intersection V/C	0.456											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↕↔			↔↕↔			↔↕↔			↔↕↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	17	43	36	190	27	844	483	455	20	39	911	162
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	43	36	190	27	844	483	455	20	39	911	162
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	11	9	48	7	211	121	114	5	10	228	41
Total Analysis Volume [veh/h]	17	43	36	190	27	844	483	455	20	39	911	162
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.04	0.02	0.11	0.02	0.11	0.14	0.14	0.14	0.02	0.27	0.00
Intersection LOS	B											
Intersection V/C	0.607											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	626	231	171	379	240	254
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	626	231	171	379	240	254
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	157	58	43	95	60	64
Total Analysis Volume [veh/h]	626	231	171	379	240	254
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.25	0.25	0.05	0.11	0.07	0.10
Intersection LOS	A					
Intersection V/C	0.449					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	118	449	144	323	456	68	63	360	140	146	379	306
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	449	144	323	456	68	63	360	140	146	379	306
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	112	36	81	114	17	16	90	35	37	95	77
Total Analysis Volume [veh/h]	118	449	144	323	456	68	63	360	140	146	379	306
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.12	0.12	0.19	0.10	0.10	0.04	0.15	0.15	0.04	0.11	0.18
Intersection LOS	A											
Intersection V/C	0.573											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	6	305	167	270	387	3	10	13	7	249	1	367
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	305	167	270	387	3	10	13	7	249	1	367
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	76	42	68	97	1	3	3	2	62	0	92
Total Analysis Volume [veh/h]	6	305	167	270	387	3	10	13	7	249	1	367
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.14	0.14	0.16	0.11	0.00	0.01	0.01	0.01	0.15	0.00	0.22
Intersection LOS	A											
Intersection V/C	0.569											



**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	37	67	54	210	77	299	151	479	16	78	813	204
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	67	54	210	77	299	151	479	16	78	813	204
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	17	14	53	19	75	38	120	4	20	203	51
Total Analysis Volume [veh/h]	37	67	54	210	77	299	151	479	16	78	813	204
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.02	0.03	0.12	0.11	0.11	0.04	0.14	0.01	0.05	0.24	0.12
Intersection LOS	A											
Intersection V/C	0.489											

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.685

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	307	1417	61	366	1354	135	163	1095	547	63	581	343
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	307	1417	61	366	1354	135	163	1095	547	63	581	343
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	354	15	92	339	34	41	274	137	16	145	86
Total Analysis Volume [veh/h]	307	1417	61	366	1354	135	163	1095	547	63	581	343
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.28	0.04	0.11	0.27	0.08	0.05	0.21	0.23	0.02	0.11	0.00
Intersection LOS	B											
Intersection V/C	0.685											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.650

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	307	1077	151	324	1049	413	420	956	188	171	867	318
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	307	1077	151	324	1049	413	420	956	188	171	867	318
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	269	38	81	262	103	105	239	47	43	217	80
Total Analysis Volume [veh/h]	307	1077	151	324	1049	413	420	956	188	171	867	318
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.21	0.09	0.10	0.21	0.12	0.12	0.19	0.00	0.05	0.17	0.09
Intersection LOS	B											
Intersection V/C	0.650											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	496	758	180	160	922	257	275	694	691	291	655	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	496	758	180	160	922	257	275	694	691	291	655	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	124	190	45	40	231	64	69	174	173	73	164	33
Total Analysis Volume [veh/h]	496	758	180	160	922	257	275	694	691	291	655	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.15	0.11	0.05	0.18	0.15	0.08	0.20	0.20	0.09	0.15	0.15
Intersection LOS	B											
Intersection V/C	0.666											



**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

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

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	71	691	32	423	906	98	79	108	41	91	133	444
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	691	32	423	906	98	79	108	41	91	133	444
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	173	8	106	227	25	20	27	10	23	33	111
Total Analysis Volume [veh/h]	71	691	32	423	906	98	79	108	41	91	133	444
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.12	0.20	0.20	0.05	0.04	0.04	0.05	0.04	0.14
Intersection LOS	A											
Intersection V/C	0.499											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.253

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	60	61	39	272	387	102
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	61	39	272	387	102
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	15	10	68	97	26
Total Analysis Volume [veh/h]	60	61	39	272	387	102
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.04	0.04	0.02	0.08	0.14	0.14
Intersection LOS	A					
Intersection V/C	0.253					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.442

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	169	555	45	31	681	255	179	40	121	37	36	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	555	45	31	681	255	179	40	121	37	36	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	139	11	8	170	64	45	10	30	9	9	7
Total Analysis Volume [veh/h]	169	555	45	31	681	255	179	40	121	37	36	28
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.12	0.12	0.02	0.18	0.18	0.05	0.06	0.07	0.02	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.442											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Two-way stop	Delay (sec / veh):	32.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.203

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	30	642	37	73	769	0	0	0	3	35	0	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	642	37	73	769	0	0	0	3	35	0	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	161	9	18	192	0	0	0	1	9	0	31
Total Analysis Volume [veh/h]	30	642	37	73	769	0	0	0	3	35	0	122
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.06	0.01	0.00	0.13	0.01	0.00	0.00	0.00	0.01	0.20	0.00	0.22
d_M, Delay for Movement [s/veh]	12.58	0.00	0.00	12.43	0.00	0.00	33.75	50.30	11.91	32.70	55.91	18.25
Movement LOS	B	A	A	B	A	A	D	F	B	D	F	C
95th-Percentile Queue Length [veh/ln]	0.19	0.00	0.00	0.45	0.00	0.00	0.02	0.02	0.02	2.03	2.03	2.03
95th-Percentile Queue Length [ft/ln]	4.72	0.00	0.00	11.22	0.00	0.00	0.43	0.43	0.43	50.66	50.66	50.66
d_A, Approach Delay [s/veh]	0.53			1.08			11.91			21.47		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	2.74											
Intersection LOS	D											



**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.329

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	19	1068	107	109	716	12	9	0	12	42	1	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	1068	107	109	716	12	9	0	12	42	1	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	267	27	27	179	3	2	0	3	11	0	4
Total Analysis Volume [veh/h]	19	1068	107	109	716	12	9	0	12	42	1	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.21	0.06	0.03	0.14	0.14	0.01	0.00	0.01	0.02	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.329											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.339

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	19	1068	107	109	716	12	9	0	12	42	1	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	1068	107	109	716	12	9	0	12	42	1	17
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	281	28	29	188	3	2	0	3	11	0	4
Total Analysis Volume [veh/h]	20	1124	113	115	754	13	9	0	13	44	1	18
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	42	77	0	16	51	0	10	0	0	0	12	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	85	85	6	88	88	3	5	5
g / C, Green / Cycle	0.02	0.74	0.74	0.05	0.76	0.76	0.03	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.01	0.22	0.07	0.03	0.14	0.14	0.01	0.02	0.01
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1854	1663	1781	1602
c, Capacity [veh/h]	45	3756	1172	177	2718	1415	44	81	73
d1, Uniform Delay [s]	55.29	5.09	4.27	53.56	3.75	3.75	55.23	53.72	53.02
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.83	0.20	0.16	3.95	0.15	0.29	8.36	5.50	1.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.45	0.30	0.10	0.65	0.19	0.19	0.50	0.54	0.26
d, Delay for Lane Group [s/veh]	62.12	5.29	4.43	57.51	3.90	4.04	63.59	59.22	54.87
Lane Group LOS	E	A	A	E	A	A	E	E	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.66	2.71	0.72	1.73	1.42	1.54	0.73	1.37	0.57
50th-Percentile Queue Length [ft/ln]	16.42	67.75	18.03	43.23	35.58	38.48	18.30	34.25	14.22
95th-Percentile Queue Length [veh/ln]	1.18	4.88	1.30	3.11	2.56	2.77	1.32	2.47	1.02
95th-Percentile Queue Length [ft/ln]	29.55	121.95	32.45	77.81	64.05	69.26	32.94	61.65	25.59

**Movement, Approach, & Intersection Results**

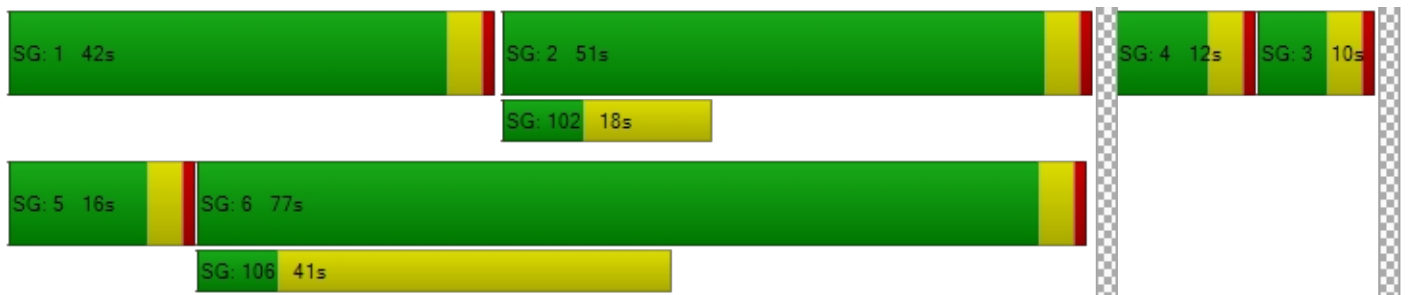
d_M, Delay for Movement [s/veh]	62.12	5.29	4.43	57.51	3.94	4.04	63.59	0.00	63.59	59.22	54.87	54.87
Movement LOS	E	A	A	E	A	A	E		E	E	D	D
d_A, Approach Delay [s/veh]	6.12		10.93			63.59			57.91			
Approach LOS	A		B			E			E			
d_I, Intersection Delay [s/veh]	10.06											
Intersection LOS	B											
Intersection V/C	0.339											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0			11.0			11.0			
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00			
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00			
d_p, Pedestrian Delay [s]	0.00		0.00			47.03			47.03			
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000			1.754			2.214			
Crosswalk LOS	F		F			A			B			
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000			2000			2000			
c_b, Capacity of the bicycle lane [bicycles/h]	1270		817			104			139			
d_b, Bicycle Delay [s]	7.67		20.10			51.66			49.78			
I_b,int, Bicycle LOS Score for Intersection	2.251		2.045			1.596			1.664			
Bicycle LOS	B		B			A			A			

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	62	675	51	142	606	27	385	54	251	70	5	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	675	51	142	606	27	385	54	251	70	5	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	169	13	36	152	7	96	14	63	18	1	29
Total Analysis Volume [veh/h]	62	675	51	142	606	27	385	54	251	70	5	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.14	0.14	0.08	0.12	0.12	0.23	0.18	0.18	0.04	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.574											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	34.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	62	675	51	142	606	27	385	54	251	70	5	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	675	51	142	606	27	385	54	251	70	5	117
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	178	13	37	159	7	101	14	66	18	1	31
Total Analysis Volume [veh/h]	65	711	54	149	638	28	405	57	264	74	5	123
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	31	0	19	40	0	0	50	0	0	15	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	47	47	11	54	54	29	29	11	11
g / C, Green / Cycle	0.05	0.41	0.41	0.10	0.47	0.47	0.25	0.25	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.14	0.14	0.08	0.12	0.12	0.23	0.20	0.04	0.08
s, saturation flow rate [veh/h]	3459	3560	1803	1781	3560	1830	1781	1633	1781	1599
c, Capacity [veh/h]	161	1463	741	178	1654	850	452	414	171	154
d1, Uniform Delay [s]	53.32	23.28	23.31	50.84	18.82	18.83	41.49	39.89	49.04	51.09
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.14	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.63	0.65	1.29	9.76	0.39	0.77	8.46	3.14	1.71	10.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.40	0.35	0.35	0.84	0.27	0.27	0.90	0.77	0.43	0.83
d, Delay for Lane Group [s/veh]	54.95	23.93	24.60	60.61	19.21	19.60	49.95	43.03	50.75	62.02
Lane Group LOS	D	C	C	E	B	B	D	D	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.95	4.83	5.07	4.69	3.65	3.86	12.06	8.74	2.09	4.09
50th-Percentile Queue Length [ft/ln]	23.76	120.84	126.65	117.30	91.19	96.40	301.39	218.50	52.24	102.14
95th-Percentile Queue Length [veh/ln]	1.71	8.44	8.76	8.24	6.57	6.94	17.75	13.59	3.76	7.35
95th-Percentile Queue Length [ft/ln]	42.78	210.98	218.94	206.11	164.14	173.51	443.74	339.71	94.02	183.86

**Movement, Approach, & Intersection Results**

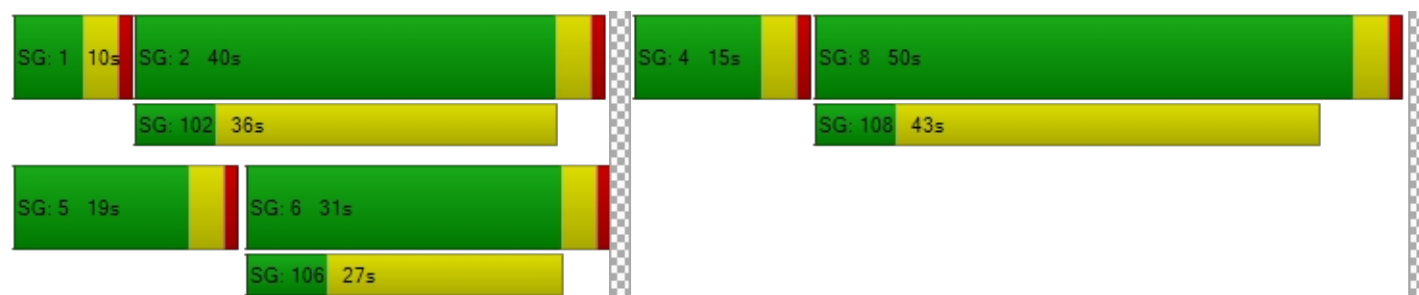
d_M, Delay for Movement [s/veh]	54.95	24.12	24.60	60.61	19.33	19.60	49.95	43.03	43.03	50.75	62.02	62.02
Movement LOS	D	C	C	E	B	B	D	D	D	D	E	E
d_A, Approach Delay [s/veh]	26.57			26.89			46.89			57.89		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	34.86											
Intersection LOS	C											
Intersection V/C	0.621											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	47.03			0.00			47.03			47.03		
I_p,int, Pedestrian LOS Score for Intersection	2.957			0.000			2.344			2.102		
Crosswalk LOS	C			F			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	470			626			800			191		
d_b, Bicycle Delay [s]	33.67			27.13			20.70			47.03		
I_b,int, Bicycle LOS Score for Intersection	2.016			2.008			2.758			1.893		
Bicycle LOS	B			B			C			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	161	479	205	53	581	305	364	781	191	305	866	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	161	479	205	53	581	305	364	781	191	305	866	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	120	51	13	145	76	91	195	48	76	217	13
Total Analysis Volume [veh/h]	161	479	205	53	581	305	364	781	191	305	866	51
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.09	0.12	0.03	0.11	0.18	0.11	0.15	0.11	0.09	0.18	0.18
Intersection LOS	B											
Intersection V/C	0.611											



**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	218	276	29	148	519	216	200	476	251	70	469	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	276	29	148	519	216	200	476	251	70	469	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	69	7	37	130	54	50	119	63	18	117	20
Total Analysis Volume [veh/h]	218	276	29	148	519	216	200	476	251	70	469	78
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.05	0.02	0.04	0.15	0.13	0.06	0.09	0.15	0.02	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.435											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.460

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	794	1076	0	304	371
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	794	1076	0	304	371
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	199	269	0	76	93
Total Analysis Volume [veh/h]	0	794	1076	0	304	371
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.16	0.21	0.00	0.18	0.20
Intersection LOS	A					
Intersection V/C	0.460					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	14.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.480

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	794	1076	0	304	371
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	794	1076	0	304	371
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	209	283	0	80	98
Total Analysis Volume [veh/h]	0	836	1133	0	320	391
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	60	60	22	22
g / C, Green / Cycle	0.66	0.66	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.16	0.22	0.21	0.21
s, saturation flow rate [veh/h]	5094	5094	1753	1589
c, Capacity [veh/h]	3375	3375	435	395
d1, Uniform Delay [s]	6.12	6.57	32.16	32.32
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.18	0.27	4.70	5.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.25	0.34	0.85	0.87
d, Delay for Lane Group [s/veh]	6.29	6.84	36.85	38.10
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.91	2.78	8.00	7.54
50th-Percentile Queue Length [ft/ln]	47.66	69.55	200.01	188.47
95th-Percentile Queue Length [veh/ln]	3.43	5.01	12.64	12.04
95th-Percentile Queue Length [ft/ln]	85.80	125.19	315.98	301.04



**Movement, Approach, & Intersection Results**

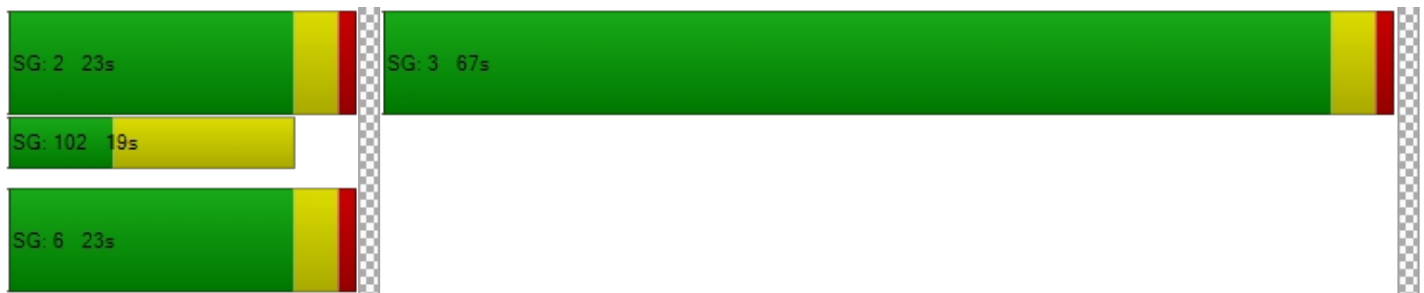
d_M, Delay for Movement [s/veh]	0.00	6.29	6.84	0.00	36.85	37.98
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	6.29		6.84		37.45	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	14.79					
Intersection LOS	B					
Intersection V/C	0.480					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.061
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.019	2.183	2.733
Bicycle LOS	B	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	445	770	64	75	1304	119	81	60	490	41	59	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	445	770	64	75	1304	119	81	60	490	41	59	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	111	193	16	19	326	30	20	15	123	10	15	11
Total Analysis Volume [veh/h]	445	770	64	75	1304	119	81	60	490	41	59	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.16	0.16	0.04	0.28	0.28	0.05	0.04	0.16	0.02	0.03	0.03
Intersection LOS	B											
Intersection V/C	0.641											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	68	751	81	459	1235	68	22	181	94	90	164	468
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	751	81	459	1235	68	22	181	94	90	164	468
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	188	20	115	309	17	6	45	24	23	41	117
Total Analysis Volume [veh/h]	68	751	81	459	1235	68	22	181	94	90	164	468
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.16	0.16	0.27	0.26	0.26	0.01	0.16	0.16	0.05	0.10	0.01
Intersection LOS	B											
Intersection V/C	0.698											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.474

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵						↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	322	70	0	0	87	8	0	0	0	472	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	322	70	0	0	87	8	0	0	0	472	0	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	18	0	0	22	2	0	0	0	118	0	9
Total Analysis Volume [veh/h]	322	70	0	0	87	8	0	0	0	472	0	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.04	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.28	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.474											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	34.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔						↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		



**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	322	70	0	0	87	8	0	0	0	472	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	322	70	0	0	87	8	0	0	0	472	0	36
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	18	0	0	23	2	0	0	0	124	0	9
Total Analysis Volume [veh/h]	339	74	0	0	92	8	0	0	0	497	0	38
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0				0			0
v_di, Inbound Pedestrian Volume crossing major street		0			0				0			0
v_co, Outbound Pedestrian Volume crossing minor street		0			0				0			0
v_ci, Inbound Pedestrian Volume crossing minor street		0			0				0			0
v_ab, Corner Pedestrian Volume [ped/h]		0			0				0			0
Bicycle Volume [bicycles/h]		0			0				0			0

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	15	40	0	0	25	0	0	0	0	50	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	11	54	40	40		28	28
g / C, Green / Cycle	0.12	0.61	0.44	0.44		0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.10	0.04	0.05	0.01		0.28	0.02
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	412	1131	826	702		545	487
d1, Uniform Delay [s]	38.73	7.31	14.77	14.11		30.07	22.21
k, delay calibration	0.11	0.50	0.50	0.50		0.13	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.17	0.11	0.27	0.03		7.29	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.82	0.07	0.11	0.01		0.91	0.08
d, Delay for Lane Group [s/veh]	42.90	7.42	15.04	14.14		37.36	22.28
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	3.84	0.57	1.13	0.09		11.08	0.57
50th-Percentile Queue Length [ft/ln]	95.93	14.34	28.35	2.37		277.01	14.31
95th-Percentile Queue Length [veh/ln]	6.91	1.03	2.04	0.17		16.54	1.03
95th-Percentile Queue Length [ft/ln]	172.68	25.80	51.02	4.26		413.49	25.77

**Movement, Approach, & Intersection Results**

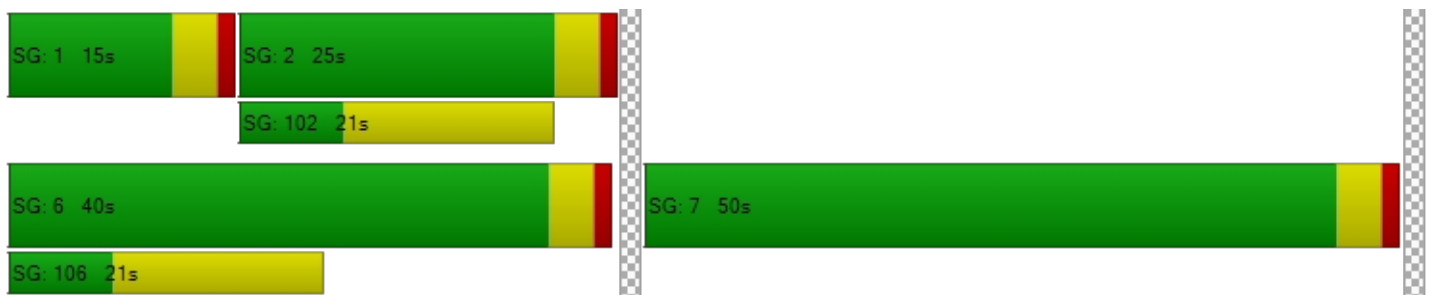
d_M, Delay for Movement [s/veh]	42.90	7.42	0.00	0.00	15.04	14.14	0.00	0.00	0.00	37.36	0.00	22.28
Movement LOS	D	A			B	B				D		C
d_A, Approach Delay [s/veh]	36.54				14.97		0.00		36.29			
Approach LOS	D				B		A		D			
d_I, Intersection Delay [s/veh]	34.35											
Intersection LOS	C											
Intersection V/C	0.492											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		34.67		34.67	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.884		1.975	
Crosswalk LOS	F		F		A		A	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	800		467		0		1022	
d_b, Bicycle Delay [s]	16.20		26.45		45.00		10.76	
I_b,int, Bicycle LOS Score for Intersection	2.241		1.725		4.132		1.560	
Bicycle LOS	B		A		D		A	

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	389	404	17	537	0	8	0	711	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	389	404	17	537	0	8	0	711	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	97	101	4	134	0	2	0	178	0	0	0
Total Analysis Volume [veh/h]	0	389	404	17	537	0	8	0	711	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.23	0.23	0.01	0.16	0.00	0.00	0.00	0.21	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.505											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	389	404	17	537	0	8	0	711	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	389	404	17	537	0	8	0	711	0	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	102	106	4	141	0	2	0	187	0	0	0
Total Analysis Volume [veh/h]	0	409	425	18	565	0	8	0	748	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stree		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	54	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	51	51	2	57	25	25	
g / C, Green / Cycle	0.57	0.57	0.02	0.64	0.27	0.27	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.27	0.01	0.16	0.24	0.24	
s, saturation flow rate [veh/h]	1870	1589	1781	3560	1593	1589	
c, Capacity [veh/h]	1061	902	45	2269	437	436	
d1, Uniform Delay [s]	10.79	11.51	43.20	7.05	31.12	31.13	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.06	1.77	5.56	0.26	5.32	5.35	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.39	0.47	0.40	0.25	0.87	0.87	
d, Delay for Lane Group [s/veh]	11.85	13.27	48.76	7.31	36.44	36.48	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.46	5.04	0.46	2.16	8.22	8.21	
50th-Percentile Queue Length [ft/ln]	111.43	125.88	11.52	54.00	205.57	205.36	
95th-Percentile Queue Length [veh/ln]	7.92	8.72	0.83	3.89	12.93	12.91	
95th-Percentile Queue Length [ft/ln]	197.99	217.89	20.74	97.20	323.14	322.87	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	11.85	13.27	48.76	7.31	0.00	36.44	0.00	36.46	0.00	0.00	0.00
Movement LOS		B	B	D	A		D		D			
d_A, Approach Delay [s/veh]	12.57			8.59			36.46			0.00		
Approach LOS	B			A			D			A		
d_I, Intersection Delay [s/veh]	19.81											
Intersection LOS	B											
Intersection V/C	0.594											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			2.083			1.855		
Crosswalk LOS	F			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	489			711			1111			0		
d_b, Bicycle Delay [s]	25.69			18.69			8.89			45.00		
I_b,int, Bicycle LOS Score for Intersection	2.248			2.041			2.807			4.132		
Bicycle LOS	B			B			C			D		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	450	445	154	129	742	377	361	82	282	231	87	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	450	445	154	129	742	377	361	82	282	231	87	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	111	39	32	186	94	90	21	71	58	22	9
Total Analysis Volume [veh/h]	450	445	154	129	742	377	361	82	282	231	87	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.18	0.18	0.08	0.22	0.22	0.11	0.13	0.17	0.14	0.07	0.07
Intersection LOS	C											
Intersection V/C	0.706											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	225	0	452	0	0	0	0	2612	732	0	1778	1257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	0	452	0	0	0	0	2612	732	0	1778	1257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	0	113	0	0	0	0	653	183	0	445	314
Total Analysis Volume [veh/h]	225	0	452	0	0	0	0	2612	732	0	1778	1257
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.00	0.13	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.35	0.00
Intersection LOS	A											
Intersection V/C	0.567											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

**Intersection Setup**

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



**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	225	0	452	0	0	0	0	2612	732	0	1778	1257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	0	452	0	0	0	0	2612	732	0	1778	1257
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	0	119	0	0	0	0	687	193	0	468	331
Total Analysis Volume [veh/h]	237	0	476	0	0	0	0	2749	771	0	1872	1323
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	37	0	0	0	0	0	0	63	0	0	63	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	43	43	43		43	43
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	10	10	10		25	25
g / C, Green / Cycle	0.23	0.23	0.23		0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.13	0.15	0.15		0.40	0.37
s, saturation flow rate [veh/h]	1781	1589	1589		6792	5094
c, Capacity [veh/h]	407	363	363		3982	2986
d1, Uniform Delay [s]	14.83	15.12	15.12		6.21	5.84
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.32	2.01	2.01		0.22	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.58	0.66	0.66		0.69	0.63
d, Delay for Lane Group [s/veh]	16.15	17.13	17.13		6.43	6.06
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	1.89	1.98	1.98		2.44	2.10
50th-Percentile Queue Length [ft/ln]	47.16	49.53	49.53		61.05	52.40
95th-Percentile Queue Length [veh/ln]	3.40	3.57	3.57		4.40	3.77
95th-Percentile Queue Length [ft/ln]	84.89	89.15	89.15		109.90	94.31

**Movement, Approach, & Intersection Results**

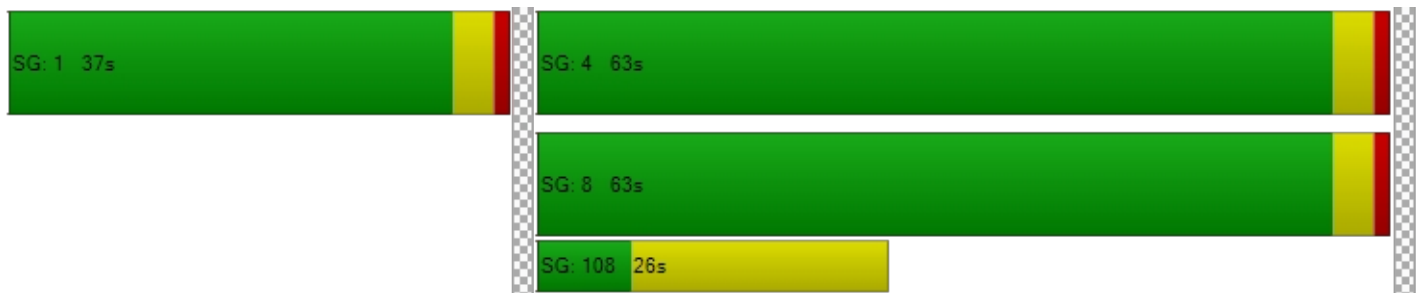
d_M, Delay for Movement [s/veh]	16.15	0.00	17.13	0.00	0.00	0.00	0.00	6.43	0.00	0.00	6.06	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	16.80			0.00			6.43			6.06		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	7.69											
Intersection LOS	A											
Intersection V/C	0.681											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.310	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	0	1180	1180
d_b, Bicycle Delay [s]	22.45	50.00	8.41	8.41
I_b,int, Bicycle LOS Score for Intersection	2.736	4.132	2.694	2.589
Bicycle LOS	B	D	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.720

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1252	1	947	0	2087	348	495	1509	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1252	1	947	0	2087	348	495	1509	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	313	0	237	0	522	87	124	377	0
Total Analysis Volume [veh/h]	0	0	0	1252	1	947	0	2087	348	495	1509	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.25	0.25	0.28	0.00	0.25	0.20	0.15	0.30	0.00
Intersection LOS	C											
Intersection V/C	0.720											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	30.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.868

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1252	1	947	0	2087	348	495	1509	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1252	1	947	0	2087	348	495	1509	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	329	0	249	0	549	92	130	397	0
Total Analysis Volume [veh/h]	0	0	0	1318	1	997	0	2197	366	521	1588	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	10	0	0	31	0	59	90	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	C	R	L	C
C, Cycle Length [s]	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	30	30	18	52
g / C, Green / Cycle	0.40	0.40	0.40	0.30	0.30	0.18	0.52
(v / s)_i Volume / Saturation Flow Rate	0.25	0.25	0.35	0.26	0.23	0.15	0.31
s, saturation flow rate [veh/h]	3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]	1386	714	1128	2546	477	620	2645
d1, Uniform Delay [s]	23.99	23.99	27.80	33.06	31.84	39.66	16.80
k, delay calibration	0.50	0.50	0.50	0.11	0.28	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.16	4.15	10.18	0.95	6.58	3.16	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.63	0.63	0.88	0.86	0.77	0.84	0.60
d, Delay for Lane Group [s/veh]	26.15	28.14	37.99	34.01	38.42	42.82	17.02
Lane Group LOS	C	C	D	C	D	D	B
Critical Lane Group	No	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.42	9.07	12.22	9.95	8.75	6.38	8.11
50th-Percentile Queue Length [ft/ln]	210.54	226.68	305.47	248.81	218.67	159.52	202.74
95th-Percentile Queue Length [veh/ln]	13.18	14.01	17.95	15.13	13.60	10.52	12.78
95th-Percentile Queue Length [ft/ln]	329.52	350.13	448.78	378.16	339.93	263.09	319.50

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	26.83	28.14	37.99	0.00	34.01	38.42	42.82	17.02	0.00
Movement LOS				C	C	D		C	D	D	B	
d_A, Approach Delay [s/veh]	0.00			31.63			34.64			23.39		
Approach LOS	A			C			C			C		
d_I, Intersection Delay [s/veh]	30.25											
Intersection LOS	C											
Intersection V/C	0.868											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.153	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	120	540	1720
d_b, Bicycle Delay [s]	50.00	44.18	26.65	0.98
I_b,int, Bicycle LOS Score for Intersection	4.132	5.381	2.405	2.720
Bicycle LOS	D	F	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	168	222	344	213	238	248	220	1520	114	577	1652	228
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	168	222	344	213	238	248	220	1520	114	577	1652	228
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	56	86	53	60	62	55	380	29	144	413	57
Total Analysis Volume [veh/h]	168	222	344	213	238	248	220	1520	114	577	1652	228
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.07	0.20	0.06	0.14	0.14	0.06	0.30	0.07	0.17	0.32	0.13
Intersection LOS	C											
Intersection V/C	0.783											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.664

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	305	910	27	45	1228	797	880	105	318	26	32	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	305	910	27	45	1228	797	880	105	318	26	32	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	228	7	11	307	199	220	26	80	7	8	7
Total Analysis Volume [veh/h]	305	910	27	45	1228	797	880	105	318	26	32	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.18	0.18	0.03	0.24	0.21	0.26	0.06	0.19	0.02	0.03	0.03
Intersection LOS	B											
Intersection V/C	0.664											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.597

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	148	855	184	417	907	121	137	1029	131	188	534	230
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	855	184	417	907	121	137	1029	131	188	534	230
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	214	46	104	227	30	34	257	33	47	134	58
Total Analysis Volume [veh/h]	148	855	184	417	907	121	137	1029	131	188	534	230
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.17	0.11	0.12	0.18	0.07	0.04	0.20	0.08	0.06	0.10	0.01
Intersection LOS	A											
Intersection V/C	0.597											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	231	1033	1079	101	101	340
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	231	1033	1079	101	101	340
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	258	270	25	25	85
Total Analysis Volume [veh/h]	231	1033	1079	101	101	340
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.20	0.23	0.23	0.03	0.09
Intersection LOS	A					
Intersection V/C	0.517					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	93	669	104	348	746	275	256	435	40	104	414	235
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	669	104	348	746	275	256	435	40	104	414	235
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	167	26	87	187	69	64	109	10	26	104	59
Total Analysis Volume [veh/h]	93	669	104	348	746	275	256	435	40	104	414	235
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.15	0.15	0.10	0.15	0.09	0.08	0.14	0.14	0.06	0.12	0.07
Intersection LOS	A											
Intersection V/C	0.505											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.466

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	461	594	43	88	610	143	137	74	559	39	81	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	461	594	43	88	610	143	137	74	559	39	81	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	149	11	22	153	36	34	19	140	10	20	14
Total Analysis Volume [veh/h]	461	594	43	88	610	143	137	74	559	39	81	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.12	0.12	0.05	0.15	0.15	0.08	0.04	0.03	0.02	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.466											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.330

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	8	1017	31	39	1139	30	36	3	7	40	2	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	1017	31	39	1139	30	36	3	7	40	2	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	254	8	10	285	8	9	1	2	10	1	11
Total Analysis Volume [veh/h]	8	1017	31	39	1139	30	36	3	7	40	2	43
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.21	0.21	0.02	0.23	0.23	0.02	0.02	0.00	0.02	0.02	0.03
Intersection LOS	A											
Intersection V/C	0.330											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.473

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	77	838	213	268	718	11	11	78	74	136	75	160
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	838	213	268	718	11	11	78	74	136	75	160
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	210	53	67	180	3	3	20	19	34	19	40
Total Analysis Volume [veh/h]	77	838	213	268	718	11	11	78	74	136	75	160
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.16	0.13	0.16	0.21	0.01	0.01	0.05	0.04	0.04	0.04	0.09
Intersection LOS	A											
Intersection V/C	0.473											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	15	31	30	250	49	583	805	982	15	24	726	213
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	31	30	250	49	583	805	982	15	24	726	213
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	8	8	63	12	146	201	246	4	6	182	53
Total Analysis Volume [veh/h]	15	31	30	250	49	583	805	982	15	24	726	213
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.03	0.02	0.07	0.09	0.00	0.24	0.29	0.29	0.01	0.21	0.05
Intersection LOS	B											
Intersection V/C	0.615											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	500	238	299	483	189	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	500	238	299	483	189	244
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	125	60	75	121	47	61
Total Analysis Volume [veh/h]	500	238	299	483	189	244
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.22	0.22	0.09	0.14	0.06	0.08
Intersection LOS	A					
Intersection V/C	0.440					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.472

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	161	358	135	212	328	36	66	399	112	171	294	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	161	358	135	212	328	36	66	399	112	171	294	216
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	90	34	53	82	9	17	100	28	43	74	54
Total Analysis Volume [veh/h]	161	358	135	212	328	36	66	399	112	171	294	216
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.10	0.10	0.12	0.07	0.07	0.04	0.15	0.15	0.05	0.09	0.13
Intersection LOS	A											
Intersection V/C	0.472											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.509

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	6	394	303	218	368	1	5	3	7	177	11	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	394	303	218	368	1	5	3	7	177	11	208
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	99	76	55	92	0	1	1	2	44	3	52
Total Analysis Volume [veh/h]	6	394	303	218	368	1	5	3	7	177	11	208
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.21	0.21	0.13	0.11	0.00	0.00	0.01	0.01	0.10	0.01	0.12
Intersection LOS	A											
Intersection V/C	0.509											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	45	116	70	189	61	187	316	858	19	43	642	230
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	116	70	189	61	187	316	858	19	43	642	230
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	29	18	47	15	47	79	215	5	11	161	58
Total Analysis Volume [veh/h]	45	116	70	189	61	187	316	858	19	43	642	230
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.03	0.04	0.11	0.07	0.07	0.09	0.25	0.01	0.03	0.19	0.14
Intersection LOS	A											
Intersection V/C	0.484											

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	270	1294	53	259	1168	124	131	445	303	56	512	359
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	270	1294	53	259	1168	124	131	445	303	56	512	359
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	324	13	65	292	31	33	111	76	14	128	90
Total Analysis Volume [veh/h]	270	1294	53	259	1168	124	131	445	303	56	512	359
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.25	0.03	0.08	0.23	0.07	0.04	0.09	0.10	0.02	0.10	0.00
Intersection LOS	A											
Intersection V/C	0.519											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	360	921	183	411	716	352	367	971	212	208	838	261
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	921	183	411	716	352	367	971	212	208	838	261
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	230	46	103	179	88	92	243	53	52	210	65
Total Analysis Volume [veh/h]	360	921	183	411	716	352	367	971	212	208	838	261
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.18	0.11	0.12	0.14	0.10	0.11	0.19	0.00	0.06	0.16	0.03
Intersection LOS	B											
Intersection V/C	0.624											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.515

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	398	874	202	122	737	204	216	520	413	226	518	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	398	874	202	122	737	204	216	520	413	226	518	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	219	51	31	184	51	54	130	103	57	130	29
Total Analysis Volume [veh/h]	398	874	202	122	737	204	216	520	413	226	518	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.17	0.12	0.04	0.14	0.12	0.06	0.14	0.14	0.07	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.515											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.497

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	54	654	27	344	701	97	75	128	65	75	108	458
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	654	27	344	701	97	75	128	65	75	108	458
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	164	7	86	175	24	19	32	16	19	27	115
Total Analysis Volume [veh/h]	54	654	27	344	701	97	75	128	65	75	108	458
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.13	0.13	0.10	0.16	0.16	0.04	0.06	0.06	0.04	0.03	0.17
Intersection LOS	A											
Intersection V/C	0.497											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.237

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵		↵		↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	75	46	46	275	314	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	46	46	275	314	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	12	12	69	79	20
Total Analysis Volume [veh/h]	75	46	46	275	314	81
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.03	0.03	0.08	0.12	0.12
Intersection LOS	A					
Intersection V/C	0.237					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.396

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	142	469	46	28	549	189	171	39	122	22	42	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	142	469	46	28	549	189	171	39	122	22	42	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	117	12	7	137	47	43	10	31	6	11	9
Total Analysis Volume [veh/h]	142	469	46	28	549	189	171	39	122	22	42	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.10	0.10	0.02	0.14	0.14	0.05	0.06	0.07	0.01	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.396											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Two-way stop	Delay (sec / veh):	23.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.143

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	27	547	32	51	695	0	0	0	1	33	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	547	32	51	695	0	0	0	1	33	0	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	137	8	13	174	0	0	0	0	8	0	18
Total Analysis Volume [veh/h]	27	547	32	51	695	0	0	0	1	33	0	73
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.01	0.00	0.08	0.01	0.00	0.00	0.00	0.00	0.14	0.00	0.12
d_M, Delay for Movement [s/veh]	11.91	0.00	0.00	11.31	0.00	0.00	24.53	35.92	11.51	23.75	38.40	14.15
Movement LOS	B	A	A	B	A	A	C	E	B	C	E	B
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.00	0.27	0.00	0.00	0.01	0.01	0.01	1.05	1.05	1.05
95th-Percentile Queue Length [ft/ln]	3.88	0.00	0.00	6.68	0.00	0.00	0.14	0.14	0.14	26.14	26.14	26.14
d_A, Approach Delay [s/veh]	0.53			0.77			11.51			17.14		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.87											
Intersection LOS	C											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.272

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	17	744	90	61	660	11	12	0	22	64	1	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	744	90	61	660	11	12	0	22	64	1	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	186	23	15	165	3	3	0	6	16	0	16
Total Analysis Volume [veh/h]	17	744	90	61	660	11	12	0	22	64	1	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.15	0.05	0.02	0.13	0.13	0.01	0.00	0.02	0.04	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.272											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.275

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	17	744	90	61	660	11	12	0	22	64	1	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	744	90	61	660	11	12	0	22	64	1	64
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	196	24	16	174	3	3	0	6	17	0	17
Total Analysis Volume [veh/h]	18	783	95	64	695	12	13	0	23	67	1	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	15	45	0	10	40	0	10	0	0	0	50	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	83	83	5	85	85	4	7	7
g / C, Green / Cycle	0.02	0.72	0.72	0.05	0.74	0.74	0.04	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.01	0.15	0.06	0.02	0.13	0.13	0.02	0.04	0.04
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1854	1654	1781	1593
c, Capacity [veh/h]	42	3654	1140	159	2634	1372	60	110	98
d1, Uniform Delay [s]	55.43	5.43	4.89	53.35	4.47	4.48	54.63	52.64	52.92
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.97	0.13	0.14	1.65	0.15	0.28	9.37	5.41	8.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.43	0.21	0.08	0.40	0.18	0.18	0.60	0.61	0.69
d, Delay for Lane Group [s/veh]	62.40	5.56	5.03	55.00	4.62	4.76	64.00	58.05	61.37
Lane Group LOS	E	A	A	E	A	A	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.60	1.93	0.66	0.94	1.50	1.61	1.18	2.05	2.16
50th-Percentile Queue Length [ft/ln]	14.89	48.37	16.61	23.41	37.44	40.36	29.58	51.29	53.89
95th-Percentile Queue Length [veh/ln]	1.07	3.48	1.20	1.69	2.70	2.91	2.13	3.69	3.88
95th-Percentile Queue Length [ft/ln]	26.80	87.07	29.90	42.14	67.39	72.65	53.24	92.33	97.00

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	62.40	5.56	5.03	55.00	4.67	4.76	64.00	0.00	64.00	58.05	61.37	61.37
Movement LOS	E	A	A	E	A	A	E		E	E	E	E
d_A, Approach Delay [s/veh]	6.65			8.85			64.00			59.72		
Approach LOS	A			A			E			E		
d_I, Intersection Delay [s/veh]	12.59											
Intersection LOS	B											
Intersection V/C	0.275											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			47.03			47.03		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			1.759			2.214		
Crosswalk LOS	F			F			A			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	713			626			104			800		
d_b, Bicycle Delay [s]	23.81			27.13			51.66			20.70		
I_b,int, Bicycle LOS Score for Intersection	2.052			1.984			1.619			1.782		
Bicycle LOS	B			A			A			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	70	677	55	173	555	23	44	15	89	77	10	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	677	55	173	555	23	44	15	89	77	10	115
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	169	14	43	139	6	11	4	22	19	3	29
Total Analysis Volume [veh/h]	70	677	55	173	555	23	44	15	89	77	10	115
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.14	0.14	0.10	0.11	0.11	0.03	0.06	0.06	0.05	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.430											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	26.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.460

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐   ⇐			⇐   ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	70	677	55	173	555	23	44	15	89	77	10	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	677	55	173	555	23	44	15	89	77	10	115
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	178	14	46	146	6	12	4	23	20	3	30
Total Analysis Volume [veh/h]	74	713	58	182	584	24	46	16	94	81	11	121
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	31	0	22	42	0	0	47	0	0	15	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	64	64	14	73	73	10	10	11	11
g / C, Green / Cycle	0.05	0.56	0.56	0.12	0.63	0.63	0.09	0.09	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.14	0.14	0.10	0.11	0.11	0.03	0.07	0.05	0.08
s, saturation flow rate [veh/h]	3459	3560	1799	1781	3560	1833	1781	1625	1781	1610
c, Capacity [veh/h]	166	1989	1005	212	2242	1154	155	141	171	155
d1, Uniform Delay [s]	53.28	13.09	13.11	49.72	8.89	8.90	49.24	51.45	49.24	51.20
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.86	0.31	0.62	9.56	0.17	0.34	1.06	8.88	2.02	12.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.44	0.26	0.26	0.86	0.18	0.18	0.30	0.78	0.47	0.85
d, Delay for Lane Group [s/veh]	55.13	13.41	13.73	59.27	9.07	9.24	50.30	60.34	51.26	63.43
Lane Group LOS	E	B	B	E	A	A	D	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.08	3.43	3.58	5.69	2.07	2.19	1.29	3.45	2.30	4.27
50th-Percentile Queue Length [ft/ln]	27.11	85.67	89.42	142.16	51.72	54.82	32.19	86.30	57.57	106.64
95th-Percentile Queue Length [veh/ln]	1.95	6.17	6.44	9.60	3.72	3.95	2.32	6.21	4.15	7.65
95th-Percentile Queue Length [ft/ln]	48.80	154.21	160.96	239.93	93.10	98.68	57.94	155.34	103.63	191.32



**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	55.13	13.50	13.73	59.27	9.12	9.24	50.30	60.34	60.34	51.26	63.43	63.43
Movement LOS	E	B	B	E	A	A	D	E	E	D	E	E
d_A, Approach Delay [s/veh]	17.16			20.68			57.38			58.80		
Approach LOS	B			C			E			E		
d_I, Intersection Delay [s/veh]	26.10											
Intersection LOS	C											
Intersection V/C	0.460											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	47.03			0.00			47.03			47.03		
I_p,int, Pedestrian LOS Score for Intersection	2.933			0.000			2.207			2.104		
Crosswalk LOS	C			F			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	470			661			748			191		
d_b, Bicycle Delay [s]	33.67			25.78			22.54			47.03		
I_b,int, Bicycle LOS Score for Intersection	2.024			1.994			1.817			1.911		
Bicycle LOS	B			A			A			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.605

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	213	531	203	44	445	257	409	757	275	311	770	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	213	531	203	44	445	257	409	757	275	311	770	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	133	51	11	111	64	102	189	69	78	193	9
Total Analysis Volume [veh/h]	213	531	203	44	445	257	409	757	275	311	770	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.10	0.12	0.03	0.09	0.15	0.12	0.15	0.16	0.09	0.16	0.16
Intersection LOS	B											
Intersection V/C	0.605											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.367

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	160	337	28	158	405	207	214	368	185	59	338	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	337	28	158	405	207	214	368	185	59	338	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	84	7	40	101	52	54	92	46	15	85	24
Total Analysis Volume [veh/h]	160	337	28	158	405	207	214	368	185	59	338	97
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.07	0.02	0.05	0.12	0.12	0.06	0.07	0.11	0.02	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.367											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	820	1017	0	338	318
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	820	1017	0	338	318
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	205	254	0	85	80
Total Analysis Volume [veh/h]	0	820	1017	0	338	318
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.16	0.20	0.00	0.20	0.19
Intersection LOS	A					
Intersection V/C	0.448					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	14.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	



**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	820	1017	0	338	318
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	820	1017	0	338	318
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	216	268	0	89	84
Total Analysis Volume [veh/h]	0	863	1071	0	356	335
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	60	60	22	22
g / C, Green / Cycle	0.67	0.67	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.17	0.21	0.20	0.21
s, saturation flow rate [veh/h]	5094	5094	1778	1589
c, Capacity [veh/h]	3416	3416	427	382
d1, Uniform Delay [s]	5.86	6.17	32.55	32.70
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.18	0.24	4.72	5.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.25	0.31	0.85	0.86
d, Delay for Lane Group [s/veh]	6.04	6.41	37.26	38.53
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.91	2.50	7.86	7.30
50th-Percentile Queue Length [ft/ln]	47.75	62.39	196.50	182.43
95th-Percentile Queue Length [veh/ln]	3.44	4.49	12.46	11.73
95th-Percentile Queue Length [ft/ln]	85.95	112.30	311.44	293.18

**Movement, Approach, & Intersection Results**

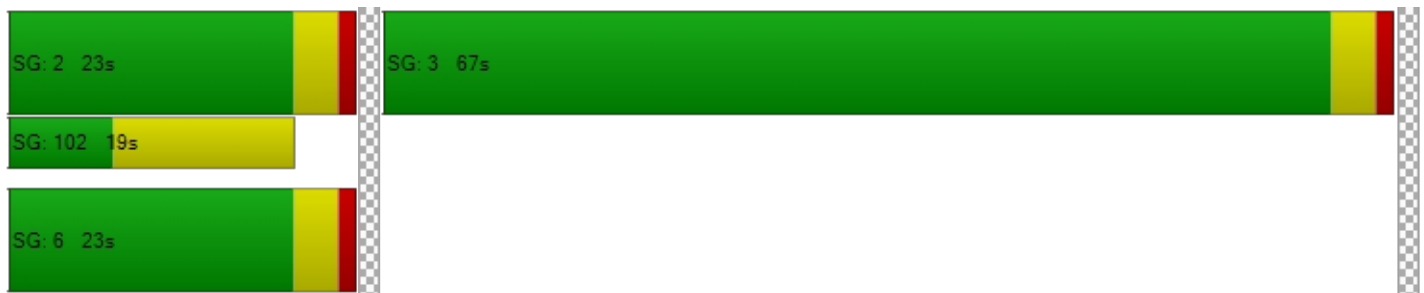
d_M, Delay for Movement [s/veh]	0.00	6.04	6.41	0.00	37.26	38.53
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	6.04		6.41		37.87	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	14.57					
Intersection LOS	B					
Intersection V/C	0.458					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.051
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.034	2.149	2.700
Bicycle LOS	B	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.468

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	383	882	56	58	727	85	71	60	367	73	50	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	383	882	56	58	727	85	71	60	367	73	50	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	221	14	15	182	21	18	15	92	18	13	11
Total Analysis Volume [veh/h]	383	882	56	58	727	85	71	60	367	73	50	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.18	0.18	0.03	0.16	0.16	0.04	0.04	0.10	0.04	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.468											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↵			↵ ↑ ↵			↵ ↑			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	54	877	65	396	729	35	33	168	84	70	141	409
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	877	65	396	729	35	33	168	84	70	141	409
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	219	16	99	182	9	8	42	21	18	35	102
Total Analysis Volume [veh/h]	54	877	65	396	729	35	33	168	84	70	141	409
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.18	0.18	0.23	0.15	0.15	0.02	0.15	0.15	0.04	0.08	0.01
Intersection LOS	B											
Intersection V/C	0.657											



**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵						↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	317	91	0	0	94	9	0	0	0	410	0	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	317	91	0	0	94	9	0	0	0	410	0	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	23	0	0	24	2	0	0	0	103	0	18
Total Analysis Volume [veh/h]	317	91	0	0	94	9	0	0	0	410	0	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.05	0.00	0.00	0.06	0.01	0.00	0.00	0.00	0.24	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.440											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	33.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.452

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	317	91	0	0	94	9	0	0	0	410	0	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	317	91	0	0	94	9	0	0	0	410	0	70
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	24	0	0	25	2	0	0	0	108	0	18
Total Analysis Volume [veh/h]	334	96	0	0	99	9	0	0	0	432	0	74
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	15	40	0	0	25	0	0	0	0	50	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	11	58	43	43		24	24
g / C, Green / Cycle	0.12	0.64	0.48	0.48		0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.10	0.05	0.05	0.01		0.24	0.05
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	408	1198	895	761		481	430
d1, Uniform Delay [s]	38.78	6.12	12.93	12.31		31.65	25.14
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.12	0.13	0.25	0.03		6.22	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.82	0.08	0.11	0.01		0.90	0.17
d, Delay for Lane Group [s/veh]	42.90	6.25	13.18	12.34		37.86	25.33
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	3.78	0.66	1.12	0.10		9.60	1.22
50th-Percentile Queue Length [ft/ln]	94.48	16.51	28.07	2.45		239.89	30.38
95th-Percentile Queue Length [veh/ln]	6.80	1.19	2.02	0.18		14.68	2.19
95th-Percentile Queue Length [ft/ln]	170.07	29.71	50.52	4.40		366.89	54.68

**Movement, Approach, & Intersection Results**

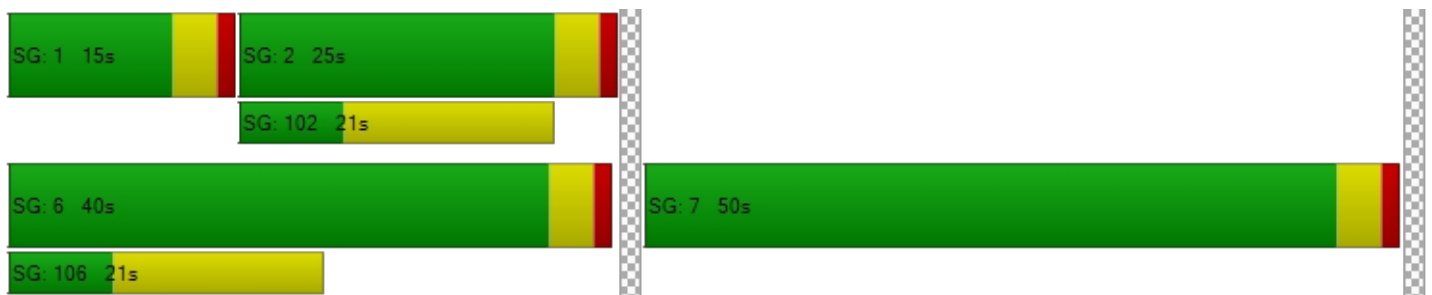
d_M, Delay for Movement [s/veh]	42.90	6.25	0.00	0.00	13.18	12.34	0.00	0.00	0.00	37.86	0.00	25.33
Movement LOS	D	A			B	B				D		C
d_A, Approach Delay [s/veh]	34.72				13.11		0.00		36.03			
Approach LOS	C				B		A		D			
d_I, Intersection Delay [s/veh]	33.12											
Intersection LOS	C											
Intersection V/C	0.452											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		34.67		34.67	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.882		1.961	
Crosswalk LOS	F		F		A		A	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	800		467		0		1022	
d_b, Bicycle Delay [s]	16.20		26.45		45.00		10.76	
I_b,int, Bicycle LOS Score for Intersection	2.269		1.738		4.132		1.560	
Bicycle LOS	B		A		D		A	

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.324

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	394	316	18	479	0	6	0	181	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	394	316	18	479	0	6	0	181	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	99	79	5	120	0	2	0	45	0	0	0
Total Analysis Volume [veh/h]	0	394	316	18	479	0	6	0	181	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.21	0.21	0.01	0.14	0.00	0.00	0.00	0.06	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.324											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.351

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	394	316	18	479	0	6	0	181	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	394	316	18	479	0	6	0	181	0	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	104	83	5	126	0	2	0	48	0	0	0
Total Analysis Volume [veh/h]	0	415	333	19	504	0	6	0	191	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	54	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	68	68	2	74	8	8	
g / C, Green / Cycle	0.75	0.75	0.03	0.82	0.09	0.09	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.23	0.01	0.14	0.06	0.06	
s, saturation flow rate [veh/h]	1870	1616	1781	3560	1600	1589	
c, Capacity [veh/h]	1406	1215	47	2930	141	140	
d1, Uniform Delay [s]	3.46	3.60	43.13	1.64	39.89	39.90	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.46	0.66	5.46	0.13	6.13	6.21	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.27	0.31	0.40	0.17	0.70	0.70	
d, Delay for Lane Group [s/veh]	3.92	4.26	48.59	1.77	46.03	46.11	
Lane Group LOS	A	A	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	1.72	1.82	0.48	0.50	2.34	2.33	
50th-Percentile Queue Length [ft/ln]	43.00	45.60	12.10	12.56	58.42	58.23	
95th-Percentile Queue Length [veh/ln]	3.10	3.28	0.87	0.90	4.21	4.19	
95th-Percentile Queue Length [ft/ln]	77.40	82.08	21.78	22.61	105.16	104.82	

**Movement, Approach, & Intersection Results**

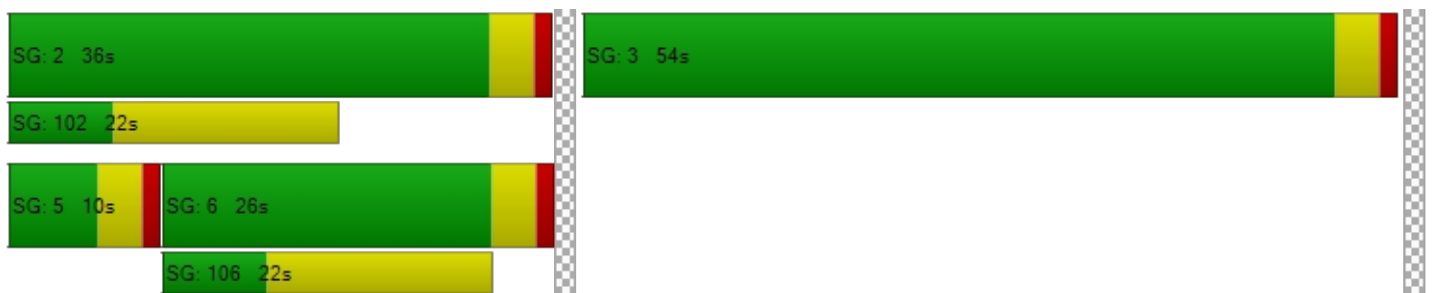
d_M, Delay for Movement [s/veh]	0.00	3.96	4.26	48.59	1.77	0.00	46.03	0.00	46.07	0.00	0.00	0.00
Movement LOS		A	A	D	A		D		D			
d_A, Approach Delay [s/veh]		4.09		3.47			46.07		0.00			
Approach LOS		A		A			D		A			
d_I, Intersection Delay [s/veh]	9.50											
Intersection LOS	A											
Intersection V/C	0.351											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]		0.0		0.0		11.0		11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]		0.00		0.00		34.67		34.67
I_p,int, Pedestrian LOS Score for Intersection		0.000		0.000		1.810		1.766
Crosswalk LOS		F		F		A		A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]		2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]		489		711		1111		0
d_b, Bicycle Delay [s]		25.69		18.69		8.89		45.00
I_b,int, Bicycle LOS Score for Intersection		2.177		1.991		1.885		4.132
Bicycle LOS		B		A		A		D

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	380	414	120	87	384	249	290	87	288	210	90	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	380	414	120	87	384	249	290	87	288	210	90	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	104	30	22	96	62	73	22	72	53	23	11
Total Analysis Volume [veh/h]	380	414	120	87	384	249	290	87	288	210	90	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.16	0.16	0.05	0.11	0.15	0.09	0.11	0.17	0.12	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.601											



**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.549

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	284	0	534	0	0	0	0	2214	823	0	1726	1161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	284	0	534	0	0	0	0	2214	823	0	1726	1161
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	0	134	0	0	0	0	554	206	0	432	290
Total Analysis Volume [veh/h]	284	0	534	0	0	0	0	2214	823	0	1726	1161
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.00	0.16	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.34	0.00
Intersection LOS	A											
Intersection V/C	0.549											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	284	0	534	0	0	0	0	2214	823	0	1726	1161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	284	0	534	0	0	0	0	2214	823	0	1726	1161
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	0	141	0	0	0	0	583	217	0	454	306
Total Analysis Volume [veh/h]	299	0	562	0	0	0	0	2331	866	0	1817	1222
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	39	0	0	0	0	0	0	71	0	0	71	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	51	51	51		51	51
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	13	13		30	30
g / C, Green / Cycle	0.25	0.25	0.25		0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.17	0.18	0.18		0.34	0.36
s, saturation flow rate [veh/h]	1781	1591	1589		6792	5094
c, Capacity [veh/h]	446	399	398		4019	3014
d1, Uniform Delay [s]	17.08	17.31	17.31		6.43	6.57
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.71	2.33	2.33		0.13	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.66	0.71	0.71		0.58	0.60
d, Delay for Lane Group [s/veh]	18.79	19.64	19.65		6.57	6.77
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	2.94	2.89	2.89		2.56	2.73
50th-Percentile Queue Length [ft/ln]	73.50	72.27	72.26		63.91	68.19
95th-Percentile Queue Length [veh/ln]	5.29	5.20	5.20		4.60	4.91
95th-Percentile Queue Length [ft/ln]	132.30	130.09	130.07		115.03	122.74

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	18.82	0.00	19.64	0.00	0.00	0.00	0.00	6.57	0.00	0.00	6.77	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	19.35			0.00			6.57			6.77		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.84											
Intersection LOS	A											
Intersection V/C	0.635											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.351	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	0	1218	1218
d_b, Bicycle Delay [s]	25.57	55.00	8.40	8.40
I_b,int, Bicycle LOS Score for Intersection	2.980	4.132	2.521	2.559
Bicycle LOS	C	D	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1201	3	890	0	1826	368	514	1495	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1201	3	890	0	1826	368	514	1495	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	300	1	223	0	457	92	129	374	0
Total Analysis Volume [veh/h]	0	0	0	1201	3	890	0	1826	368	514	1495	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.24	0.24	0.26	0.00	0.21	0.22	0.15	0.29	0.00
Intersection LOS	B											
Intersection V/C	0.679											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	32.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.823

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1201	3	890	0	1826	368	514	1495	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1201	3	890	0	1826	368	514	1495	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	316	1	234	0	481	97	135	393	0
Total Analysis Volume [veh/h]	0	0	0	1264	3	937	0	1922	387	541	1574	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	53	0	0	31	0	26	57	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group		L	C	R	C	R	L	C
C, Cycle Length [s]		110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		48	48	48	30	30	20	54
g / C, Green / Cycle		0.44	0.44	0.44	0.27	0.27	0.18	0.49
(v / s)_i Volume / Saturation Flow Rate		0.24	0.24	0.33	0.23	0.24	0.16	0.31
s, saturation flow rate [veh/h]		3459	1782	2813	8490	1589	3459	5094
c, Capacity [veh/h]		1513	779	1231	2305	432	629	2495
d1, Uniform Delay [s]		22.95	22.95	26.09	37.72	38.57	43.63	20.71
k, delay calibration		0.50	0.50	0.50	0.11	0.37	0.11	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		1.46	2.81	4.48	0.84	19.08	3.59	0.27
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity		0.55	0.55	0.76	0.83	0.90	0.86	0.63
d, Delay for Lane Group [s/veh]		24.41	25.76	30.57	38.55	57.65	47.22	20.98
Lane Group LOS		C	C	C	D	E	D	C
Critical Lane Group		No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		8.19	8.73	10.81	9.73	12.20	7.40	9.71
50th-Percentile Queue Length [ft/ln]		204.87	218.30	270.30	243.32	304.94	185.09	242.67
95th-Percentile Queue Length [veh/ln]		12.89	13.58	16.20	14.85	17.93	11.87	14.82
95th-Percentile Queue Length [ft/ln]		322.24	339.45	405.12	371.23	448.14	296.65	370.40

**Movement, Approach, & Intersection Results**

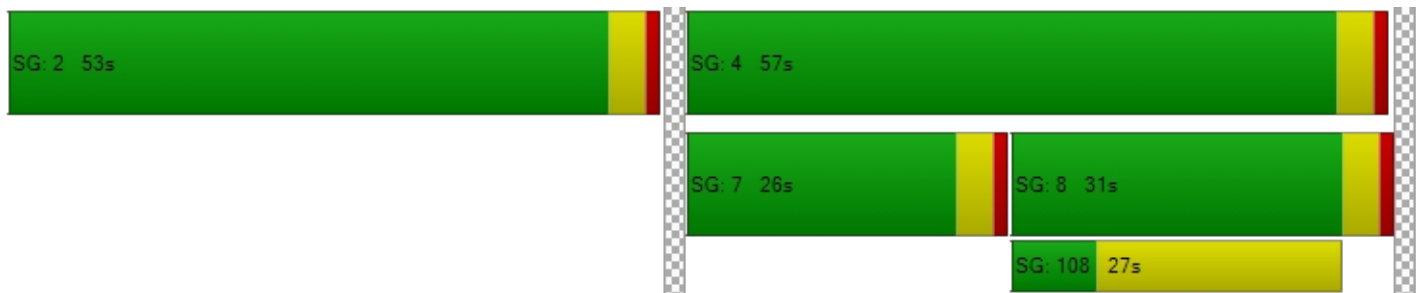
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	24.87	25.76	30.57	0.00	38.55	57.65	47.22	20.98	0.00
Movement LOS				C	C	C		D	E	D	C	
d_A, Approach Delay [s/veh]	0.00			27.29			41.75			27.69		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	32.46											
Intersection LOS	C											
Intersection V/C	0.823											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.178	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	891	491	964
d_b, Bicycle Delay [s]	55.00	16.91	31.31	14.77
I_b,int, Bicycle LOS Score for Intersection	4.132	5.196	2.322	2.723
Bicycle LOS	D	F	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	174	450	391	166	174	187	209	1287	119	521	1349	400
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	174	450	391	166	174	187	209	1287	119	521	1349	400
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	113	98	42	44	47	52	322	30	130	337	100
Total Analysis Volume [veh/h]	174	450	391	166	174	187	209	1287	119	521	1349	400
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.13	0.23	0.05	0.11	0.11	0.06	0.25	0.07	0.15	0.26	0.24
Intersection LOS	C											
Intersection V/C	0.734											



**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.565

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	340	888	23	35	1013	633	649	64	238	28	29	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	340	888	23	35	1013	633	649	64	238	28	29	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	222	6	9	253	158	162	16	60	7	7	8
Total Analysis Volume [veh/h]	340	888	23	35	1013	633	649	64	238	28	29	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.18	0.18	0.02	0.20	0.18	0.19	0.04	0.14	0.02	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.565											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	182	829	206	396	825	138	150	680	97	215	604	333
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	829	206	396	825	138	150	680	97	215	604	333
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	207	52	99	206	35	38	170	24	54	151	83
Total Analysis Volume [veh/h]	182	829	206	396	825	138	150	680	97	215	604	333
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.16	0.12	0.12	0.16	0.08	0.04	0.13	0.06	0.06	0.12	0.08
Intersection LOS	A											
Intersection V/C	0.526											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

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

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	224	895	897	91	120	273
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	895	897	91	120	273
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	224	224	23	30	68
Total Analysis Volume [veh/h]	224	895	897	91	120	273
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.18	0.19	0.19	0.04	0.08
Intersection LOS	A					
Intersection V/C	0.456					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.466

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	85	584	85	275	684	237	225	355	50	108	470	300
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	584	85	275	684	237	225	355	50	108	470	300
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	146	21	69	171	59	56	89	13	27	118	75
Total Analysis Volume [veh/h]	85	584	85	275	684	237	225	355	50	108	470	300
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.13	0.13	0.08	0.13	0.07	0.07	0.12	0.12	0.06	0.14	0.09
Intersection LOS	A											
Intersection V/C	0.466											



**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔↔			↔↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	412	474	49	84	589	106	139	70	513	54	82	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	412	474	49	84	589	106	139	70	513	54	82	69
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	119	12	21	147	27	35	18	128	14	21	17
Total Analysis Volume [veh/h]	412	474	49	84	589	106	139	70	513	54	82	69
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.10	0.10	0.05	0.14	0.14	0.08	0.04	0.03	0.03	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.450											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.305

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	7	887	30	36	1092	28	13	6	11	28	2	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	887	30	36	1092	28	13	6	11	28	2	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	222	8	9	273	7	3	2	3	7	1	10
Total Analysis Volume [veh/h]	7	887	30	36	1092	28	13	6	11	28	2	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.18	0.18	0.02	0.22	0.22	0.01	0.01	0.01	0.02	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.305											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

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

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	61	627	138	184	780	16	6	86	85	199	82	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	627	138	184	780	16	6	86	85	199	82	170
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	157	35	46	195	4	2	22	21	50	21	43
Total Analysis Volume [veh/h]	61	627	138	184	780	16	6	86	85	199	82	170
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.12	0.08	0.11	0.23	0.01	0.00	0.05	0.05	0.06	0.05	0.10
Intersection LOS	A											
Intersection V/C	0.424											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↻			↻↵↻			↻↵↻			↻↵↻		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	20	42	39	239	28	713	685	1033	11	42	741	249
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	42	39	239	28	713	685	1033	11	42	741	249
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	11	10	60	7	178	171	258	3	11	185	62
Total Analysis Volume [veh/h]	20	42	39	239	28	713	685	1033	11	42	741	249
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.04	0.02	0.14	0.02	0.01	0.20	0.31	0.31	0.02	0.22	0.01
Intersection LOS	B											
Intersection V/C	0.646											



**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.420

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	505	194	249	445	189	275
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	505	194	249	445	189	275
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	126	49	62	111	47	69
Total Analysis Volume [veh/h]	505	194	249	445	189	275
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.21	0.21	0.07	0.13	0.06	0.09
Intersection LOS	A					
Intersection V/C	0.420					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	150	407	193	213	300	45	53	334	115	180	324	202
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	407	193	213	300	45	53	334	115	180	324	202
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	102	48	53	75	11	13	84	29	45	81	51
Total Analysis Volume [veh/h]	150	407	193	213	300	45	53	334	115	180	324	202
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.12	0.12	0.13	0.07	0.07	0.03	0.13	0.13	0.05	0.10	0.12
Intersection LOS	A											
Intersection V/C	0.478											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.488

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	13	464	220	159	409	17	9	10	9	224	8	192
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	464	220	159	409	17	9	10	9	224	8	192
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	116	55	40	102	4	2	3	2	56	2	48
Total Analysis Volume [veh/h]	13	464	220	159	409	17	9	10	9	224	8	192
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.20	0.20	0.09	0.12	0.01	0.01	0.01	0.01	0.13	0.00	0.11
Intersection LOS	A											
Intersection V/C	0.488											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.591

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	92	129	136	238	142	204	268	698	73	117	822	292
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	129	136	238	142	204	268	698	73	117	822	292
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	32	34	60	36	51	67	175	18	29	206	73
Total Analysis Volume [veh/h]	92	129	136	238	142	204	268	698	73	117	822	292
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.04	0.08	0.14	0.10	0.10	0.08	0.21	0.04	0.07	0.24	0.17
Intersection LOS	A											
Intersection V/C	0.591											



*APPENDIX A-II*

**EXISTING (2021) PLUS PROJECT  
TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	399	1245	77	225	1234	141	122	550	236	47	1217	409
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	399	1245	77	225	1234	141	122	550	236	47	1217	409
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	311	19	56	309	35	31	138	59	12	304	102
Total Analysis Volume [veh/h]	399	1245	77	225	1234	141	122	550	236	47	1217	409
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.24	0.05	0.07	0.24	0.08	0.04	0.11	0.02	0.01	0.24	0.00
Intersection LOS	B											
Intersection V/C	0.684											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	278	1082	93	132	936	501	360	741	147	107	745	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	278	1082	93	132	936	501	360	741	147	107	745	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	271	23	33	234	125	90	185	37	27	186	18
Total Analysis Volume [veh/h]	278	1082	93	132	936	501	360	741	147	107	745	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.21	0.05	0.04	0.18	0.19	0.11	0.15	0.00	0.03	0.15	0.00
Intersection LOS	A											
Intersection V/C	0.573											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	602	1163	217	89	645	306	327	858	440	115	879	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	602	1163	217	89	645	306	327	858	440	115	879	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	151	291	54	22	161	77	82	215	110	29	220	17
Total Analysis Volume [veh/h]	602	1163	217	89	645	306	327	858	440	115	879	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.18	0.23	0.13	0.03	0.13	0.18	0.10	0.19	0.19	0.03	0.19	0.19
Intersection LOS	B											
Intersection V/C	0.689											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	24	774	17	319	703	72	138	207	68	34	114	502
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	774	17	319	703	72	138	207	68	34	114	502
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	194	4	80	176	18	35	52	17	9	29	126
Total Analysis Volume [veh/h]	24	774	17	319	703	72	138	207	68	34	114	502
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.16	0.16	0.09	0.15	0.15	0.08	0.08	0.08	0.02	0.03	0.20
Intersection LOS	A											
Intersection V/C	0.582											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.297

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	169	84	97	373	179	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	84	97	373	179	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	21	24	93	45	32
Total Analysis Volume [veh/h]	169	84	97	373	179	128
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.05	0.06	0.11	0.09	0.09
Intersection LOS	A					
Intersection V/C	0.297					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.379

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	TTT			TTT			TTR			TT		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	108	440	23	15	557	189	325	39	161	11	13	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	440	23	15	557	189	325	39	161	11	13	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	110	6	4	139	47	81	10	40	3	3	2
Total Analysis Volume [veh/h]	108	440	23	15	557	189	325	39	161	11	13	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.09	0.09	0.01	0.15	0.15	0.10	0.11	0.09	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.379											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.231

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	3	520	46	56	625	50	31	0	30	8	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	520	46	56	625	50	31	0	30	8	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	130	12	14	156	13	8	0	8	2	0	6
Total Analysis Volume [veh/h]	3	520	46	56	625	50	31	0	30	8	0	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.11	0.11	0.03	0.13	0.13	0.02	0.00	0.02	0.00	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.231											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.411

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	2	508	344	327	467	7	29	0	15	43	0	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	508	344	327	467	7	29	0	15	43	0	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	127	86	82	117	2	7	0	4	11	0	16
Total Analysis Volume [veh/h]	2	508	344	327	467	7	29	0	15	43	0	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.10	0.20	0.10	0.09	0.09	0.02	0.00	0.03	0.03	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.411											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	19.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.464

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	2	508	344	327	467	7	29	0	15	43	0	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	508	344	327	467	7	29	0	15	43	0	63
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	134	91	86	123	2	8	0	4	11	0	17
Total Analysis Volume [veh/h]	2	535	362	344	492	7	31	0	16	45	0	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	65	56	0	34	25	0	10	0	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	70	70	14	83	83	5	6	6
g / C, Green / Cycle	0.00	0.63	0.63	0.12	0.75	0.75	0.04	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.00	0.11	0.23	0.10	0.09	0.09	0.03	0.03	0.04
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1857	1711	1781	1589
c, Capacity [veh/h]	8	3233	1009	428	2685	1400	70	99	88
d1, Uniform Delay [s]	54.64	8.21	9.52	46.93	3.66	3.66	52.07	50.40	51.25
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.05	0.11	1.00	3.56	0.09	0.18	10.64	3.27	12.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.26	0.17	0.36	0.80	0.12	0.12	0.67	0.46	0.75
d, Delay for Lane Group [s/veh]	71.69	8.32	10.51	50.48	3.76	3.84	62.72	53.67	63.25
Lane Group LOS	E	A	B	D	A	A	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.09	1.68	4.16	4.78	0.87	0.94	1.48	1.29	2.08
50th-Percentile Queue Length [ft/ln]	2.29	42.06	103.97	119.45	21.70	23.50	37.09	32.25	52.10
95th-Percentile Queue Length [veh/ln]	0.16	3.03	7.49	8.36	1.56	1.69	2.67	2.32	3.75
95th-Percentile Queue Length [ft/ln]	4.12	75.71	187.15	209.08	39.06	42.29	66.77	58.06	93.78

**Movement, Approach, & Intersection Results**

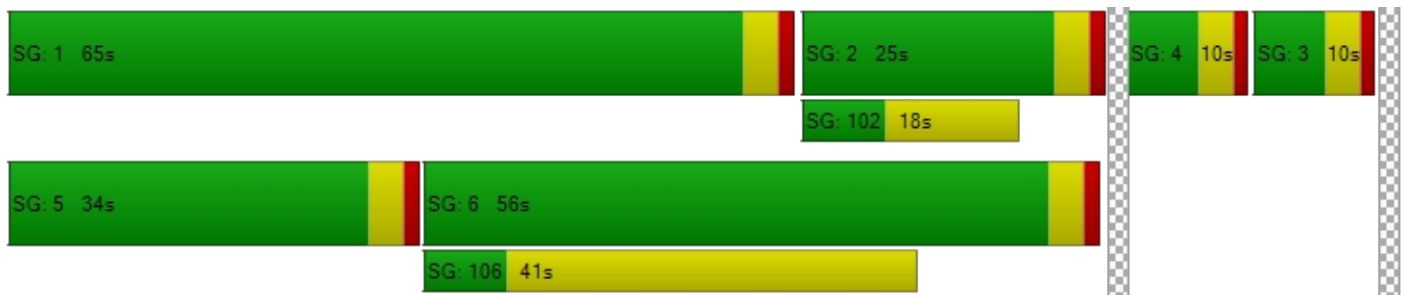
d_M, Delay for Movement [s/veh]	71.69	8.32	10.51	50.48	3.79	3.84	62.72	0.00	62.72	53.67	63.25	63.25
Movement LOS	E	A	B	D	A	A	E		E	D	E	E
d_A, Approach Delay [s/veh]	9.35		22.84			62.72			59.37			
Approach LOS	A		C			E			E			
d_I, Intersection Delay [s/veh]	19.58											
Intersection LOS	B											
Intersection V/C	0.464											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0			11.0			11.0			
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00			
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00			
d_p, Pedestrian Delay [s]	0.00		0.00			44.55			44.55			
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000			1.752			2.340			
Crosswalk LOS	F		F			A			B			
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000			2000			2000			
c_b, Capacity of the bicycle lane [bicycles/h]	945		382			109			109			
d_b, Bicycle Delay [s]	15.29		36.00			49.16			49.16			
I_b,int, Bicycle LOS Score for Intersection	2.054		2.023			1.637			1.743			
Bicycle LOS	B		B			A			A			

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.322

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	28	745	28	88	444	20	43	9	74	10	1	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	745	28	88	444	20	43	9	74	10	1	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	186	7	22	111	5	11	2	19	3	0	8
Total Analysis Volume [veh/h]	28	745	28	88	444	20	43	9	74	10	1	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.15	0.15	0.05	0.09	0.09	0.03	0.05	0.05	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.322											



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.326

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	28	745	28	88	444	20	43	9	74	10	1	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	745	28	88	444	20	43	9	74	10	1	32
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	196	7	23	117	5	11	2	19	3	0	8
Total Analysis Volume [veh/h]	29	784	29	93	467	21	45	9	78	11	1	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	42	0	11	43	0	0	47	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	74	74	7	78	78	8	8	5	5
g / C, Green / Cycle	0.03	0.68	0.68	0.06	0.71	0.71	0.07	0.07	0.04	0.04
(v / s)_i Volume / Saturation Flow Rate	0.01	0.15	0.15	0.05	0.09	0.09	0.03	0.05	0.01	0.02
s, saturation flow rate [veh/h]	3459	3560	1836	1781	3560	1829	1781	1615	1781	1596
c, Capacity [veh/h]	113	2407	1241	114	2519	1294	130	118	74	67
d1, Uniform Delay [s]	51.93	6.80	6.80	50.86	5.18	5.18	48.52	49.99	50.85	51.67
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.19	0.21	0.42	13.05	0.10	0.21	1.58	8.71	0.91	6.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.26	0.22	0.22	0.82	0.13	0.13	0.35	0.74	0.15	0.53
d, Delay for Lane Group [s/veh]	53.12	7.01	7.22	63.91	5.28	5.39	50.10	58.70	51.76	57.97
Lane Group LOS	D	A	A	E	A	A	D	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.41	2.28	2.43	2.94	1.10	1.18	1.23	2.63	0.31	1.06
50th-Percentile Queue Length [ft/ln]	10.22	56.97	60.73	73.44	27.58	29.49	30.80	65.64	7.78	26.54
95th-Percentile Queue Length [veh/ln]	0.74	4.10	4.37	5.29	1.99	2.12	2.22	4.73	0.56	1.91
95th-Percentile Queue Length [ft/ln]	18.40	102.55	109.31	132.20	49.65	53.08	55.45	118.15	14.00	47.78

**Movement, Approach, & Intersection Results**

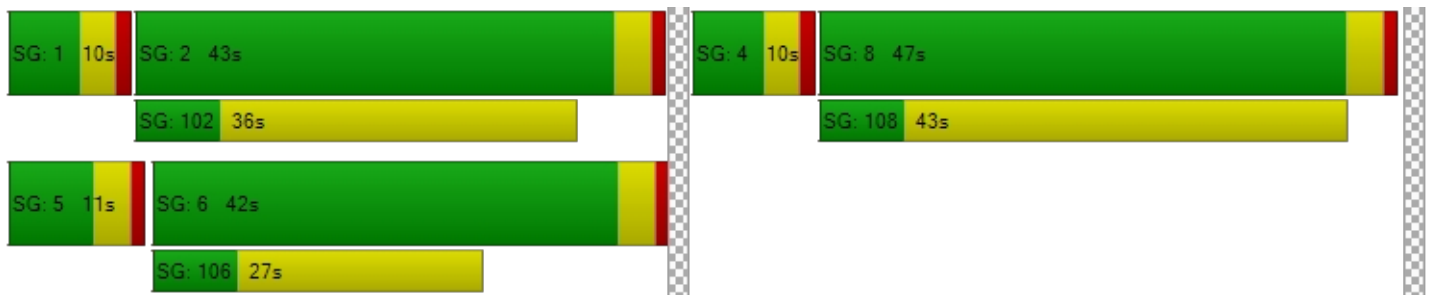
d_M, Delay for Movement [s/veh]	53.12	7.08	7.22	63.91	5.31	5.39	50.10	58.70	58.70	51.76	57.97	57.97
Movement LOS	D	A	A	E	A	A	D	E	E	D	E	E
d_A, Approach Delay [s/veh]	8.67			14.70			55.77			56.49		
Approach LOS	A			B			E			E		
d_I, Intersection Delay [s/veh]	16.11											
Intersection LOS	B											
Intersection V/C	0.326											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	44.55			0.00			44.55			44.55		
I_p,int, Pedestrian LOS Score for Intersection	2.905			0.000			2.185			2.007		
Crosswalk LOS	C			F			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	691			709			782			109		
d_b, Bicycle Delay [s]	23.56			22.91			20.40			49.16		
I_b,int, Bicycle LOS Score for Intersection	2.023			1.879			1.777			1.636		
Bicycle LOS	B			A			A			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	115	606	137	24	378	107	189	613	101	169	701	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	606	137	24	378	107	189	613	101	169	701	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	152	34	6	95	27	47	153	25	42	175	13
Total Analysis Volume [veh/h]	115	606	137	24	378	107	189	613	101	169	701	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.12	0.08	0.01	0.07	0.06	0.06	0.12	0.06	0.05	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.395											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.414

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	308	493	30	56	224	118	190	403	325	44	594	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	308	493	30	56	224	118	190	403	325	44	594	100
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	123	8	14	56	30	48	101	81	11	149	25
Total Analysis Volume [veh/h]	308	493	30	56	224	118	190	403	325	44	594	100
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.10	0.02	0.02	0.07	0.07	0.06	0.08	0.19	0.01	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.414											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.421

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1638	560	0	64	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1638	560	0	64	105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	410	140	0	16	26
Total Analysis Volume [veh/h]	0	1638	560	0	64	105
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.32	0.11	0.00	0.04	0.05
Intersection LOS	A					
Intersection V/C	0.421					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	5.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1638	560	0	64	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1638	560	0	64	105
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	431	147	0	17	28
Total Analysis Volume [veh/h]	0	1724	589	0	67	111
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	7	7
g / C, Green / Cycle	0.83	0.83	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.34	0.12	0.05	0.05
s, saturation flow rate [veh/h]	5094	5094	1726	1589
c, Capacity [veh/h]	4234	4234	138	127
d1, Uniform Delay [s]	1.93	1.45	40.20	40.27
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	0.07	5.38	6.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.41	0.14	0.66	0.68
d, Delay for Lane Group [s/veh]	2.23	1.52	45.58	46.63
Lane Group LOS	A	A	D	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.27	0.32	2.14	2.07
50th-Percentile Queue Length [ft/ln]	31.63	8.03	53.62	51.72
95th-Percentile Queue Length [veh/ln]	2.28	0.58	3.86	3.72
95th-Percentile Queue Length [ft/ln]	56.94	14.45	96.52	93.10

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	2.23	1.52	0.00	45.58	46.42
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	2.23		1.52		46.10	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	5.19					
Intersection LOS	A					
Intersection V/C	0.431					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.801
Crosswalk LOS	F	F	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.508	1.884	1.853
Bicycle LOS	B	A	A

**Sequence**

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





**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	451	1600	33	44	485	89	115	81	383	93	131	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	451	1600	33	44	485	89	115	81	383	93	131	77
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	400	8	11	121	22	29	20	96	23	33	19
Total Analysis Volume [veh/h]	451	1600	33	44	485	89	115	81	383	93	131	77
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.32	0.32	0.03	0.11	0.11	0.07	0.05	0.09	0.05	0.08	0.05
Intersection LOS	A											
Intersection V/C	0.543											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	91	1510	94	363	546	17	52	162	82	68	172	469
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	1510	94	363	546	17	52	162	82	68	172	469
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	378	24	91	137	4	13	41	21	17	43	117
Total Analysis Volume [veh/h]	91	1510	94	363	546	17	52	162	82	68	172	469
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.31	0.31	0.21	0.11	0.11	0.03	0.14	0.14	0.04	0.10	0.06
Intersection LOS	C											
Intersection V/C	0.762											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔						↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	940	47	0	0	75	21	0	0	0	468	0	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	940	47	0	0	75	21	0	0	0	468	0	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	235	12	0	0	19	5	0	0	0	117	0	13
Total Analysis Volume [veh/h]	940	47	0	0	75	21	0	0	0	468	0	52
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.28	0.03	0.00	0.00	0.04	0.01	0.00	0.00	0.00	0.28	0.00	0.03
Intersection LOS	B											
Intersection V/C	0.646											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	40.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.688

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔						↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	940	47	0	0	75	21	0	0	0	468	0	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	940	47	0	0	75	21	0	0	0	468	0	52
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	247	12	0	0	20	6	0	0	0	123	0	14
Total Analysis Volume [veh/h]	989	49	0	0	79	22	0	0	0	493	0	55
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	36	61	0	0	25	0	0	0	0	39	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	100	100	100	100		100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	31	62	28	28		30	30
g / C, Green / Cycle	0.31	0.62	0.28	0.28		0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.29	0.03	0.04	0.01		0.28	0.03
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	1061	1164	515	438		530	473
d1, Uniform Delay [s]	33.66	7.32	27.39	26.60		34.11	25.55
k, delay calibration	0.11	0.50	0.50	0.50		0.30	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.41	0.07	0.63	0.22		17.56	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.93	0.04	0.15	0.05		0.93	0.12
d, Delay for Lane Group [s/veh]	38.06	7.39	28.02	26.82		51.68	25.66
Lane Group LOS	D	A	C	C		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	11.99	0.40	1.51	0.41		13.92	0.96
50th-Percentile Queue Length [ft/ln]	299.72	10.12	37.80	10.27		348.04	24.04
95th-Percentile Queue Length [veh/ln]	17.67	0.73	2.72	0.74		20.04	1.73
95th-Percentile Queue Length [ft/ln]	441.68	18.21	68.04	18.49		501.01	43.27

**Movement, Approach, & Intersection Results**

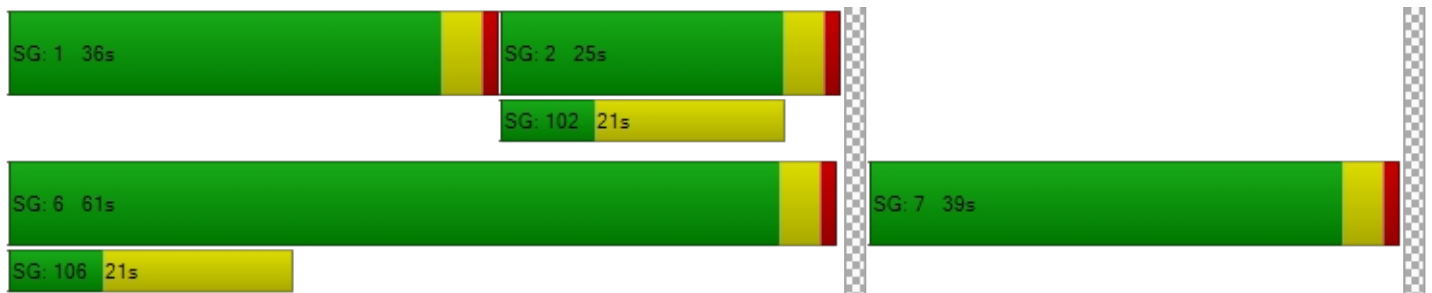
d_M, Delay for Movement [s/veh]	38.06	7.39	0.00	0.00	28.02	26.82	0.00	0.00	0.00	51.68	0.00	25.66
Movement LOS	D	A			C	C				D		C
d_A, Approach Delay [s/veh]	36.61				27.76		0.00		49.07			
Approach LOS	D				C		A		D			
d_I, Intersection Delay [s/veh]	40.13											
Intersection LOS	D											
Intersection V/C	0.688											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		39.61		39.61	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		2.213		1.987	
Crosswalk LOS	F		F		B		A	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	1140		420		0		700	
d_b, Bicycle Delay [s]	9.25		31.21		50.00		21.13	
I_b,int, Bicycle LOS Score for Intersection	3.272		1.726		4.132		1.560	
Bicycle LOS	C		A		D		A	

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	976	402	21	522	0	4	0	203	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	976	402	21	522	0	4	0	203	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	244	101	5	131	0	1	0	51	0	0	0
Total Analysis Volume [veh/h]	0	976	402	21	522	0	4	0	203	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.41	0.41	0.01	0.15	0.00	0.00	0.00	0.06	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.529											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	976	402	21	522	0	4	0	203	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	976	402	21	522	0	4	0	203	0	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	257	106	6	137	0	1	0	53	0	0	0
Total Analysis Volume [veh/h]	0	1027	423	22	549	0	4	0	214	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	64	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	76	76	3	83	9	9	
g / C, Green / Cycle	0.76	0.76	0.03	0.83	0.09	0.09	
(v / s)_i Volume / Saturation Flow Rate	0.39	0.43	0.01	0.15	0.07	0.07	
s, saturation flow rate [veh/h]	1870	1695	1781	3560	1596	1589	
c, Capacity [veh/h]	1419	1286	51	2945	148	147	
d1, Uniform Delay [s]	4.75	5.09	47.78	1.76	44.18	44.18	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.32	1.79	5.73	0.14	6.96	7.01	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.51	0.56	0.43	0.19	0.74	0.74	
d, Delay for Lane Group [s/veh]	6.07	6.88	53.51	1.90	51.14	51.19	
Lane Group LOS	A	A	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.02	5.45	0.62	0.68	2.90	2.90	
50th-Percentile Queue Length [ft/ln]	125.39	136.24	15.45	16.92	72.55	72.39	
95th-Percentile Queue Length [veh/ln]	8.69	9.28	1.11	1.22	5.22	5.21	
95th-Percentile Queue Length [ft/ln]	217.21	231.96	27.81	30.46	130.59	130.31	

**Movement, Approach, & Intersection Results**

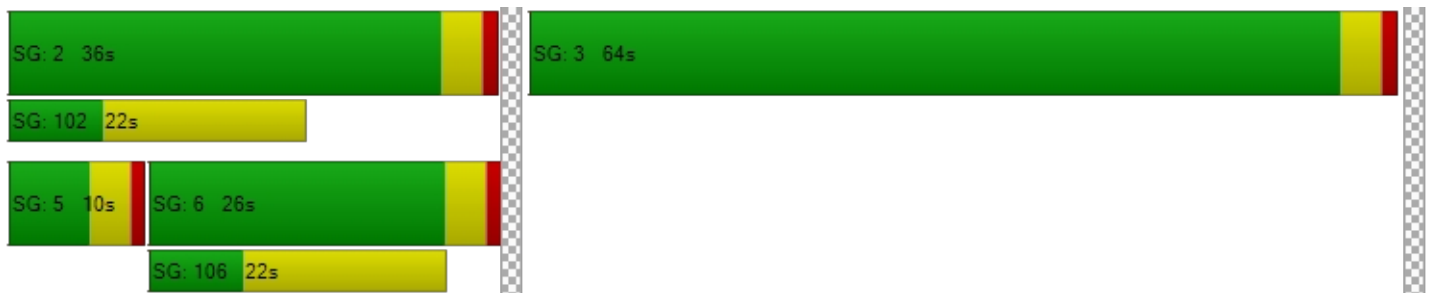
d_M, Delay for Movement [s/veh]	0.00	6.31	6.88	53.51	1.90	0.00	51.14	0.00	51.17	0.00	0.00	0.00
Movement LOS		A	A	D	A		D		D			
d_A, Approach Delay [s/veh]	6.47		3.89			51.17			0.00			
Approach LOS	A		A			D			A			
d_I, Intersection Delay [s/veh]	10.17											
Intersection LOS	B											
Intersection V/C	0.578											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00		0.00			39.61			39.61		
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000			1.826			1.862		
Crosswalk LOS	F		F			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	440		640			1200			0		
d_b, Bicycle Delay [s]	30.42		23.12			8.00			50.00		
I_b,int, Bicycle LOS Score for Intersection	2.756		2.031			1.919			4.132		
Bicycle LOS	C		B			A			D		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.677

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	182	910	202	89	324	319	405	113	316	105	46	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	910	202	89	324	319	405	113	316	105	46	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	228	51	22	81	80	101	28	79	26	12	6
Total Analysis Volume [veh/h]	182	910	202	89	324	319	405	113	316	105	46	23
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.33	0.33	0.05	0.10	0.19	0.12	0.15	0.19	0.06	0.04	0.04
Intersection LOS	B											
Intersection V/C	0.677											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	188	0	511	0	0	0	0	2238	770	0	1627	1296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	0	511	0	0	0	0	2238	770	0	1627	1296
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	0	128	0	0	0	0	560	193	0	407	324
Total Analysis Volume [veh/h]	188	0	511	0	0	0	0	2238	770	0	1627	1296
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.00	0.14	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.32	0.00
Intersection LOS	A											
Intersection V/C	0.529											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	188	0	511	0	0	0	0	2238	770	0	1627	1296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	0	511	0	0	0	0	2238	770	0	1627	1296
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	0	134	0	0	0	0	589	203	0	428	341
Total Analysis Volume [veh/h]	198	0	538	0	0	0	0	2356	811	0	1713	1364
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	36	0	0	0	0	0	0	69	0	0	69	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	50	50	50		50	50
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	12	12		30	30
g / C, Green / Cycle	0.24	0.24	0.24		0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.11	0.17	0.17		0.35	0.34
s, saturation flow rate [veh/h]	1781	1589	1589		6792	5094
c, Capacity [veh/h]	425	379	379		4084	3063
d1, Uniform Delay [s]	16.28	17.42	17.42		6.07	5.97
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.80	2.47	2.47		0.13	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.47	0.71	0.71		0.58	0.56
d, Delay for Lane Group [s/veh]	17.08	19.89	19.89		6.20	6.14
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	1.80	2.74	2.74		2.39	2.29
50th-Percentile Queue Length [ft/ln]	45.08	68.59	68.59		59.86	57.36
95th-Percentile Queue Length [veh/ln]	3.25	4.94	4.94		4.31	4.13
95th-Percentile Queue Length [ft/ln]	81.14	123.46	123.46		107.74	103.25

**Movement, Approach, & Intersection Results**

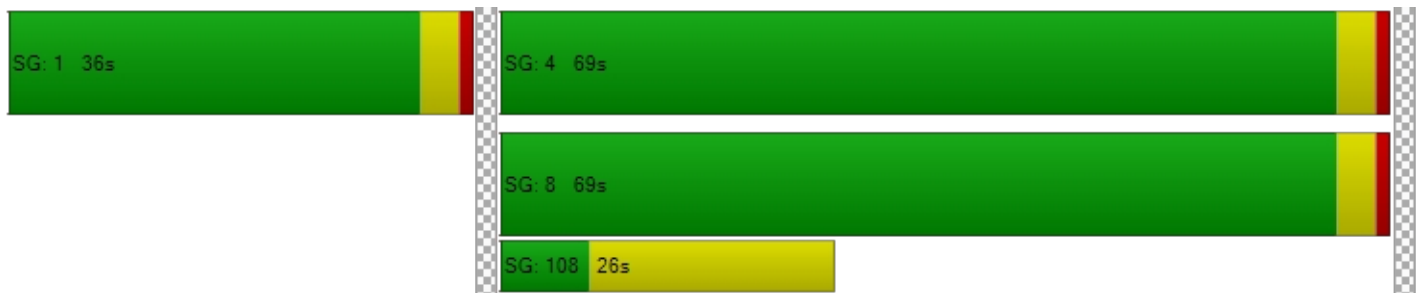
d_M, Delay for Movement [s/veh]	17.08	0.00	19.89	0.00	0.00	0.00	0.00	6.20	0.00	0.00	6.14	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	19.13			0.00			6.20			6.14		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.16											
Intersection LOS	A											
Intersection V/C	0.615											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.318	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	610	0	1238	1238
d_b, Bicycle Delay [s]	25.38	52.50	7.62	7.62
I_b,int, Bicycle LOS Score for Intersection	2.774	4.132	2.531	2.502
Bicycle LOS	C	D	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.647

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1255	2	876	0	1745	329	456	1358	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1255	2	876	0	1745	329	456	1358	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	314	1	219	0	436	82	114	340	0
Total Analysis Volume [veh/h]	0	0	0	1255	2	876	0	1745	329	456	1358	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.25	0.25	0.26	0.00	0.21	0.19	0.13	0.27	0.00
Intersection LOS	B											
Intersection V/C	0.647											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	29.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1255	2	876	0	1745	329	456	1358	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1255	2	876	0	1745	329	456	1358	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	330	1	231	0	459	87	120	357	0
Total Analysis Volume [veh/h]	0	0	0	1321	2	922	0	1837	346	480	1429	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Version 2020 (SP 0-8)

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	49	0	0	33	0	23	56	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group		L	C	R	C	R	L	C
C, Cycle Length [s]		105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		47	47	47	29	29	17	50
g / C, Green / Cycle		0.44	0.44	0.44	0.28	0.28	0.17	0.48
(v / s)_i Volume / Saturation Flow Rate		0.25	0.25	0.33	0.22	0.22	0.14	0.28
s, saturation flow rate [veh/h]		3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]		1537	792	1250	2341	438	572	2442
d1, Uniform Delay [s]		21.67	21.67	24.10	35.14	35.20	42.45	19.78
k, delay calibration		0.50	0.50	0.50	0.11	0.28	0.11	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		1.53	2.94	3.91	0.60	7.85	3.38	0.22
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity		0.57	0.57	0.74	0.78	0.79	0.84	0.59
d, Delay for Lane Group [s/veh]		23.20	24.62	28.01	35.74	43.04	45.82	20.00
Lane Group LOS		C	C	C	D	D	D	C
Critical Lane Group		No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		8.10	8.66	9.81	8.63	9.02	6.25	8.20
50th-Percentile Queue Length [ft/ln]		202.62	216.44	245.26	215.74	225.55	156.19	204.90
95th-Percentile Queue Length [veh/ln]		12.77	13.48	14.95	13.45	13.95	10.35	12.89
95th-Percentile Queue Length [ft/ln]		319.34	337.08	373.67	336.18	348.70	258.67	322.28

**Movement, Approach, & Intersection Results**

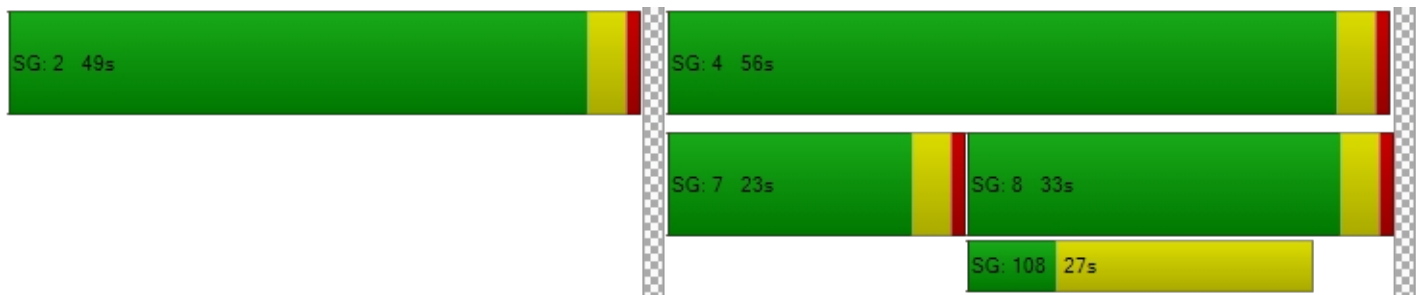
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	23.68	24.62	28.01	0.00	35.74	43.04	45.82	20.00	0.00
Movement LOS				C	C	C		D	D	D	C	
d_A, Approach Delay [s/veh]	0.00			25.46			36.90			26.50		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	29.71											
Intersection LOS	C											
Intersection V/C	0.772											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.126	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	857	552	990
d_b, Bicycle Delay [s]	52.50	17.14	27.50	13.38
I_b,int, Bicycle LOS Score for Intersection	4.132	5.264	2.280	2.610
Bicycle LOS	D	F	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.705

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	119	344	364	144	134	170	310	1235	98	359	1565	240
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	344	364	144	134	170	310	1235	98	359	1565	240
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	86	91	36	34	43	78	309	25	90	391	60
Total Analysis Volume [veh/h]	119	344	364	144	134	170	310	1235	98	359	1565	240
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.10	0.21	0.04	0.09	0.09	0.09	0.24	0.06	0.11	0.31	0.14
Intersection LOS	C											
Intersection V/C	0.705											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	508	1018	18	14	1071	778	568	34	173	43	64	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	508	1018	18	14	1071	778	568	34	173	43	64	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	127	255	5	4	268	195	142	9	43	11	16	12
Total Analysis Volume [veh/h]	508	1018	18	14	1071	778	568	34	173	43	64	49
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.20	0.20	0.01	0.21	0.29	0.17	0.02	0.10	0.03	0.05	0.05
Intersection LOS	C											
Intersection V/C	0.703											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.596

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	180	995	180	260	809	111	153	482	109	169	1171	399
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	995	180	260	809	111	153	482	109	169	1171	399
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	249	45	65	202	28	38	121	27	42	293	100
Total Analysis Volume [veh/h]	180	995	180	260	809	111	153	482	109	169	1171	399
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.20	0.11	0.08	0.16	0.07	0.05	0.09	0.06	0.05	0.23	0.16
Intersection LOS	A											
Intersection V/C	0.596											



**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.544

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	305	1122	953	250	199	203
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	305	1122	953	250	199	203
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	281	238	63	50	51
Total Analysis Volume [veh/h]	305	1122	953	250	199	203
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.18	0.22	0.24	0.24	0.06	0.08
Intersection LOS	A					
Intersection V/C	0.544					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.485

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	52	686	47	225	686	188	239	279	27	88	525	381
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	686	47	225	686	188	239	279	27	88	525	381
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	172	12	56	172	47	60	70	7	22	131	95
Total Analysis Volume [veh/h]	52	686	47	225	686	188	239	279	27	88	525	381
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.14	0.14	0.07	0.13	0.04	0.07	0.09	0.09	0.05	0.15	0.11
Intersection LOS	A											
Intersection V/C	0.485											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.432

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	439	572	18	29	645	98	159	34	450	10	21	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	439	572	18	29	645	98	159	34	450	10	21	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	110	143	5	7	161	25	40	9	113	3	5	4
Total Analysis Volume [veh/h]	439	572	18	29	645	98	159	34	450	10	21	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.12	0.12	0.02	0.15	0.15	0.09	0.02	0.00	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.432											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.317

**Intersection Setup**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Base Volume Input [veh/h]	56	949	22	20	955	129	43	2	36	27	0	34
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	949	22	20	955	129	43	2	36	27	0	34
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	14	237	6	5	239	32	11	1	9	7	0	9
Total Analysis Volume [veh/h]	56	949	22	20	955	129	43	2	36	27	0	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.19	0.19	0.01	0.19	0.08	0.03	0.03	0.02	0.02	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.317											



**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.467

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	58	562	99	193	769	8	9	87	86	309	66	258
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	562	99	193	769	8	9	87	86	309	66	258
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	141	25	48	192	2	2	22	22	77	17	65
Total Analysis Volume [veh/h]	58	562	99	193	769	8	9	87	86	309	66	258
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.11	0.06	0.11	0.23	0.00	0.01	0.05	0.05	0.09	0.04	0.15
Intersection LOS	A											
Intersection V/C	0.467											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↻			↻↵↻			↻↵↻			↻↵↻		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	17	43	36	200	27	850	492	455	20	39	911	177
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	43	36	200	27	850	492	455	20	39	911	177
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	11	9	50	7	213	123	114	5	10	228	44
Total Analysis Volume [veh/h]	17	43	36	200	27	850	492	455	20	39	911	177
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.04	0.02	0.12	0.02	0.11	0.14	0.14	0.14	0.02	0.27	0.00
Intersection LOS	B											
Intersection V/C	0.616											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

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

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	632	231	179	383	240	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	632	231	179	383	240	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	158	58	45	96	60	67
Total Analysis Volume [veh/h]	632	231	179	383	240	267
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.25	0.25	0.05	0.11	0.07	0.10
Intersection LOS	A					
Intersection V/C	0.456					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	122	449	144	323	456	68	63	364	143	146	385	306
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	449	144	323	456	68	63	364	143	146	385	306
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	112	36	81	114	17	16	91	36	37	96	77
Total Analysis Volume [veh/h]	122	449	144	323	456	68	63	364	143	146	385	306
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.12	0.12	0.19	0.10	0.10	0.04	0.15	0.15	0.04	0.11	0.18
Intersection LOS	A											
Intersection V/C	0.573											



**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	6	305	167	271	387	3	10	13	7	249	1	369
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	305	167	271	387	3	10	13	7	249	1	369
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	76	42	68	97	1	3	3	2	62	0	92
Total Analysis Volume [veh/h]	6	305	167	271	387	3	10	13	7	249	1	369
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.14	0.14	0.16	0.11	0.00	0.01	0.01	0.01	0.15	0.00	0.22
Intersection LOS	A											
Intersection V/C	0.571											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.493

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	37	67	54	210	77	299	151	489	16	78	828	204
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	67	54	210	77	299	151	489	16	78	828	204
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	17	14	53	19	75	38	122	4	20	207	51
Total Analysis Volume [veh/h]	37	67	54	210	77	299	151	489	16	78	828	204
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.02	0.03	0.12	0.11	0.11	0.04	0.14	0.01	0.05	0.24	0.12
Intersection LOS	A											
Intersection V/C	0.493											

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	330	1442	61	366	1378	135	163	1095	569	63	581	343
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	330	1442	61	366	1378	135	163	1095	569	63	581	343
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	361	15	92	345	34	41	274	142	16	145	86
Total Analysis Volume [veh/h]	330	1442	61	366	1378	135	163	1095	569	63	581	343
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.28	0.04	0.11	0.27	0.08	0.05	0.21	0.24	0.02	0.11	0.00
Intersection LOS	B											
Intersection V/C	0.697											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	307	1125	151	324	1095	413	420	956	188	171	867	318
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	307	1125	151	324	1095	413	420	956	188	171	867	318
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	281	38	81	274	103	105	239	47	43	217	80
Total Analysis Volume [veh/h]	307	1125	151	324	1095	413	420	956	188	171	867	318
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.22	0.09	0.10	0.21	0.12	0.12	0.19	0.00	0.05	0.17	0.09
Intersection LOS	B											
Intersection V/C	0.659											



**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.685

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	516	806	188	160	968	257	275	694	710	298	655	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	516	806	188	160	968	257	275	694	710	298	655	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	202	47	40	242	64	69	174	178	75	164	33
Total Analysis Volume [veh/h]	516	806	188	160	968	257	275	694	710	298	655	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.16	0.11	0.05	0.19	0.15	0.08	0.21	0.21	0.09	0.15	0.15
Intersection LOS	B											
Intersection V/C	0.685											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	71	776	32	423	988	98	79	108	41	91	133	444
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	776	32	423	988	98	79	108	41	91	133	444
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	194	8	106	247	25	20	27	10	23	33	111
Total Analysis Volume [veh/h]	71	776	32	423	988	98	79	108	41	91	133	444
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.16	0.16	0.12	0.21	0.21	0.05	0.04	0.04	0.05	0.04	0.14
Intersection LOS	A											
Intersection V/C	0.516											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.259

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	65	61	39	279	395	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	61	39	279	395	107
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	15	10	70	99	27
Total Analysis Volume [veh/h]	65	61	39	279	395	107
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.04	0.02	0.08	0.15	0.15
Intersection LOS	A					
Intersection V/C	0.259					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

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

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↵			↵ ↑ ↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	169	605	45	31	729	289	214	40	121	37	36	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	605	45	31	729	289	214	40	121	37	36	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	151	11	8	182	72	54	10	30	9	9	7
Total Analysis Volume [veh/h]	169	605	45	31	729	289	214	40	121	37	36	28
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.13	0.13	0.02	0.20	0.20	0.06	0.07	0.07	0.02	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.461											



**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.364

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	30	606	37	73	733	84	74	0	69	35	0	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	606	37	73	733	84	74	0	69	35	0	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	152	9	18	183	21	19	0	17	9	0	31
Total Analysis Volume [veh/h]	30	606	37	73	733	84	74	0	69	35	0	122
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.13	0.13	0.04	0.16	0.16	0.04	0.00	0.04	0.02	0.00	0.09
Intersection LOS	A											
Intersection V/C	0.364											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.330

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	19	1073	107	109	721	12	9	0	12	42	1	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	1073	107	109	721	12	9	0	12	42	1	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	268	27	27	180	3	2	0	3	11	0	4
Total Analysis Volume [veh/h]	19	1073	107	109	721	12	9	0	12	42	1	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.21	0.06	0.03	0.14	0.14	0.01	0.00	0.01	0.02	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.330											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	19	1073	107	109	721	12	9	0	12	42	1	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	1073	107	109	721	12	9	0	12	42	1	17
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	282	28	29	190	3	2	0	3	11	0	4
Total Analysis Volume [veh/h]	20	1129	113	115	759	13	9	0	13	44	1	18
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	42	81	0	16	55	0	10	0	0	0	13	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	90	90	6	93	93	3	5	5
g / C, Green / Cycle	0.02	0.75	0.75	0.05	0.77	0.77	0.03	0.04	0.04
(v / s)_i Volume / Saturation Flow Rate	0.01	0.22	0.07	0.03	0.14	0.14	0.01	0.02	0.01
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1854	1663	1781	1602
c, Capacity [veh/h]	44	3802	1187	172	2746	1430	44	79	71
d1, Uniform Delay [s]	57.72	4.96	4.15	56.07	3.66	3.66	57.66	56.21	55.47
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.08	0.20	0.16	4.47	0.15	0.29	8.67	6.04	1.99
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.45	0.30	0.10	0.67	0.18	0.19	0.50	0.56	0.27
d, Delay for Lane Group [s/veh]	64.81	5.16	4.31	60.54	3.81	3.95	66.34	62.24	57.47
Lane Group LOS	E	A	A	E	A	A	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.69	2.75	0.73	1.82	1.45	1.57	0.76	1.44	0.60
50th-Percentile Queue Length [ft/ln]	17.16	68.84	18.19	45.49	36.33	39.26	19.12	36.00	14.91
95th-Percentile Queue Length [veh/ln]	1.24	4.96	1.31	3.28	2.62	2.83	1.38	2.59	1.07
95th-Percentile Queue Length [ft/ln]	30.88	123.92	32.75	81.89	65.40	70.66	34.42	64.79	26.85



**Movement, Approach, & Intersection Results**

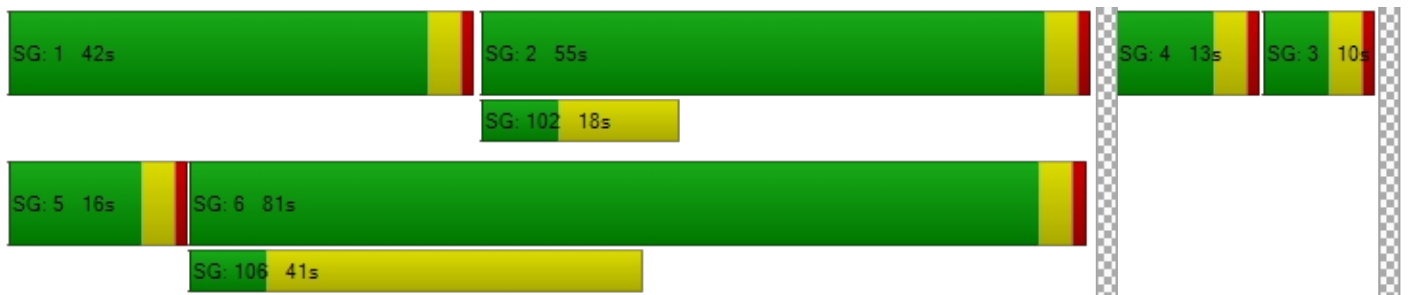
d_M, Delay for Movement [s/veh]	64.81	5.16	4.31	60.54	3.85	3.95	66.34	0.00	66.34	62.24	57.47	57.47
Movement LOS	E	A	A	E	A	A	E		E	E	E	E
d_A, Approach Delay [s/veh]	6.03			11.20			66.34			60.80		
Approach LOS	A			B			E			E		
d_I, Intersection Delay [s/veh]	10.22											
Intersection LOS	B											
Intersection V/C	0.338											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			49.50			49.50		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			1.756			2.216		
Crosswalk LOS	F			F			A			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1283			850			100			150		
d_b, Bicycle Delay [s]	7.70			19.84			54.15			51.34		
I_b,int, Bicycle LOS Score for Intersection	2.254			2.047			1.596			1.664		
Bicycle LOS	B			B			A			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	62	680	51	142	611	27	385	54	251	70	5	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	680	51	142	611	27	385	54	251	70	5	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	170	13	36	153	7	96	14	63	18	1	29
Total Analysis Volume [veh/h]	62	680	51	142	611	27	385	54	251	70	5	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.14	0.14	0.08	0.13	0.13	0.23	0.18	0.18	0.04	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.575											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	35.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	62	680	51	142	611	27	385	54	251	70	5	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	680	51	142	611	27	385	54	251	70	5	117
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	179	13	37	161	7	101	14	66	18	1	31
Total Analysis Volume [veh/h]	65	716	54	149	643	28	405	57	264	74	5	123
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	31	0	19	40	0	0	49	0	0	21	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	50	50	12	57	57	30	30	12	12
g / C, Green / Cycle	0.04	0.42	0.42	0.10	0.47	0.47	0.25	0.25	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.14	0.14	0.08	0.12	0.12	0.23	0.20	0.04	0.08
s, saturation flow rate [veh/h]	3459	3560	1804	1781	3560	1830	1781	1633	1781	1599
c, Capacity [veh/h]	156	1485	752	177	1678	863	450	413	174	156
d1, Uniform Delay [s]	55.79	23.81	23.84	53.13	19.16	19.17	43.39	41.72	51.01	53.15
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.13	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.77	0.63	1.26	10.18	0.38	0.75	7.72	3.20	1.65	10.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.42	0.34	0.35	0.84	0.26	0.26	0.90	0.78	0.43	0.82
d, Delay for Lane Group [s/veh]	57.56	24.45	25.10	63.31	19.54	19.92	51.11	44.92	52.67	63.31
Lane Group LOS	E	C	C	E	B	B	D	D	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.00	5.05	5.29	4.92	3.81	4.02	12.52	9.17	2.18	4.23
50th-Percentile Queue Length [ft/ln]	24.95	126.27	132.17	122.89	95.20	100.52	312.91	229.26	54.52	105.66
95th-Percentile Queue Length [veh/ln]	1.80	8.74	9.06	8.55	6.85	7.24	18.32	14.14	3.93	7.60
95th-Percentile Queue Length [ft/ln]	44.90	218.41	226.44	213.79	171.35	180.93	457.96	353.42	98.14	189.95

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	57.56	24.63	25.10	63.31	19.66	19.92	51.11	44.92	44.92	52.67	63.31	63.31
Movement LOS	E	C	C	E	B	B	D	D	D	D	E	E
d_A, Approach Delay [s/veh]	27.23			27.60			48.37			59.41		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	35.80											
Intersection LOS	D											
Intersection V/C	0.618											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	0.00	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.961	0.000	2.346	2.104
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	450	600	750	283
d_b, Bicycle Delay [s]	36.04	29.40	23.44	44.20
I_b,int, Bicycle LOS Score for Intersection	2.019	2.011	2.758	1.893
Bicycle LOS	B	B	C	A

**Sequence**

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





**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	161	484	205	53	586	305	364	781	191	305	866	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	161	484	205	53	586	305	364	781	191	305	866	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	121	51	13	147	76	91	195	48	76	217	13
Total Analysis Volume [veh/h]	161	484	205	53	586	305	364	781	191	305	866	51
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.09	0.12	0.03	0.11	0.18	0.11	0.15	0.11	0.09	0.18	0.18
Intersection LOS	B											
Intersection V/C	0.611											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	218	276	29	148	519	223	208	476	251	70	469	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	276	29	148	519	223	208	476	251	70	469	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	69	7	37	130	56	52	119	63	18	117	20
Total Analysis Volume [veh/h]	218	276	29	148	519	223	208	476	251	70	469	78
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.05	0.02	0.04	0.15	0.13	0.06	0.09	0.15	0.02	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.435											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.467

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	794	1076	0	304	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	794	1076	0	304	395
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	199	269	0	76	99
Total Analysis Volume [veh/h]	0	794	1076	0	304	395
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.16	0.21	0.00	0.18	0.21
Intersection LOS	A					
Intersection V/C	0.467					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	794	1076	0	304	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	794	1076	0	304	395
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	209	283	0	80	104
Total Analysis Volume [veh/h]	0	836	1133	0	320	416
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	59	59	23	23
g / C, Green / Cycle	0.65	0.65	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.16	0.22	0.22	0.22
s, saturation flow rate [veh/h]	5094	5094	1747	1589
c, Capacity [veh/h]	3331	3331	449	409
d1, Uniform Delay [s]	6.44	6.92	31.71	31.92
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.18	0.28	4.56	5.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.25	0.34	0.85	0.87
d, Delay for Lane Group [s/veh]	6.62	7.20	36.26	37.64
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.98	2.89	8.20	7.80
50th-Percentile Queue Length [ft/ln]	49.51	72.24	205.06	195.04
95th-Percentile Queue Length [veh/ln]	3.56	5.20	12.90	12.38
95th-Percentile Queue Length [ft/ln]	89.12	130.04	322.48	309.55

**Movement, Approach, & Intersection Results**

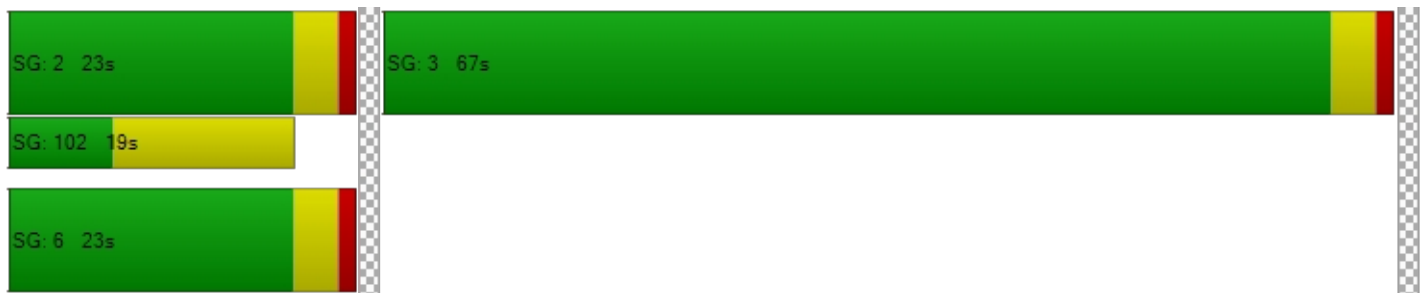
d_M, Delay for Movement [s/veh]	0.00	6.62	7.20	0.00	36.26	37.47
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	6.62		7.20		36.93	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	15.11					
Intersection LOS	B					
Intersection V/C	0.489					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.073
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.019	2.183	2.774
Bicycle LOS	B	B	C

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	445	770	64	75	1328	119	81	60	490	41	59	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	445	770	64	75	1328	119	81	60	490	41	59	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	111	193	16	19	332	30	20	15	123	10	15	11
Total Analysis Volume [veh/h]	445	770	64	75	1328	119	81	60	490	41	59	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.16	0.16	0.04	0.28	0.28	0.05	0.04	0.16	0.02	0.03	0.03
Intersection LOS	B											
Intersection V/C	0.646											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	68	751	81	459	1259	68	22	181	94	90	164	468
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	751	81	459	1259	68	22	181	94	90	164	468
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	188	20	115	315	17	6	45	24	23	41	117
Total Analysis Volume [veh/h]	68	751	81	459	1259	68	22	181	94	90	164	468
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.16	0.16	0.27	0.26	0.26	0.01	0.16	0.16	0.05	0.10	0.01
Intersection LOS	B											
Intersection V/C	0.698											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.481

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	347	70	0	0	87	8	0	0	0	472	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	347	70	0	0	87	8	0	0	0	472	0	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	87	18	0	0	22	2	0	0	0	118	0	9
Total Analysis Volume [veh/h]	347	70	0	0	87	8	0	0	0	472	0	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.04	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.28	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.481											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	34.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.501

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	347	70	0	0	87	8	0	0	0	472	0	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	347	70	0	0	87	8	0	0	0	472	0	36
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	18	0	0	23	2	0	0	0	124	0	9
Total Analysis Volume [veh/h]	365	74	0	0	92	8	0	0	0	497	0	38
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	15	40	0	0	25	0	0	0	0	50	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	11	54	39	39		28	28
g / C, Green / Cycle	0.12	0.61	0.44	0.44		0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.11	0.04	0.05	0.01		0.28	0.02
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	425	1131	818	696		545	487
d1, Uniform Delay [s]	38.72	7.31	14.97	14.31		30.07	22.21
k, delay calibration	0.11	0.50	0.50	0.50		0.13	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	5.12	0.11	0.28	0.03		7.29	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.86	0.07	0.11	0.01		0.91	0.08
d, Delay for Lane Group [s/veh]	43.84	7.42	15.25	14.34		37.36	22.28
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	4.19	0.57	1.14	0.10		11.08	0.57
50th-Percentile Queue Length [ft/ln]	104.77	14.34	28.59	2.39		277.01	14.31
95th-Percentile Queue Length [veh/ln]	7.54	1.03	2.06	0.17		16.54	1.03
95th-Percentile Queue Length [ft/ln]	188.58	25.80	51.46	4.30		413.49	25.77

**Movement, Approach, & Intersection Results**

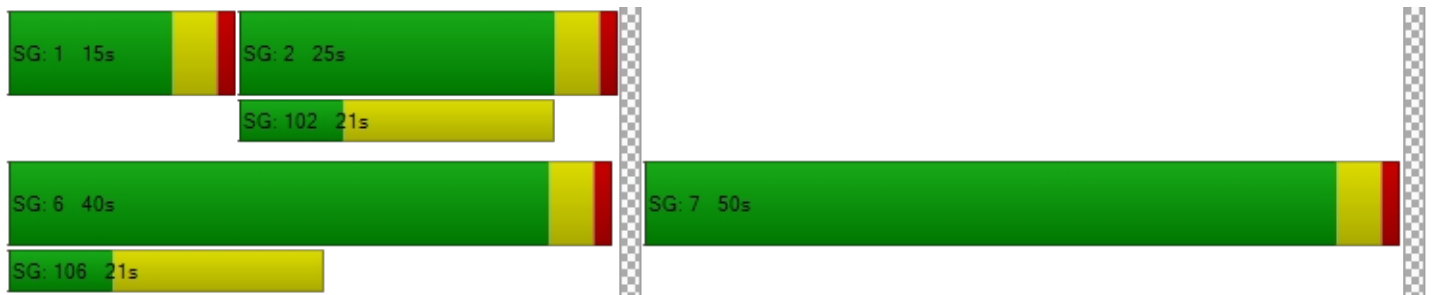
d_M, Delay for Movement [s/veh]	43.84	7.42	0.00	0.00	15.25	14.34	0.00	0.00	0.00	37.36	0.00	22.28
Movement LOS	D	A			B	B				D		C
d_A, Approach Delay [s/veh]	37.70				15.18		0.00		36.29			
Approach LOS	D				B		A		D			
d_I, Intersection Delay [s/veh]	34.90											
Intersection LOS	C											
Intersection V/C	0.501											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		34.67		34.67	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.896		1.975	
Crosswalk LOS	F		F		A		A	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	800		467		0		1022	
d_b, Bicycle Delay [s]	16.20		26.45		45.00		10.76	
I_b,int, Bicycle LOS Score for Intersection	2.284		1.725		4.132		1.560	
Bicycle LOS	B		A		D		A	

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.512

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	414	404	17	537	0	8	0	711	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	414	404	17	537	0	8	0	711	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	104	101	4	134	0	2	0	178	0	0	0
Total Analysis Volume [veh/h]	0	414	404	17	537	0	8	0	711	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0	0
Auxiliary Signal Groups													
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.24	0.24	0.01	0.16	0.00	0.00	0.00	0.21	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.512											



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.598

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	414	404	17	537	0	8	0	711	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	414	404	17	537	0	8	0	711	0	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	109	106	4	141	0	2	0	187	0	0	0
Total Analysis Volume [veh/h]	0	436	425	18	565	0	8	0	748	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	54	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	51	51	2	57	25	25	
g / C, Green / Cycle	0.57	0.57	0.02	0.64	0.27	0.27	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.27	0.01	0.16	0.24	0.24	
s, saturation flow rate [veh/h]	1870	1593	1781	3560	1593	1589	
c, Capacity [veh/h]	1061	903	45	2269	437	436	
d1, Uniform Delay [s]	10.95	11.55	43.20	7.05	31.12	31.13	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.15	1.80	5.56	0.26	5.32	5.35	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.41	0.48	0.40	0.25	0.87	0.87	
d, Delay for Lane Group [s/veh]	12.10	13.35	48.76	7.31	36.44	36.48	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.77	5.12	0.46	2.16	8.22	8.21	
50th-Percentile Queue Length [ft/ln]	119.19	128.07	11.52	54.00	205.57	205.36	
95th-Percentile Queue Length [veh/ln]	8.35	8.83	0.83	3.89	12.93	12.91	
95th-Percentile Queue Length [ft/ln]	208.72	220.87	20.74	97.20	323.14	322.87	

**Movement, Approach, & Intersection Results**

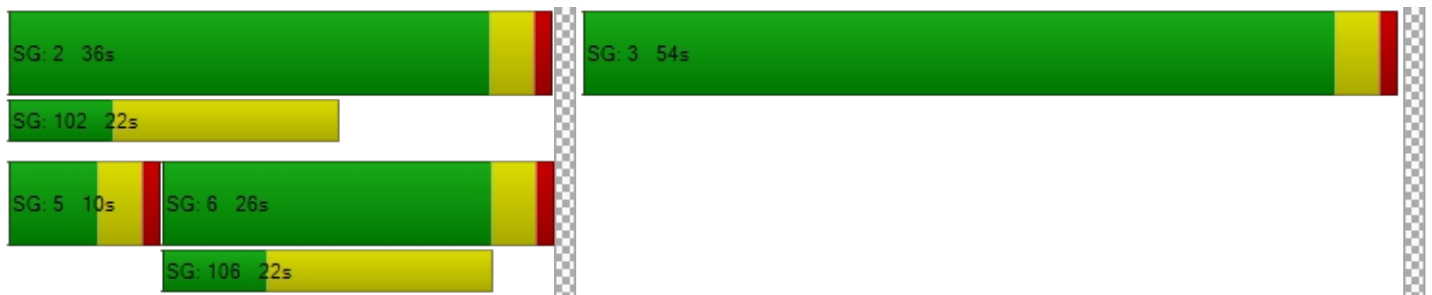
d_M, Delay for Movement [s/veh]	0.00	12.12	13.35	48.76	7.31	0.00	36.44	0.00	36.46	0.00	0.00	0.00
Movement LOS		B	B	D	A		D		D			
d_A, Approach Delay [s/veh]	12.73			8.59			36.46			0.00		
Approach LOS	B			A			D			A		
d_I, Intersection Delay [s/veh]	19.79											
Intersection LOS	B											
Intersection V/C	0.598											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			2.083			1.855		
Crosswalk LOS	F			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	489			711			1111			0		
d_b, Bicycle Delay [s]	25.69			18.69			8.89			45.00		
I_b,int, Bicycle LOS Score for Intersection	2.270			2.041			2.807			4.132		
Bicycle LOS	B			B			C			D		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	450	470	154	129	742	377	361	82	282	231	87	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	450	470	154	129	742	377	361	82	282	231	87	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	118	39	32	186	94	90	21	71	58	22	9
Total Analysis Volume [veh/h]	450	470	154	129	742	377	361	82	282	231	87	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.18	0.18	0.08	0.22	0.22	0.11	0.13	0.17	0.14	0.07	0.07
Intersection LOS	C											
Intersection V/C	0.706											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	237	0	452	0	0	0	0	2622	747	0	1788	1257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	0	452	0	0	0	0	2622	747	0	1788	1257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	0	113	0	0	0	0	656	187	0	447	314
Total Analysis Volume [veh/h]	237	0	452	0	0	0	0	2622	747	0	1788	1257
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.00	0.14	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.35	0.00
Intersection LOS	A											
Intersection V/C	0.571											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	237	0	452	0	0	0	0	2622	747	0	1788	1257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	0	452	0	0	0	0	2622	747	0	1788	1257
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	0	119	0	0	0	0	690	197	0	471	331
Total Analysis Volume [veh/h]	249	0	476	0	0	0	0	2760	786	0	1882	1323
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Version 2020 (SP 0-8)

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	37	0	0	0	0	0	0	63	0	0	63	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	43	43	43		43	43
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	10	10	10		26	26
g / C, Green / Cycle	0.23	0.23	0.23		0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.14	0.15	0.15		0.41	0.37
s, saturation flow rate [veh/h]	1781	1589	1589		6792	5094
c, Capacity [veh/h]	407	363	363		3991	2993
d1, Uniform Delay [s]	15.05	15.23	15.23		6.23	5.87
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.49	2.01	2.01		0.22	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.61	0.66	0.66		0.69	0.63
d, Delay for Lane Group [s/veh]	16.55	17.24	17.24		6.45	6.09
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	2.03	2.00	2.00		2.48	2.13
50th-Percentile Queue Length [ft/ln]	50.70	50.01	50.01		62.06	53.35
95th-Percentile Queue Length [veh/ln]	3.65	3.60	3.60		4.47	3.84
95th-Percentile Queue Length [ft/ln]	91.26	90.02	90.02		111.71	96.03

**Movement, Approach, & Intersection Results**

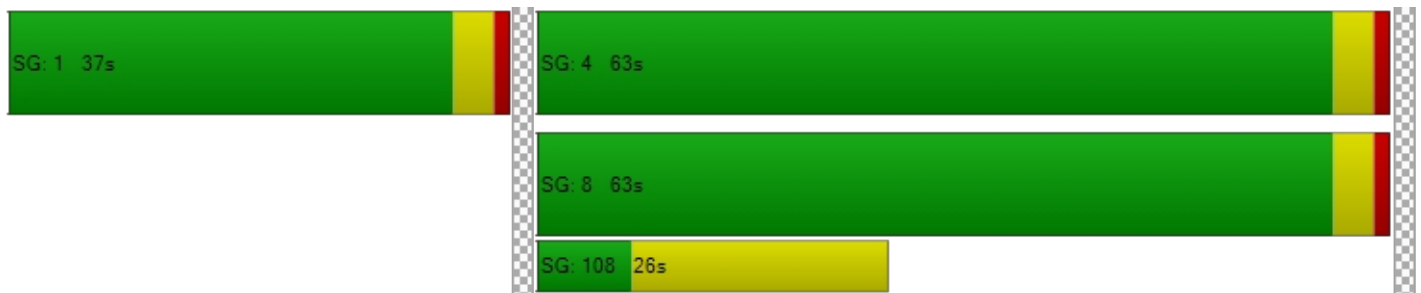
d_M, Delay for Movement [s/veh]	16.57	0.00	17.24	0.00	0.00	0.00	0.00	6.45	0.00	0.00	6.09	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	17.00			0.00			6.45			6.09		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	7.75											
Intersection LOS	A											
Intersection V/C	0.682											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.313	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	0	1180	1180
d_b, Bicycle Delay [s]	22.45	50.00	8.41	8.41
I_b,int, Bicycle LOS Score for Intersection	2.756	4.132	2.698	2.595
Bicycle LOS	C	D	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.727

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1252	1	961	0	2112	361	495	1531	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1252	1	961	0	2112	361	495	1531	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	313	0	240	0	528	90	124	383	0
Total Analysis Volume [veh/h]	0	0	0	1252	1	961	0	2112	361	495	1531	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.25	0.25	0.28	0.00	0.25	0.21	0.15	0.30	0.00
Intersection LOS	C											
Intersection V/C	0.727											



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	30.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.877

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1252	1	961	0	2112	361	495	1531	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1252	1	961	0	2112	361	495	1531	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	329	0	253	0	556	95	130	403	0
Total Analysis Volume [veh/h]	0	0	0	1318	1	1012	0	2223	380	521	1612	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	10	0	0	31	0	59	90	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group		L	C	R	C	R	L	C
C, Cycle Length [s]		100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		40	40	40	30	30	18	52
g / C, Green / Cycle		0.40	0.40	0.40	0.30	0.30	0.18	0.52
(v / s)_i Volume / Saturation Flow Rate		0.25	0.25	0.36	0.26	0.24	0.15	0.32
s, saturation flow rate [veh/h]		3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]		1386	714	1128	2547	477	620	2645
d1, Uniform Delay [s]		23.99	23.99	28.04	33.20	32.20	39.66	16.91
k, delay calibration		0.50	0.50	0.50	0.11	0.30	0.11	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		2.16	4.15	11.24	1.03	8.21	3.16	0.23
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity		0.63	0.63	0.90	0.87	0.80	0.84	0.61
d, Delay for Lane Group [s/veh]		26.16	28.15	39.28	34.23	40.41	42.82	17.14
Lane Group LOS		C	C	D	C	D	D	B
Critical Lane Group		No	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		8.42	9.07	12.63	10.12	9.36	6.38	8.29
50th-Percentile Queue Length [ft/ln]		210.55	226.70	315.84	253.03	233.95	159.52	207.22
95th-Percentile Queue Length [veh/ln]		13.18	14.01	18.46	15.34	14.37	10.52	13.01
95th-Percentile Queue Length [ft/ln]		329.54	350.16	461.57	383.47	359.37	263.09	325.26

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	26.83	28.15	39.28	0.00	34.23	40.41	42.82	17.14	0.00
Movement LOS				C	C	D		C	D	D	B	
d_A, Approach Delay [s/veh]	0.00			32.24			35.13			23.41		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	30.64											
Intersection LOS	C											
Intersection V/C	0.877											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.159	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	120	540	1720
d_b, Bicycle Delay [s]	50.00	44.18	26.65	0.98
I_b,int, Bicycle LOS Score for Intersection	4.132	5.406	2.419	2.733
Bicycle LOS	D	F	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.790

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	168	222	344	213	238	255	228	1558	114	577	1688	228
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	168	222	344	213	238	255	228	1558	114	577	1688	228
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	56	86	53	60	64	57	390	29	144	422	57
Total Analysis Volume [veh/h]	168	222	344	213	238	255	228	1558	114	577	1688	228
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.07	0.20	0.06	0.15	0.15	0.07	0.31	0.07	0.17	0.33	0.13
Intersection LOS	C											
Intersection V/C	0.790											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.680

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	330	955	27	45	1271	797	880	105	318	26	32	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	330	955	27	45	1271	797	880	105	318	26	32	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	239	7	11	318	199	220	26	80	7	8	7
Total Analysis Volume [veh/h]	330	955	27	45	1271	797	880	105	318	26	32	27
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.19	0.19	0.03	0.25	0.21	0.26	0.06	0.19	0.02	0.03	0.03
Intersection LOS	B											
Intersection V/C	0.680											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	148	928	184	417	953	121	137	1029	155	188	534	230
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	928	184	417	953	121	137	1029	155	188	534	230
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	232	46	104	238	30	34	257	39	47	134	58
Total Analysis Volume [veh/h]	148	928	184	417	953	121	137	1029	155	188	534	230
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.18	0.11	0.12	0.19	0.07	0.04	0.20	0.09	0.06	0.10	0.01
Intersection LOS	B											
Intersection V/C	0.612											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	234	1108	1151	101	101	342
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	234	1108	1151	101	101	342
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	277	288	25	25	86
Total Analysis Volume [veh/h]	234	1108	1151	101	101	342
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.22	0.25	0.25	0.03	0.09
Intersection LOS	A					
Intersection V/C	0.534					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	93	749	127	348	823	275	256	435	40	126	414	235
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	749	127	348	823	275	256	435	40	126	414	235
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	187	32	87	206	69	64	109	10	32	104	59
Total Analysis Volume [veh/h]	93	749	127	348	823	275	256	435	40	126	414	235
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.17	0.17	0.10	0.16	0.09	0.08	0.14	0.14	0.07	0.12	0.07
Intersection LOS	A											
Intersection V/C	0.538											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.509

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔↔			↔↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	443	647	43	88	726	125	187	74	547	39	81	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	443	647	43	88	726	125	187	74	547	39	81	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	111	162	11	22	182	31	47	19	137	10	20	14
Total Analysis Volume [veh/h]	443	647	43	88	726	125	187	74	547	39	81	57
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.14	0.14	0.05	0.17	0.17	0.11	0.04	0.03	0.02	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.509											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

**Intersection Setup**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Base Volume Input [veh/h]	99	974	31	39	1103	170	105	3	81	40	2	43
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	974	31	39	1103	170	105	3	81	40	2	43
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	25	244	8	10	276	43	26	1	20	10	1	11
Total Analysis Volume [veh/h]	99	974	31	39	1103	170	105	3	81	40	2	43
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.20	0.20	0.02	0.22	0.10	0.06	0.06	0.05	0.02	0.02	0.03
Intersection LOS	A											
Intersection V/C	0.413											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	77	864	213	281	746	11	11	78	74	136	75	172
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	864	213	281	746	11	11	78	74	136	75	172
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	216	53	70	187	3	3	20	19	34	19	43
Total Analysis Volume [veh/h]	77	864	213	281	746	11	11	78	74	136	75	172
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.17	0.13	0.17	0.22	0.01	0.01	0.05	0.04	0.04	0.04	0.10
Intersection LOS	A											
Intersection V/C	0.492											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↻			↻↵↻			↻↵↻			↻↵↻		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	15	31	30	268	49	593	815	982	15	24	726	230
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	31	30	268	49	593	815	982	15	24	726	230
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	8	8	67	12	148	204	246	4	6	182	58
Total Analysis Volume [veh/h]	15	31	30	268	49	593	815	982	15	24	726	230
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.03	0.02	0.08	0.09	0.00	0.24	0.29	0.29	0.01	0.21	0.06
Intersection LOS	B											
Intersection V/C	0.624											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	507	238	314	491	189	258
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	507	238	314	491	189	258
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	127	60	79	123	47	65
Total Analysis Volume [veh/h]	507	238	314	491	189	258
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.22	0.22	0.09	0.14	0.06	0.09
Intersection LOS	A					
Intersection V/C	0.449					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.476

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	166	358	135	212	328	36	66	407	117	171	301	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	166	358	135	212	328	36	66	407	117	171	301	216
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	90	34	53	82	9	17	102	29	43	75	54
Total Analysis Volume [veh/h]	166	358	135	212	328	36	66	407	117	171	301	216
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.10	0.10	0.12	0.07	0.07	0.04	0.15	0.15	0.05	0.09	0.13
Intersection LOS	A											
Intersection V/C	0.476											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	6	394	303	221	368	1	5	3	7	177	11	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	394	303	221	368	1	5	3	7	177	11	210
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	99	76	55	92	0	1	1	2	44	3	53
Total Analysis Volume [veh/h]	6	394	303	221	368	1	5	3	7	177	11	210
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.21	0.21	0.13	0.11	0.00	0.00	0.01	0.01	0.10	0.01	0.12
Intersection LOS	A											
Intersection V/C	0.511											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	45	116	70	189	61	187	316	876	19	43	659	230
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	116	70	189	61	187	316	876	19	43	659	230
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	29	18	47	15	47	79	219	5	11	165	58
Total Analysis Volume [veh/h]	45	116	70	189	61	187	316	876	19	43	659	230
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.03	0.04	0.11	0.07	0.07	0.09	0.26	0.01	0.03	0.19	0.14
Intersection LOS	A											
Intersection V/C	0.489											

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	308	1337	53	259	1219	124	131	445	349	56	512	359
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	308	1337	53	259	1219	124	131	445	349	56	512	359
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	334	13	65	305	31	33	111	87	14	128	90
Total Analysis Volume [veh/h]	308	1337	53	259	1219	124	131	445	349	56	512	359
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.26	0.03	0.08	0.24	0.07	0.04	0.09	0.11	0.02	0.10	0.00
Intersection LOS	A											
Intersection V/C	0.527											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	360	1002	183	411	813	352	367	971	212	208	838	261
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	1002	183	411	813	352	367	971	212	208	838	261
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	251	46	103	203	88	92	243	53	52	210	65
Total Analysis Volume [veh/h]	360	1002	183	411	813	352	367	971	212	208	838	261
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.20	0.11	0.12	0.16	0.10	0.11	0.19	0.00	0.06	0.16	0.03
Intersection LOS	B											
Intersection V/C	0.640											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.555

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	432	955	215	122	834	204	216	520	454	241	518	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	432	955	215	122	834	204	216	520	454	241	518	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	239	54	31	209	51	54	130	114	60	130	29
Total Analysis Volume [veh/h]	432	955	215	122	834	204	216	520	454	241	518	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.19	0.13	0.04	0.16	0.12	0.06	0.14	0.14	0.07	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.555											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	54	799	27	344	875	97	75	128	65	75	108	458
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	799	27	344	875	97	75	128	65	75	108	458
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	200	7	86	219	24	19	32	16	19	27	115
Total Analysis Volume [veh/h]	54	799	27	344	875	97	75	128	65	75	108	458
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.16	0.16	0.10	0.19	0.19	0.04	0.06	0.06	0.04	0.03	0.17
Intersection LOS	A											
Intersection V/C	0.525											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵		↵		↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	85	46	46	290	327	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	46	46	290	327	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	12	12	73	82	23
Total Analysis Volume [veh/h]	85	46	46	290	327	90
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.03	0.03	0.09	0.12	0.12
Intersection LOS	A					
Intersection V/C	0.250					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.438

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	142	554	46	28	652	261	231	39	122	22	42	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	142	554	46	28	652	261	231	39	122	22	42	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	139	12	7	163	65	58	10	31	6	11	9
Total Analysis Volume [veh/h]	142	554	46	28	652	261	231	39	122	22	42	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.12	0.12	0.02	0.18	0.18	0.07	0.08	0.07	0.01	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.438											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	27	530	32	51	678	120	99	0	95	33	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	530	32	51	678	120	99	0	95	33	0	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	133	8	13	170	30	25	0	24	8	0	18
Total Analysis Volume [veh/h]	27	530	32	51	678	120	99	0	95	33	0	73
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.11	0.11	0.03	0.16	0.16	0.06	0.00	0.06	0.02	0.00	0.06
Intersection LOS	A											
Intersection V/C	0.343											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.274

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	17	753	90	61	670	11	12	0	22	64	1	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	753	90	61	670	11	12	0	22	64	1	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	188	23	15	168	3	3	0	6	16	0	16
Total Analysis Volume [veh/h]	17	753	90	61	670	11	12	0	22	64	1	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.15	0.05	0.02	0.13	0.13	0.01	0.00	0.02	0.04	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.274											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.277

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		



**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	17	753	90	61	670	11	12	0	22	64	1	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	753	90	61	670	11	12	0	22	64	1	64
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	198	24	16	176	3	3	0	6	17	0	17
Total Analysis Volume [veh/h]	18	793	95	64	705	12	13	0	23	67	1	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	15	45	0	10	40	0	49	0	0	0	11	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	83	83	5	85	85	4	7	7
g / C, Green / Cycle	0.02	0.72	0.72	0.05	0.74	0.74	0.04	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.01	0.16	0.06	0.02	0.13	0.13	0.02	0.04	0.04
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1854	1654	1781	1593
c, Capacity [veh/h]	42	3667	1144	159	2644	1377	60	105	94
d1, Uniform Delay [s]	55.43	5.34	4.80	53.35	4.40	4.40	54.63	52.93	53.21
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.97	0.14	0.14	1.65	0.15	0.28	9.37	6.28	10.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.43	0.22	0.08	0.40	0.18	0.18	0.60	0.64	0.72
d, Delay for Lane Group [s/veh]	62.40	5.48	4.94	55.00	4.54	4.68	64.00	59.20	63.24
Lane Group LOS	E	A	A	E	A	A	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.60	1.94	0.66	0.94	1.50	1.62	1.18	2.08	2.19
50th-Percentile Queue Length [ft/ln]	14.89	48.46	16.40	23.41	37.49	40.43	29.58	51.90	54.83
95th-Percentile Queue Length [veh/ln]	1.07	3.49	1.18	1.69	2.70	2.91	2.13	3.74	3.95
95th-Percentile Queue Length [ft/ln]	26.80	87.22	29.52	42.14	67.48	72.77	53.24	93.42	98.69

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	62.40	5.48	4.94	55.00	4.59	4.68	64.00	0.00	64.00	59.20	63.24	63.24
Movement LOS	E	A	A	E	A	A	E		E	E	E	E
d_A, Approach Delay [s/veh]	6.55			8.72			64.00			61.24		
Approach LOS	A			A			E			E		
d_I, Intersection Delay [s/veh]	12.55											
Intersection LOS	B											
Intersection V/C	0.277											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			47.03			47.03		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			1.759			2.214		
Crosswalk LOS	F			F			A			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	713			626			783			122		
d_b, Bicycle Delay [s]	23.81			27.13			21.30			50.71		
I_b,int, Bicycle LOS Score for Intersection	2.058			1.989			1.619			1.782		
Bicycle LOS	B			A			A			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.432

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	70	686	55	173	565	23	44	15	89	77	10	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	686	55	173	565	23	44	15	89	77	10	115
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	172	14	43	141	6	11	4	22	19	3	29
Total Analysis Volume [veh/h]	70	686	55	173	565	23	44	15	89	77	10	115
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.15	0.15	0.10	0.12	0.12	0.03	0.06	0.06	0.05	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.432											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	26.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	70	686	55	173	565	23	44	15	89	77	10	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	686	55	173	565	23	44	15	89	77	10	115
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	181	14	46	149	6	12	4	23	20	3	30
Total Analysis Volume [veh/h]	74	722	58	182	595	24	46	16	94	81	11	121
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	31	0	22	42	0	0	48	0	0	14	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	65	65	14	74	74	10	10	10	10
g / C, Green / Cycle	0.05	0.57	0.57	0.12	0.64	0.64	0.09	0.09	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.15	0.10	0.11	0.12	0.03	0.07	0.05	0.08
s, saturation flow rate [veh/h]	3459	3560	1800	1781	3560	1833	1781	1625	1781	1610
c, Capacity [veh/h]	166	2019	1021	212	2273	1170	155	141	156	141
d1, Uniform Delay [s]	53.28	12.61	12.62	49.72	8.50	8.51	49.24	51.45	50.19	52.18
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.86	0.31	0.61	9.56	0.17	0.34	1.06	8.88	2.66	22.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.44	0.26	0.26	0.86	0.18	0.18	0.30	0.78	0.52	0.94
d, Delay for Lane Group [s/veh]	55.13	12.92	13.23	59.27	8.68	8.84	50.30	60.33	52.85	74.86
Lane Group LOS	E	B	B	E	A	A	D	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.08	3.39	3.54	5.69	2.05	2.17	1.29	3.45	2.35	4.67
50th-Percentile Queue Length [ft/ln]	27.11	84.70	88.43	142.16	51.16	54.25	32.19	86.29	58.64	116.68
95th-Percentile Queue Length [veh/ln]	1.95	6.10	6.37	9.60	3.68	3.91	2.32	6.21	4.22	8.21
95th-Percentile Queue Length [ft/ln]	48.80	152.47	159.18	239.93	92.09	97.65	57.94	155.33	105.56	205.25

**Movement, Approach, & Intersection Results**

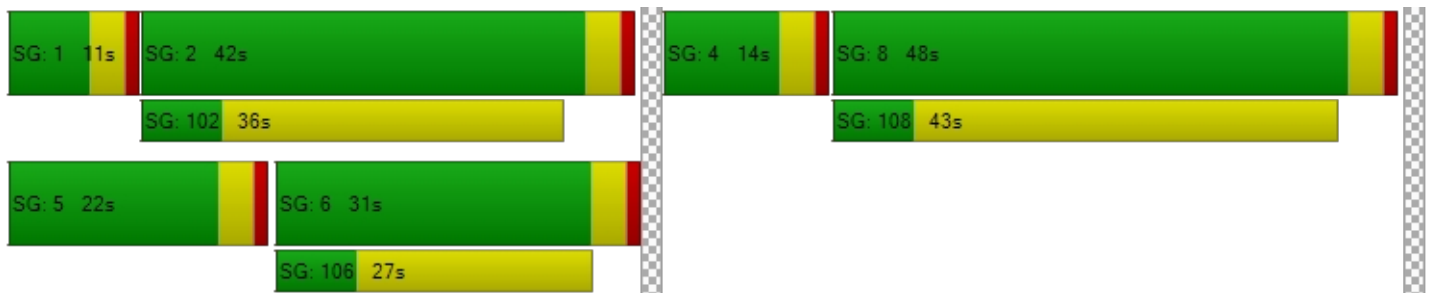
d_M, Delay for Movement [s/veh]	55.13	13.01	13.23	59.27	8.73	8.84	50.30	60.33	60.33	52.85	74.86	74.86
Movement LOS	E	B	B	E	A	A	D	E	E	D	E	E
d_A, Approach Delay [s/veh]	16.67			20.22			57.37			66.49		
Approach LOS	B			C			E			E		
d_I, Intersection Delay [s/veh]	26.45											
Intersection LOS	C											
Intersection V/C	0.462											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	47.03			0.00			47.03			47.03		
I_p,int, Pedestrian LOS Score for Intersection	2.935			0.000			2.207			2.104		
Crosswalk LOS	C			F			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	470			661			765			174		
d_b, Bicycle Delay [s]	33.67			25.78			21.92			47.93		
I_b,int, Bicycle LOS Score for Intersection	2.029			2.000			1.817			1.911		
Bicycle LOS	B			B			A			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.605

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	213	540	203	44	455	257	409	757	275	311	770	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	213	540	203	44	455	257	409	757	275	311	770	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	135	51	11	114	64	102	189	69	78	193	9
Total Analysis Volume [veh/h]	213	540	203	44	455	257	409	757	275	311	770	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.11	0.12	0.03	0.09	0.15	0.12	0.15	0.16	0.09	0.16	0.16
Intersection LOS	B											
Intersection V/C	0.605											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	160	337	28	158	405	222	227	368	185	59	338	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	337	28	158	405	222	227	368	185	59	338	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	84	7	40	101	56	57	92	46	15	85	24
Total Analysis Volume [veh/h]	160	337	28	158	405	222	227	368	185	59	338	97
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.07	0.02	0.05	0.12	0.13	0.07	0.07	0.11	0.02	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.380											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	820	1017	0	338	369
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	820	1017	0	338	369
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	205	254	0	85	92
Total Analysis Volume [veh/h]	0	820	1017	0	338	369
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.16	0.20	0.00	0.20	0.21
Intersection LOS	A					
Intersection V/C	0.457					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	15.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	820	1017	0	338	369
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	820	1017	0	338	369
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	216	268	0	89	97
Total Analysis Volume [veh/h]	0	863	1071	0	356	388
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	59	59	23	23
g / C, Green / Cycle	0.65	0.65	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.17	0.21	0.22	0.22
s, saturation flow rate [veh/h]	5094	5094	1764	1589
c, Capacity [veh/h]	3322	3322	457	411
d1, Uniform Delay [s]	6.54	6.88	31.59	31.83
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.19	0.26	4.40	5.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.26	0.32	0.85	0.87
d, Delay for Lane Group [s/veh]	6.73	7.14	35.99	37.56
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.07	2.71	8.28	7.86
50th-Percentile Queue Length [ft/ln]	51.83	67.72	207.06	196.47
95th-Percentile Queue Length [veh/ln]	3.73	4.88	13.00	12.46
95th-Percentile Queue Length [ft/ln]	93.30	121.90	325.06	311.41

**Movement, Approach, & Intersection Results**

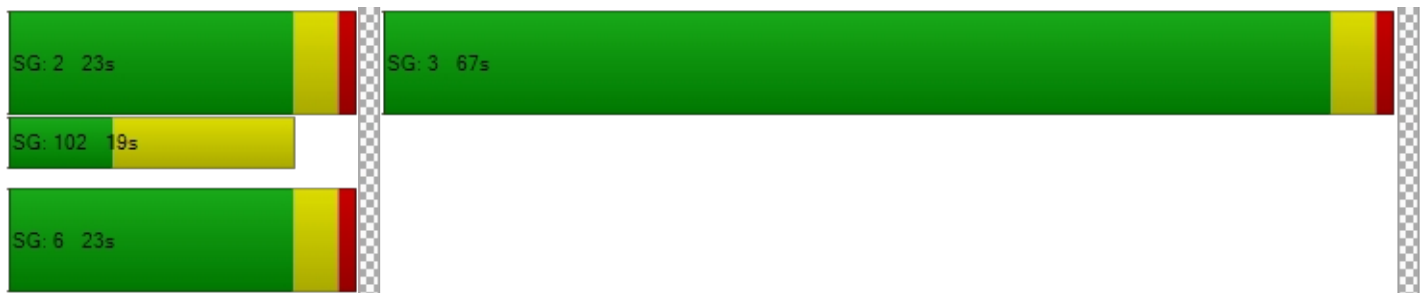
d_M, Delay for Movement [s/veh]	0.00	6.73	7.14	0.00	35.99	37.49
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	6.73		7.14		36.75	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	15.24					
Intersection LOS	B					
Intersection V/C	0.478					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.077
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.034	2.149	2.787
Bicycle LOS	B	B	C

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	383	882	56	58	778	85	71	60	367	73	50	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	383	882	56	58	778	85	71	60	367	73	50	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	221	14	15	195	21	18	15	92	18	13	11
Total Analysis Volume [veh/h]	383	882	56	58	778	85	71	60	367	73	50	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.18	0.18	0.03	0.17	0.17	0.04	0.04	0.10	0.04	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.478											



**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	54	877	65	396	780	35	33	168	84	70	141	409
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	877	65	396	780	35	33	168	84	70	141	409
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	219	16	99	195	9	8	42	21	18	35	102
Total Analysis Volume [veh/h]	54	877	65	396	780	35	33	168	84	70	141	409
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.18	0.18	0.23	0.16	0.16	0.02	0.15	0.15	0.04	0.08	0.01
Intersection LOS	B											
Intersection V/C	0.657											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.452

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵						↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	360	91	0	0	94	9	0	0	0	410	0	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	91	0	0	94	9	0	0	0	410	0	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	23	0	0	24	2	0	0	0	103	0	18
Total Analysis Volume [veh/h]	360	91	0	0	94	9	0	0	0	410	0	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.05	0.00	0.00	0.06	0.01	0.00	0.00	0.00	0.24	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.452											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	35.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.464

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	360	91	0	0	94	9	0	0	0	410	0	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	360	91	0	0	94	9	0	0	0	410	0	70
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	24	0	0	25	2	0	0	0	108	0	18
Total Analysis Volume [veh/h]	379	96	0	0	99	9	0	0	0	432	0	74
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	41	0	0	25	0	0	0	0	54	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	95	95	95	95		95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	61	45	45		26	26
g / C, Green / Cycle	0.13	0.65	0.48	0.48		0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.11	0.05	0.05	0.01		0.24	0.05
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	439	1210	894	760		479	427
d1, Uniform Delay [s]	40.67	6.24	13.68	13.03		33.53	26.64
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	5.15	0.13	0.25	0.03		6.53	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.86	0.08	0.11	0.01		0.90	0.17
d, Delay for Lane Group [s/veh]	45.82	6.37	13.93	13.05		40.06	26.83
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	4.61	0.69	1.20	0.10		10.23	1.30
50th-Percentile Queue Length [ft/ln]	115.15	17.35	30.00	2.61		255.75	32.42
95th-Percentile Queue Length [veh/ln]	8.13	1.25	2.16	0.19		15.48	2.33
95th-Percentile Queue Length [ft/ln]	203.14	31.23	54.01	4.70		386.89	58.35



**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	45.82	6.37	0.00	0.00	13.93	13.05	0.00	0.00	0.00	40.06	0.00	26.83
Movement LOS	D	A			B	B				D		C
d_A, Approach Delay [s/veh]	37.85			13.85			0.00			38.12		
Approach LOS	D			B			A			D		
d_I, Intersection Delay [s/veh]	35.60											
Intersection LOS	D											
Intersection V/C	0.464											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			37.14			37.14		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			1.906			1.964		
Crosswalk LOS	F			F			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	779			442			0			1053		
d_b, Bicycle Delay [s]	17.71			28.82			47.50			10.66		
I_b,int, Bicycle LOS Score for Intersection	2.343			1.738			4.132			1.560		
Bicycle LOS	B			A			D			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.337

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	437	316	18	479	0	6	0	181	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	437	316	18	479	0	6	0	181	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	109	79	5	120	0	2	0	45	0	0	0
Total Analysis Volume [veh/h]	0	437	316	18	479	0	6	0	181	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.22	0.22	0.01	0.14	0.00	0.00	0.00	0.06	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.337											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	9.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.362

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	437	316	18	479	0	6	0	181	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	437	316	18	479	0	6	0	181	0	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	115	83	5	126	0	2	0	48	0	0	0
Total Analysis Volume [veh/h]	0	460	333	19	504	0	6	0	191	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	59	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	72	72	2	79	8	8	
g / C, Green / Cycle	0.76	0.76	0.03	0.83	0.09	0.09	
(v / s)_i Volume / Saturation Flow Rate	0.21	0.24	0.01	0.14	0.06	0.06	
s, saturation flow rate [veh/h]	1870	1629	1781	3560	1600	1589	
c, Capacity [veh/h]	1423	1239	46	2951	139	138	
d1, Uniform Delay [s]	3.45	3.59	45.55	1.62	42.22	42.23	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.49	0.68	5.68	0.13	6.53	6.61	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.28	0.32	0.41	0.17	0.71	0.71	
d, Delay for Lane Group [s/veh]	3.94	4.28	51.23	1.75	48.75	48.84	
Lane Group LOS	A	A	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	1.91	2.02	0.51	0.53	2.48	2.48	
50th-Percentile Queue Length [ft/ln]	47.68	50.51	12.80	13.20	62.12	61.92	
95th-Percentile Queue Length [veh/ln]	3.43	3.64	0.92	0.95	4.47	4.46	
95th-Percentile Queue Length [ft/ln]	85.83	90.92	23.03	23.76	111.82	111.46	

**Movement, Approach, & Intersection Results**

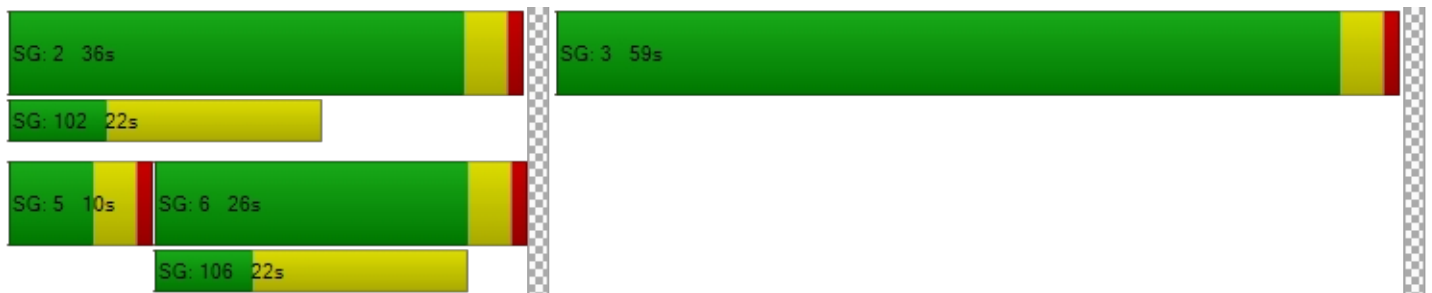
d_M, Delay for Movement [s/veh]	0.00	3.99	4.28	51.23	1.75	0.00	48.75	0.00	48.79	0.00	0.00	0.00
Movement LOS		A	A	D	A		D		D			
d_A, Approach Delay [s/veh]	4.11		3.54			48.79			0.00			
Approach LOS	A		A			D			A			
d_I, Intersection Delay [s/veh]	9.73											
Intersection LOS	A											
Intersection V/C	0.362											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00		0.00			37.14			37.14		
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000			1.813			1.769		
Crosswalk LOS	F		F			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	463		674			1158			0		
d_b, Bicycle Delay [s]	28.05		20.89			8.42			47.50		
I_b,int, Bicycle LOS Score for Intersection	2.214		1.991			1.885			4.132		
Bicycle LOS	B		A			A			D		

**Sequence**

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





**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	380	457	120	87	384	249	290	87	288	210	90	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	380	457	120	87	384	249	290	87	288	210	90	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	114	30	22	96	62	73	22	72	53	23	11
Total Analysis Volume [veh/h]	380	457	120	87	384	249	290	87	288	210	90	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.17	0.17	0.05	0.11	0.15	0.09	0.11	0.17	0.12	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.601											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.558

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	310	0	534	0	0	0	0	2231	849	0	1747	1161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	310	0	534	0	0	0	0	2231	849	0	1747	1161
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	0	134	0	0	0	0	558	212	0	437	290
Total Analysis Volume [veh/h]	310	0	534	0	0	0	0	2231	849	0	1747	1161
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.00	0.17	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.34	0.00
Intersection LOS	A											
Intersection V/C	0.558											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	310	0	534	0	0	0	0	2231	849	0	1747	1161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	310	0	534	0	0	0	0	2231	849	0	1747	1161
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	0	141	0	0	0	0	587	223	0	460	306
Total Analysis Volume [veh/h]	326	0	562	0	0	0	0	2348	894	0	1839	1222
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	39	0	0	0	0	0	0	71	0	0	71	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	51	51	51		51	51
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	13	13		30	30
g / C, Green / Cycle	0.26	0.26	0.26		0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.17	0.18	0.18		0.35	0.36
s, saturation flow rate [veh/h]	1781	1603	1589		6792	5094
c, Capacity [veh/h]	457	411	408		3986	2990
d1, Uniform Delay [s]	17.03	17.28	17.30		6.67	6.83
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.66	2.29	2.36		0.14	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.66	0.71	0.72		0.59	0.62
d, Delay for Lane Group [s/veh]	18.69	19.58	19.66		6.81	7.03
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	3.02	3.01	3.01		2.69	2.89
50th-Percentile Queue Length [ft/ln]	75.43	75.23	75.23		67.22	72.28
95th-Percentile Queue Length [veh/ln]	5.43	5.42	5.42		4.84	5.20
95th-Percentile Queue Length [ft/ln]	135.77	135.42	135.42		121.00	130.11



**Movement, Approach, & Intersection Results**

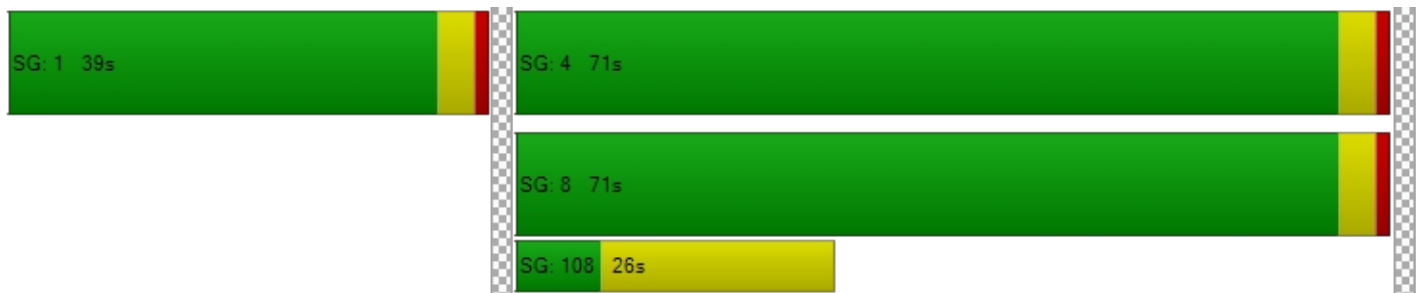
d_M, Delay for Movement [s/veh]	18.77	0.00	19.62	0.00	0.00	0.00	0.00	6.81	0.00	0.00	7.03	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	19.30			0.00			6.81			7.03		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	9.07											
Intersection LOS	A											
Intersection V/C	0.646											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.357	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	0	1218	1218
d_b, Bicycle Delay [s]	25.57	55.00	8.40	8.40
I_b,int, Bicycle LOS Score for Intersection	3.025	4.132	2.528	2.571
Bicycle LOS	C	D	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.701

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1201	3	921	0	1869	389	514	1541	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1201	3	921	0	1869	389	514	1541	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	300	1	230	0	467	97	129	385	0
Total Analysis Volume [veh/h]	0	0	0	1201	3	921	0	1869	389	514	1541	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.24	0.24	0.27	0.00	0.22	0.23	0.15	0.30	0.00
Intersection LOS	C											
Intersection V/C	0.701											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	33.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.851

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1201	3	921	0	1869	389	514	1541	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1201	3	921	0	1869	389	514	1541	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	316	1	242	0	492	102	135	406	0
Total Analysis Volume [veh/h]	0	0	0	1264	3	969	0	1967	409	541	1622	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	53	0	0	32	0	25	57	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group		L	C	R	C	R	L	C
C, Cycle Length [s]		110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		48	48	48	30	30	20	54
g / C, Green / Cycle		0.44	0.44	0.44	0.27	0.27	0.18	0.49
(v / s)_i Volume / Saturation Flow Rate		0.24	0.24	0.34	0.23	0.26	0.16	0.32
s, saturation flow rate [veh/h]		3459	1782	2813	8490	1589	3459	5094
c, Capacity [veh/h]		1509	777	1227	2315	433	629	2501
d1, Uniform Delay [s]		23.05	23.04	26.65	37.86	39.16	43.63	20.90
k, delay calibration		0.50	0.50	0.50	0.11	0.41	0.11	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		1.47	2.84	5.21	0.94	27.36	3.59	0.29
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity		0.55	0.55	0.79	0.85	0.94	0.86	0.65
d, Delay for Lane Group [s/veh]		24.52	25.88	31.86	38.79	66.52	47.22	21.19
Lane Group LOS		C	C	C	D	E	D	C
Critical Lane Group		No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		8.22	8.76	11.48	10.02	13.94	7.40	10.12
50th-Percentile Queue Length [ft/ln]		205.40	218.89	287.11	250.53	348.58	185.09	252.88
95th-Percentile Queue Length [veh/ln]		12.92	13.61	17.04	15.21	20.07	11.87	15.33
95th-Percentile Queue Length [ft/ln]		322.93	340.20	426.05	380.33	501.68	296.64	383.28

**Movement, Approach, & Intersection Results**

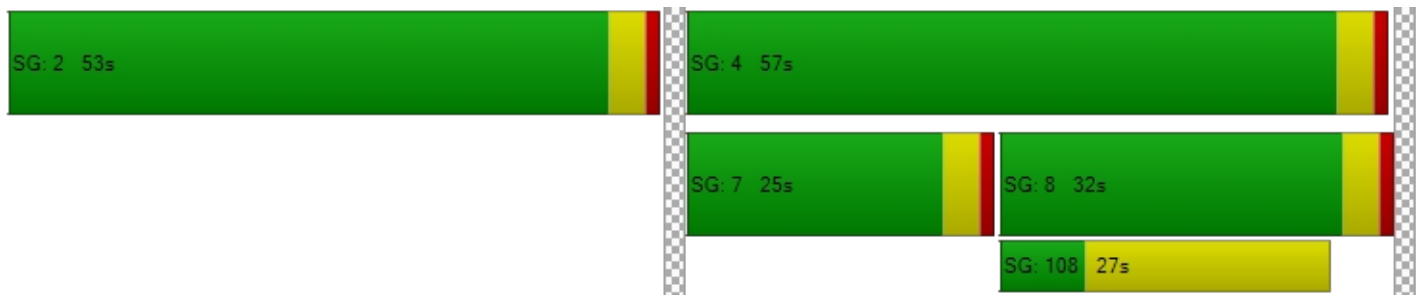
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	24.98	25.88	31.86	0.00	38.79	66.52	47.22	21.19	0.00
Movement LOS				C	C	C		D	E	D	C	
d_A, Approach Delay [s/veh]	0.00			27.96			43.57			27.70		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	33.35											
Intersection LOS	C											
Intersection V/C	0.851											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.189	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	891	509	964
d_b, Bicycle Delay [s]	55.00	16.91	30.56	14.77
I_b,int, Bicycle LOS Score for Intersection	4.132	5.249	2.344	2.749
Bicycle LOS	D	F	B	B

**Sequence**

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





**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.747

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	174	450	391	166	174	202	222	1351	119	521	1426	400
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	174	450	391	166	174	202	222	1351	119	521	1426	400
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	113	98	42	44	51	56	338	30	130	357	100
Total Analysis Volume [veh/h]	174	450	391	166	174	202	222	1351	119	521	1426	400
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.13	0.23	0.05	0.11	0.11	0.07	0.26	0.07	0.15	0.28	0.24
Intersection LOS	C											
Intersection V/C	0.747											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.596

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	383	965	23	35	1105	633	649	64	238	28	29	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	383	965	23	35	1105	633	649	64	238	28	29	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	241	6	9	276	158	162	16	60	7	7	8
Total Analysis Volume [veh/h]	383	965	23	35	1105	633	649	64	238	28	29	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.19	0.19	0.02	0.22	0.18	0.19	0.04	0.14	0.02	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.596											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.550

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	182	953	206	396	922	138	150	680	148	215	604	333
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	953	206	396	922	138	150	680	148	215	604	333
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	238	52	99	231	35	38	170	37	54	151	83
Total Analysis Volume [veh/h]	182	953	206	396	922	138	150	680	148	215	604	333
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.19	0.12	0.12	0.18	0.08	0.04	0.13	0.09	0.06	0.12	0.08
Intersection LOS	A											
Intersection V/C	0.550											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	228	1023	1051	91	120	278
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	228	1023	1051	91	120	278
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	256	263	23	30	70
Total Analysis Volume [veh/h]	228	1023	1051	91	120	278
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.20	0.22	0.22	0.04	0.08
Intersection LOS	A					
Intersection V/C	0.490					



**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	85	720	123	275	848	237	225	355	50	154	470	300
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	720	123	275	848	237	225	355	50	154	470	300
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	180	31	69	212	59	56	89	13	39	118	75
Total Analysis Volume [veh/h]	85	720	123	275	848	237	225	355	50	154	470	300
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.17	0.17	0.08	0.17	0.07	0.07	0.12	0.12	0.09	0.14	0.09
Intersection LOS	A											
Intersection V/C	0.506											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.493

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔↔			↔↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	404	563	49	84	807	98	224	70	507	54	82	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	404	563	49	84	807	98	224	70	507	54	82	69
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	141	12	21	202	25	56	18	127	14	21	17
Total Analysis Volume [veh/h]	404	563	49	84	807	98	224	70	507	54	82	69
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.12	0.12	0.05	0.18	0.18	0.07	0.09	0.03	0.03	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.493											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.429

**Intersection Setup**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Base Volume Input [veh/h]	129	868	30	36	1075	256	111	6	111	28	2	40
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	868	30	36	1075	256	111	6	111	28	2	40
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	32	217	8	9	269	64	28	2	28	7	1	10
Total Analysis Volume [veh/h]	129	868	30	36	1075	256	111	6	111	28	2	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.18	0.18	0.02	0.21	0.15	0.07	0.07	0.07	0.02	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.429											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	61	683	138	205	827	16	6	86	85	199	82	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	683	138	205	827	16	6	86	85	199	82	196
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	171	35	51	207	4	2	22	21	50	21	49
Total Analysis Volume [veh/h]	61	683	138	205	827	16	6	86	85	199	82	196
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.13	0.08	0.12	0.24	0.01	0.00	0.05	0.05	0.06	0.05	0.12
Intersection LOS	A											
Intersection V/C	0.448											



**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↕↔			↔↔↔			↔↔↔			↔↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	20	42	39	269	28	730	706	1033	11	42	741	285
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	42	39	269	28	730	706	1033	11	42	741	285
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	11	10	67	7	183	177	258	3	11	185	71
Total Analysis Volume [veh/h]	20	42	39	269	28	730	706	1033	11	42	741	285
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.04	0.02	0.16	0.02	0.01	0.21	0.31	0.31	0.02	0.22	0.01
Intersection LOS	B											
Intersection V/C	0.670											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.438

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	520	194	275	458	189	306
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	520	194	275	458	189	306
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	130	49	69	115	47	77
Total Analysis Volume [veh/h]	520	194	275	458	189	306
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.21	0.21	0.08	0.13	0.06	0.10
Intersection LOS	A					
Intersection V/C	0.438					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	160	407	193	213	300	45	53	347	124	180	339	202
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	407	193	213	300	45	53	347	124	180	339	202
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	102	48	53	75	11	13	87	31	45	85	51
Total Analysis Volume [veh/h]	160	407	193	213	300	45	53	347	124	180	339	202
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.12	0.12	0.13	0.07	0.07	0.03	0.14	0.14	0.05	0.10	0.12
Intersection LOS	A											
Intersection V/C	0.484											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	13	464	220	163	409	17	9	10	9	224	8	197
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	464	220	163	409	17	9	10	9	224	8	197
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	116	55	41	102	4	2	3	2	56	2	49
Total Analysis Volume [veh/h]	13	464	220	163	409	17	9	10	9	224	8	197
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.20	0.20	0.10	0.12	0.01	0.01	0.01	0.01	0.13	0.00	0.12
Intersection LOS	A											
Intersection V/C	0.490											



**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	92	129	136	238	142	204	268	728	73	117	858	292
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	129	136	238	142	204	268	728	73	117	858	292
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	32	34	60	36	51	67	182	18	29	215	73
Total Analysis Volume [veh/h]	92	129	136	238	142	204	268	728	73	117	858	292
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.04	0.08	0.14	0.10	0.10	0.08	0.21	0.04	0.07	0.25	0.17
Intersection LOS	B											
Intersection V/C	0.601											

*APPENDIX A-III*

**2025 CUMULATIVE BASE  
TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.722

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	402	1295	85	285	1279	147	127	660	226	51	1354	470
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	402	1295	85	285	1279	147	127	660	226	51	1354	470
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	324	21	71	320	37	32	165	57	13	339	118
Total Analysis Volume [veh/h]	402	1295	85	285	1279	147	127	660	226	51	1354	470
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.25	0.05	0.08	0.25	0.09	0.04	0.13	0.01	0.02	0.27	0.00
Intersection LOS	C											
Intersection V/C	0.722											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	289	1115	97	137	952	521	374	772	153	111	778	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	289	1115	97	137	952	521	374	772	153	111	778	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	279	24	34	238	130	94	193	38	28	195	18
Total Analysis Volume [veh/h]	289	1115	97	137	952	521	374	772	153	111	778	73
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.22	0.06	0.04	0.19	0.20	0.11	0.15	0.00	0.03	0.15	0.00
Intersection LOS	A											
Intersection V/C	0.594											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	619	1197	239	93	644	318	340	895	441	121	924	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	619	1197	239	93	644	318	340	895	441	121	924	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	155	299	60	23	161	80	85	224	110	30	231	18
Total Analysis Volume [veh/h]	619	1197	239	93	644	318	340	895	441	121	924	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.18	0.23	0.14	0.03	0.13	0.19	0.10	0.20	0.20	0.04	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.714											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

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

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	25	763	18	332	661	75	144	215	71	35	119	522
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	763	18	332	661	75	144	215	71	35	119	522
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	191	5	83	165	19	36	54	18	9	30	131
Total Analysis Volume [veh/h]	25	763	18	332	661	75	144	215	71	35	119	522
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.15	0.15	0.10	0.14	0.14	0.08	0.08	0.08	0.02	0.04	0.21
Intersection LOS	A											
Intersection V/C	0.595											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.302

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵		↵		↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	172	87	101	382	182	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	87	101	382	182	130
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	22	25	96	46	33
Total Analysis Volume [veh/h]	172	87	101	382	182	130
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.05	0.06	0.11	0.09	0.09
Intersection LOS	A					
Intersection V/C	0.302					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.373

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↵			↵ ↑ ↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	112	435	24	16	541	165	317	41	167	11	14	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	435	24	16	541	165	317	41	167	11	14	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	109	6	4	135	41	79	10	42	3	4	2
Total Analysis Volume [veh/h]	112	435	24	16	541	165	317	41	167	11	14	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.09	0.09	0.01	0.14	0.14	0.09	0.11	0.10	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.373											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Two-way stop	Delay (sec / veh):	20.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	3	552	48	58	659	4	0	0	0	8	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	552	48	58	659	4	0	0	0	8	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	138	12	15	165	1	0	0	0	2	0	6
Total Analysis Volume [veh/h]	3	552	48	58	659	4	0	0	0	8	0	25
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

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




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.10	0.01	0.00	0.00	0.00	0.00	0.03	0.00	0.04
d_M, Delay for Movement [s/veh]	11.38	0.00	0.00	11.55	0.00	0.00	21.01	33.07	11.35	20.13	32.87	11.71
Movement LOS	B	A	A	B	A	A	C	D	B	C	D	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.00	0.24	0.24	0.24
95th-Percentile Queue Length [ft/ln]	0.40	0.00	0.00	7.88	0.00	0.00	0.00	0.00	0.00	5.99	5.99	5.99
d_A, Approach Delay [s/veh]	0.06			0.93			21.81			13.75		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	0.85											
Intersection LOS	C											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	2	525	358	340	482	7	30	0	16	45	0	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	525	358	340	482	7	30	0	16	45	0	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	131	90	85	121	2	8	0	4	11	0	17
Total Analysis Volume [veh/h]	2	525	358	340	482	7	30	0	16	45	0	66
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.10	0.21	0.10	0.10	0.10	0.02	0.00	0.03	0.03	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.426											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.483

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	2	525	358	340	482	7	30	0	16	45	0	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	525	358	340	482	7	30	0	16	45	0	66
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	138	94	89	127	2	8	0	4	12	0	17
Total Analysis Volume [veh/h]	2	553	377	358	507	7	32	0	17	47	0	69
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stree		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	64	45	0	44	25	0	10	0	0	0	11	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	69	69	14	82	82	5	7	7
g / C, Green / Cycle	0.00	0.62	0.62	0.13	0.75	0.75	0.04	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.00	0.11	0.24	0.10	0.09	0.09	0.03	0.03	0.04
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1857	1709	1781	1589
c, Capacity [veh/h]	8	3179	992	445	2665	1390	72	107	95
d1, Uniform Delay [s]	54.64	8.73	10.20	46.61	3.85	3.85	52.03	49.96	50.85
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.05	0.12	1.11	3.44	0.10	0.19	10.96	2.82	9.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.26	0.17	0.38	0.80	0.13	0.13	0.68	0.44	0.72
d, Delay for Lane Group [s/veh]	71.69	8.85	11.31	50.05	3.94	4.04	62.99	52.78	60.73
Lane Group LOS	E	A	B	D	A	A	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.09	1.81	4.55	4.96	0.93	1.00	1.55	1.33	2.13
50th-Percentile Queue Length [ft/ln]	2.29	45.32	113.86	123.91	23.22	25.12	38.74	33.31	53.18
95th-Percentile Queue Length [veh/ln]	0.16	3.26	8.05	8.61	1.67	1.81	2.79	2.40	3.83
95th-Percentile Queue Length [ft/ln]	4.12	81.58	201.36	215.19	41.79	45.21	69.73	59.96	95.73

**Movement, Approach, & Intersection Results**

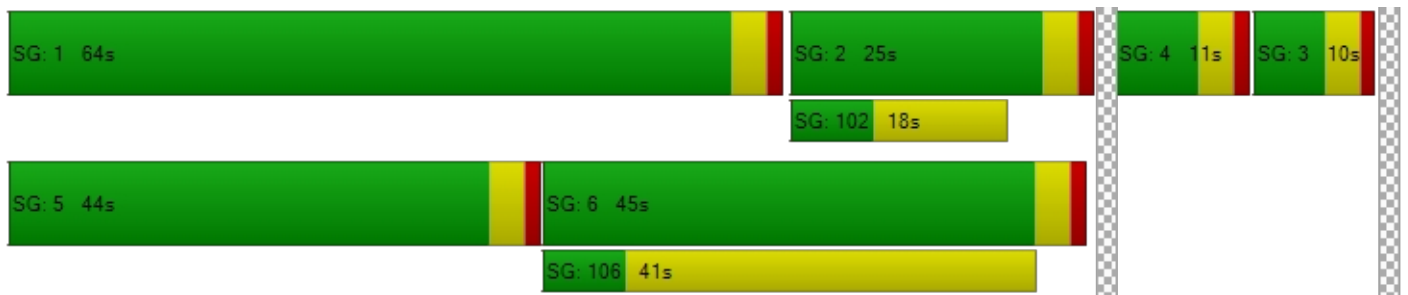
d_M, Delay for Movement [s/veh]	71.69	8.85	11.31	50.05	3.98	4.04	62.99	0.00	62.99	52.78	60.73	60.73
Movement LOS	E	A	B	D	A	A	E		E	D	E	E
d_A, Approach Delay [s/veh]	9.98		22.89			62.99			57.51			
Approach LOS	A		C			E			E			
d_I, Intersection Delay [s/veh]	19.82											
Intersection LOS	B											
Intersection V/C	0.483											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0			11.0			
M_corner, Corner Circulation Area [ft²/ped]	0.00		0.00		0.00			0.00			
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00		0.00		0.00			0.00			
d_p, Pedestrian Delay [s]	0.00		0.00		44.55			44.55			
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.753			2.348			
Crosswalk LOS	F		F		A			B			
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000			2000			
c_b, Capacity of the bicycle lane [bicycles/h]	745		382		109			127			
d_b, Bicycle Delay [s]	21.64		36.00		49.16			48.22			
I_b,int, Bicycle LOS Score for Intersection	2.072		2.039		1.640			1.751			
Bicycle LOS	B		B		A			A			

**Sequence**

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





**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.332

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	29	772	29	92	458	21	45	9	77	10	1	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	772	29	92	458	21	45	9	77	10	1	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	193	7	23	115	5	11	2	19	3	0	8
Total Analysis Volume [veh/h]	29	772	29	92	458	21	45	9	77	10	1	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.16	0.16	0.05	0.09	0.09	0.03	0.05	0.05	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.332											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	16.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.339

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	29	772	29	92	458	21	45	9	77	10	1	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	772	29	92	458	21	45	9	77	10	1	33
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	203	8	24	121	6	12	2	20	3	0	9
Total Analysis Volume [veh/h]	31	813	31	97	482	22	47	9	81	11	1	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	31	0	22	43	0	0	47	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	74	74	8	77	77	8	8	5	5
g / C, Green / Cycle	0.03	0.67	0.67	0.07	0.70	0.70	0.07	0.07	0.04	0.04
(v / s)_i Volume / Saturation Flow Rate	0.01	0.16	0.16	0.05	0.09	0.09	0.03	0.06	0.01	0.02
s, saturation flow rate [veh/h]	3459	3560	1835	1781	3560	1829	1781	1614	1781	1596
c, Capacity [veh/h]	117	2379	1226	124	2505	1287	134	121	75	67
d1, Uniform Delay [s]	51.82	7.19	7.19	50.39	5.33	5.34	48.36	49.86	50.81	51.66
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.19	0.23	0.45	10.31	0.11	0.22	1.57	8.66	0.89	6.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.26	0.23	0.23	0.78	0.13	0.13	0.35	0.74	0.15	0.54
d, Delay for Lane Group [s/veh]	53.01	7.42	7.64	60.70	5.44	5.55	49.93	58.52	51.70	58.15
Lane Group LOS	D	A	A	E	A	A	D	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.44	2.46	2.62	2.98	1.17	1.24	1.28	2.71	0.31	1.09
50th-Percentile Queue Length [ft/ln]	10.90	61.61	65.59	74.41	29.13	31.12	32.10	67.79	7.77	27.34
95th-Percentile Queue Length [veh/ln]	0.79	4.44	4.72	5.36	2.10	2.24	2.31	4.88	0.56	1.97
95th-Percentile Queue Length [ft/ln]	19.63	110.90	118.06	133.95	52.44	56.01	57.78	122.02	13.98	49.20

**Movement, Approach, & Intersection Results**

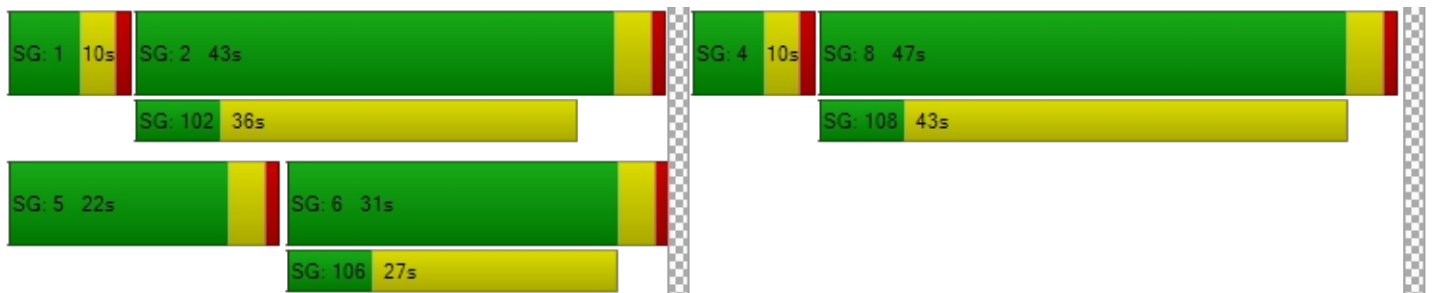
d_M, Delay for Movement [s/veh]	53.01	7.49	7.64	60.70	5.48	5.55	49.93	58.52	58.52	51.70	58.15	58.15
Movement LOS	D	A	A	E	A	A	D	E	E	D	E	E
d_A, Approach Delay [s/veh]	9.11		14.39			55.57			56.64			
Approach LOS	A		B			E			E			
d_I, Intersection Delay [s/veh]	16.20											
Intersection LOS	B											
Intersection V/C	0.339											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0		0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	44.55		0.00			44.55			44.55		
I_p,int, Pedestrian LOS Score for Intersection	2.912		0.000			2.187			2.010		
Crosswalk LOS	C		F			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	491		709			782			109		
d_b, Bicycle Delay [s]	31.31		22.91			20.40			49.16		
I_b,int, Bicycle LOS Score for Intersection	2.041		1.890			1.786			1.637		
Bicycle LOS	B		A			A			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.409

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	120	627	142	25	389	111	197	639	105	176	732	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	627	142	25	389	111	197	639	105	176	732	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	157	36	6	97	28	49	160	26	44	183	14
Total Analysis Volume [veh/h]	120	627	142	25	389	111	197	639	105	176	732	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.12	0.08	0.01	0.08	0.07	0.06	0.13	0.06	0.05	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.409											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.425

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	320	513	31	58	233	116	193	439	338	46	636	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	320	513	31	58	233	116	193	439	338	46	636	104
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	128	8	15	58	29	48	110	85	12	159	26
Total Analysis Volume [veh/h]	320	513	31	58	233	116	193	439	338	46	636	104
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.10	0.02	0.02	0.07	0.07	0.06	0.09	0.20	0.01	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.425											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.454

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1831	706	0	67	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1831	706	0	67	86
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	458	177	0	17	22
Total Analysis Volume [veh/h]	0	1831	706	0	67	86
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.36	0.14	0.00	0.04	0.05
Intersection LOS	A					
Intersection V/C	0.454					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	4.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1831	706	0	67	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1831	706	0	67	86
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	482	186	0	18	23
Total Analysis Volume [veh/h]	0	1927	743	0	71	91
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	7	7
g / C, Green / Cycle	0.84	0.84	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.38	0.15	0.05	0.05
s, saturation flow rate [veh/h]	5094	5094	1750	1589
c, Capacity [veh/h]	4263	4263	130	118
d1, Uniform Delay [s]	1.92	1.40	40.47	40.55
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.35	0.09	5.21	6.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.45	0.17	0.64	0.67
d, Delay for Lane Group [s/veh]	2.27	1.49	45.68	46.93
Lane Group LOS	A	A	D	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.36	0.38	1.96	1.89
50th-Percentile Queue Length [ft/ln]	34.00	9.46	48.97	47.17
95th-Percentile Queue Length [veh/ln]	2.45	0.68	3.53	3.40
95th-Percentile Queue Length [ft/ln]	61.19	17.02	88.15	84.91

**Movement, Approach, & Intersection Results**

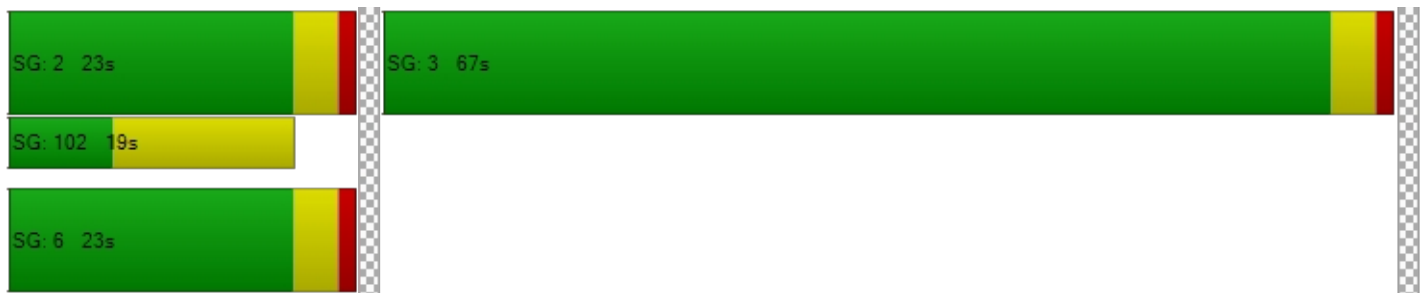
d_M, Delay for Movement [s/veh]	0.00	2.27	1.49	0.00	45.68	46.79
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	2.27		1.49		46.29	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	4.58					
Intersection LOS	A					
Intersection V/C	0.470					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.793
Crosswalk LOS	F	F	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.619	1.968	1.827
Bicycle LOS	B	A	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	487	1788	34	46	600	93	120	84	418	97	136	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	487	1788	34	46	600	93	120	84	418	97	136	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	447	9	12	150	23	30	21	105	24	34	20
Total Analysis Volume [veh/h]	487	1788	34	46	600	93	120	84	418	97	136	80
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.36	0.36	0.03	0.14	0.14	0.07	0.05	0.10	0.06	0.08	0.05
Intersection LOS	A											
Intersection V/C	0.594											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.818

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	95	1712	98	378	683	18	54	168	85	71	179	488
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	1712	98	378	683	18	54	168	85	71	179	488
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	428	25	95	171	5	14	42	21	18	45	122
Total Analysis Volume [veh/h]	95	1712	98	378	683	18	54	168	85	71	179	488
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.35	0.35	0.22	0.14	0.14	0.03	0.15	0.15	0.04	0.11	0.06
Intersection LOS	D											
Intersection V/C	0.818											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵						↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	994	49	0	0	78	22	0	0	0	487	0	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	994	49	0	0	78	22	0	0	0	487	0	54
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	249	12	0	0	20	6	0	0	0	122	0	14
Total Analysis Volume [veh/h]	994	49	0	0	78	22	0	0	0	487	0	54
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.29	0.03	0.00	0.00	0.05	0.01	0.00	0.00	0.00	0.29	0.00	0.03
Intersection LOS	B											
Intersection V/C	0.675											



**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	45.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.705

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	994	49	0	0	78	22	0	0	0	487	0	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	994	49	0	0	78	22	0	0	0	487	0	54
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	262	13	0	0	21	6	0	0	0	128	0	14
Total Analysis Volume [veh/h]	1046	52	0	0	82	23	0	0	0	513	0	57
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	47	72	0	0	25	0	0	0	0	48	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	39	75	32	32		37	37
g / C, Green / Cycle	0.33	0.63	0.27	0.27		0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.30	0.03	0.04	0.01		0.29	0.04
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	1126	1173	502	427		545	486
d1, Uniform Delay [s]	39.11	8.57	33.56	32.56		40.57	29.96
k, delay calibration	0.11	0.50	0.50	0.50		0.30	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.02	0.07	0.70	0.24		18.88	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.93	0.04	0.16	0.05		0.94	0.12
d, Delay for Lane Group [s/veh]	43.13	8.64	34.26	32.80		59.45	30.07
Lane Group LOS	D	A	C	C		E	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	15.31	0.53	1.94	0.53		17.44	1.21
50th-Percentile Queue Length [ft/ln]	382.83	13.34	48.54	13.26		435.99	30.27
95th-Percentile Queue Length [veh/ln]	21.73	0.96	3.49	0.95		24.29	2.18
95th-Percentile Queue Length [ft/ln]	543.27	24.00	87.37	23.86		607.21	54.49

**Movement, Approach, & Intersection Results**

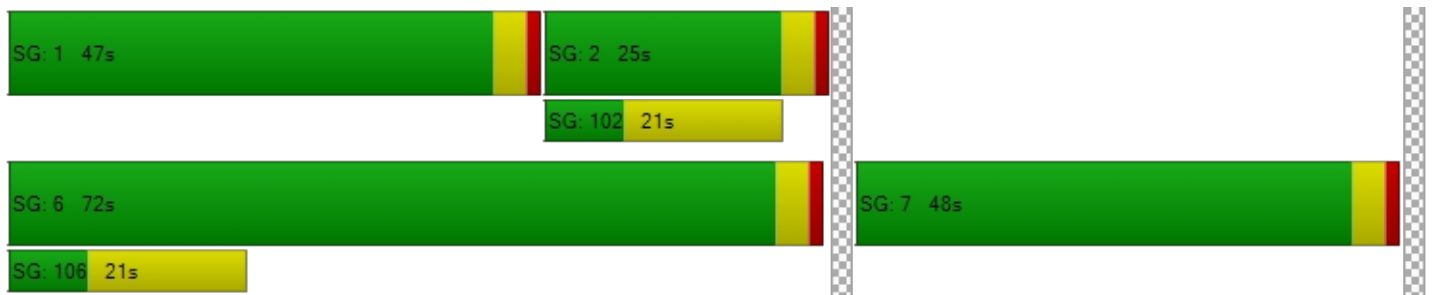
d_M, Delay for Movement [s/veh]	43.13	8.64	0.00	0.00	34.26	32.80	0.00	0.00	0.00	59.45	0.00	30.07
Movement LOS	D	A			C	C				E		C
d_A, Approach Delay [s/veh]	41.49				33.94		0.00		56.51			
Approach LOS	D				C		A		E			
d_I, Intersection Delay [s/veh]	45.88											
Intersection LOS	D											
Intersection V/C	0.705											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.250	2.007
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1133	350	0	733
d_b, Bicycle Delay [s]	11.27	40.84	60.00	24.07
I_b,int, Bicycle LOS Score for Intersection	3.371	1.733	4.132	1.560
Bicycle LOS	C	A	D	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	1031	418	22	543	0	4	0	222	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1031	418	22	543	0	4	0	222	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	258	105	6	136	0	1	0	56	0	0	0
Total Analysis Volume [veh/h]	0	1031	418	22	543	0	4	0	222	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.43	0.43	0.01	0.16	0.00	0.00	0.00	0.07	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.556											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.597

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		



**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	1031	418	22	543	0	4	0	222	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1031	418	22	543	0	4	0	222	0	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	271	110	6	143	0	1	0	58	0	0	0
Total Analysis Volume [veh/h]	0	1085	440	23	572	0	4	0	234	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	35	0	10	45	0	75	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	93	93	3	101	11	11	
g / C, Green / Cycle	0.78	0.78	0.03	0.84	0.10	0.10	
(v / s)_i Volume / Saturation Flow Rate	0.41	0.45	0.01	0.16	0.07	0.07	
s, saturation flow rate [veh/h]	1870	1697	1781	3560	1595	1589	
c, Capacity [veh/h]	1454	1320	48	2984	152	151	
d1, Uniform Delay [s]	5.01	5.38	57.51	1.87	53.08	53.08	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.36	1.85	7.07	0.14	8.62	8.67	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.52	0.58	0.48	0.19	0.79	0.79	
d, Delay for Lane Group [s/veh]	6.36	7.23	64.58	2.01	61.70	61.76	
Lane Group LOS	A	A	E	A	E	E	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.36	6.93	0.78	0.91	3.88	3.87	
50th-Percentile Queue Length [ft/ln]	159.09	173.30	19.59	22.84	96.89	96.68	
95th-Percentile Queue Length [veh/ln]	10.50	11.25	1.41	1.64	6.98	6.96	
95th-Percentile Queue Length [ft/ln]	262.52	281.25	35.25	41.11	174.41	174.03	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	6.62	7.23	64.58	2.01	0.00	61.70	0.00	61.73	0.00	0.00	0.00
Movement LOS		A	A	E	A		E		E			
d_A, Approach Delay [s/veh]	6.80		4.43			61.73			0.00			
Approach LOS	A		A			E			A			
d_I, Intersection Delay [s/veh]	11.74											
Intersection LOS	B											
Intersection V/C	0.597											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00		0.00			49.50			49.50		
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000			1.845			1.889		
Crosswalk LOS	F		F			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	517		683			1183			0		
d_b, Bicycle Delay [s]	33.00		26.00			10.00			60.00		
I_b,int, Bicycle LOS Score for Intersection	2.818		2.050			1.952			4.132		
Bicycle LOS	C		B			A			D		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.707

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐ ⇐			⇐ ⇐ ⇐			⇐ ⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	189	963	210	93	348	332	421	118	329	109	48	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	189	963	210	93	348	332	421	118	329	109	48	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	241	53	23	87	83	105	30	82	27	12	6
Total Analysis Volume [veh/h]	189	963	210	93	348	332	421	118	329	109	48	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.35	0.35	0.05	0.10	0.20	0.12	0.16	0.19	0.06	0.04	0.04
Intersection LOS	C											
Intersection V/C	0.707											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	213	0	588	0	0	0	0	2397	844	0	1765	1362
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	213	0	588	0	0	0	0	2397	844	0	1765	1362
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	0	147	0	0	0	0	599	211	0	441	341
Total Analysis Volume [veh/h]	213	0	588	0	0	0	0	2397	844	0	1765	1362
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.00	0.16	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.35	0.00
Intersection LOS	A											
Intersection V/C	0.575											



**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.685

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	213	0	588	0	0	0	0	2397	844	0	1765	1362
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	213	0	588	0	0	0	0	2397	844	0	1765	1362
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	0	155	0	0	0	0	631	222	0	464	358
Total Analysis Volume [veh/h]	224	0	619	0	0	0	0	2523	888	0	1858	1434
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	41	0	0	0	0	0	0	74	0	0	74	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	46	46	46		46	46
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	13	13		26	26
g / C, Green / Cycle	0.27	0.27	0.27		0.56	0.56
(v / s)_i Volume / Saturation Flow Rate	0.13	0.19	0.19		0.37	0.36
s, saturation flow rate [veh/h]	1781	1589	1589		6792	5094
c, Capacity [veh/h]	484	432	432		3772	2829
d1, Uniform Delay [s]	14.04	15.24	15.24		7.28	7.20
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.69	2.23	2.23		0.21	0.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.46	0.72	0.72		0.67	0.66
d, Delay for Lane Group [s/veh]	14.73	17.47	17.47		7.49	7.47
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	1.75	2.75	2.75		2.88	2.81
50th-Percentile Queue Length [ft/ln]	43.69	68.76	68.76		71.92	70.27
95th-Percentile Queue Length [veh/ln]	3.15	4.95	4.95		5.18	5.06
95th-Percentile Queue Length [ft/ln]	78.64	123.76	123.76		129.46	126.48

**Movement, Approach, & Intersection Results**

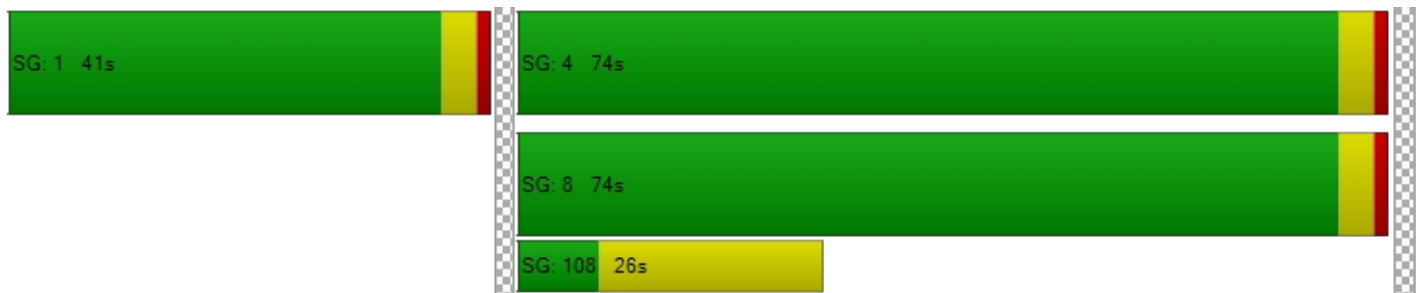
d_M, Delay for Movement [s/veh]	14.73	0.00	17.47	0.00	0.00	0.00	0.00	7.49	0.00	0.00	7.47	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	16.74			0.00			7.49			7.47		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.97											
Intersection LOS	A											
Intersection V/C	0.685											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.348	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	643	0	1217	1217
d_b, Bicycle Delay [s]	26.45	57.50	8.80	8.80
I_b,int, Bicycle LOS Score for Intersection	2.951	4.132	2.600	2.582
Bicycle LOS	C	D	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1332	2	918	0	1900	389	536	1440	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1332	2	918	0	1900	389	536	1440	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	333	1	230	0	475	97	134	360	0
Total Analysis Volume [veh/h]	0	0	0	1332	2	918	0	1900	389	536	1440	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.26	0.26	0.27	0.00	0.22	0.23	0.16	0.28	0.00
Intersection LOS	C											
Intersection V/C	0.706											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	35.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.853

**Intersection Setup**

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



**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1332	2	918	0	1900	389	536	1440	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1332	2	918	0	1900	389	536	1440	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	351	1	242	0	500	102	141	379	0
Total Analysis Volume [veh/h]	0	0	0	1402	2	966	0	2000	409	564	1516	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	41	0	0	32	0	42	74	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk					No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	51	51	51	30	30	22	56
g / C, Green / Cycle	0.45	0.45	0.45	0.26	0.26	0.19	0.48
(v / s)_i Volume / Saturation Flow Rate	0.27	0.27	0.34	0.24	0.26	0.16	0.30
s, saturation flow rate [veh/h]	3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]	1548	797	1259	2216	415	647	2459
d1, Uniform Delay [s]	23.95	23.95	26.70	41.06	42.26	45.39	21.89
k, delay calibration	0.50	0.50	0.50	0.11	0.44	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.72	3.30	4.51	1.57	38.15	3.85	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.60	0.60	0.77	0.90	0.99	0.87	0.62
d, Delay for Lane Group [s/veh]	25.67	27.26	31.22	42.63	80.42	49.24	22.15
Lane Group LOS	C	C	C	D	F	D	C
Critical Lane Group	No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	9.71	10.35	11.64	11.04	15.81	8.12	9.87
50th-Percentile Queue Length [ft/ln]	242.76	258.78	291.09	275.89	395.17	203.05	246.68
95th-Percentile Queue Length [veh/ln]	14.82	15.63	17.24	16.48	22.33	12.80	15.02
95th-Percentile Queue Length [ft/ln]	370.52	390.69	430.99	412.09	558.18	319.89	375.47

**Movement, Approach, & Intersection Results**

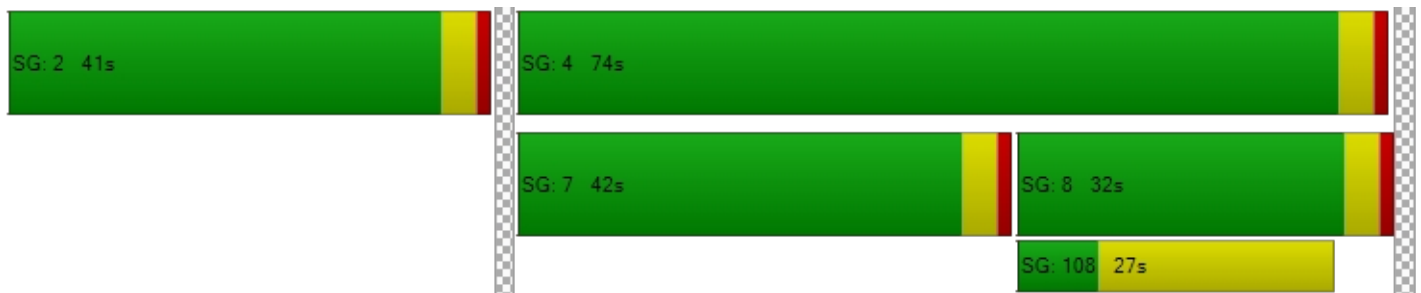
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	26.21	27.26	31.22	0.00	42.63	80.42	49.24	22.15	0.00
Movement LOS				C	C	C		D	F	D	C	
d_A, Approach Delay [s/veh]	0.00			28.25			49.05			29.49		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	35.93											
Intersection LOS	D											
Intersection V/C	0.853											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.202	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	643	487	1217
d_b, Bicycle Delay [s]	57.50	26.45	32.91	8.80
I_b,int, Bicycle LOS Score for Intersection	4.132	5.470	2.355	2.704
Bicycle LOS	D	F	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	124	366	397	158	155	216	332	1300	102	390	1648	268
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	366	397	158	155	216	332	1300	102	390	1648	268
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	92	99	40	39	54	83	325	26	98	412	67
Total Analysis Volume [veh/h]	124	366	397	158	155	216	332	1300	102	390	1648	268
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.11	0.23	0.05	0.11	0.11	0.10	0.25	0.06	0.11	0.32	0.16
Intersection LOS	C											
Intersection V/C	0.751											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	515	1074	19	15	1146	836	601	36	180	45	70	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	515	1074	19	15	1146	836	601	36	180	45	70	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	269	5	4	287	209	150	9	45	11	18	13
Total Analysis Volume [veh/h]	515	1074	19	15	1146	836	601	36	180	45	70	51
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.21	0.21	0.01	0.22	0.32	0.18	0.02	0.11	0.03	0.05	0.05
Intersection LOS	C											
Intersection V/C	0.742											



**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	187	1005	187	270	827	160	189	609	90	176	1315	415
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1005	187	270	827	160	189	609	90	176	1315	415
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	251	47	68	207	40	47	152	23	44	329	104
Total Analysis Volume [veh/h]	187	1005	187	270	827	160	189	609	90	176	1315	415
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.20	0.11	0.08	0.16	0.09	0.06	0.12	0.05	0.05	0.26	0.16
Intersection LOS	B											
Intersection V/C	0.640											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.555

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	316	1136	952	260	207	209
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	316	1136	952	260	207	209
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	284	238	65	52	52
Total Analysis Volume [veh/h]	316	1136	952	260	207	209
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.19	0.22	0.24	0.24	0.06	0.08
Intersection LOS	A					
Intersection V/C	0.555					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.493

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	54	680	36	234	670	196	249	290	28	72	546	396
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	680	36	234	670	196	249	290	28	72	546	396
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	170	9	59	168	49	62	73	7	18	137	99
Total Analysis Volume [veh/h]	54	680	36	234	670	196	249	290	28	72	546	396
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.14	0.14	0.07	0.13	0.04	0.07	0.09	0.09	0.04	0.16	0.12
Intersection LOS	A											
Intersection V/C	0.493											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.421

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	467	577	19	30	605	104	136	35	475	10	22	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	467	577	19	30	605	104	136	35	475	10	22	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	144	5	8	151	26	34	9	119	3	6	5
Total Analysis Volume [veh/h]	467	577	19	30	605	104	136	35	475	10	22	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.12	0.12	0.02	0.14	0.14	0.08	0.02	0.00	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.421											







**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.290

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	10	1011	23	21	1030	40	11	2	5	28	0	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	1011	23	21	1030	40	11	2	5	28	0	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	253	6	5	258	10	3	1	1	7	0	9
Total Analysis Volume [veh/h]	10	1011	23	21	1030	40	11	2	5	28	0	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.20	0.20	0.01	0.21	0.21	0.01	0.01	0.00	0.02	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.290											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.481

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	60	573	120	193	815	8	9	90	89	336	69	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	573	120	193	815	8	9	90	89	336	69	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	143	30	48	204	2	2	23	22	84	17	64
Total Analysis Volume [veh/h]	60	573	120	193	815	8	9	90	89	336	69	257
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.11	0.07	0.11	0.24	0.00	0.01	0.05	0.05	0.10	0.04	0.15
Intersection LOS	A											
Intersection V/C	0.481											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↻			↻↵↻			↻↵↻			↻↵↻		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	18	45	37	215	28	909	525	609	21	41	1072	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	45	37	215	28	909	525	609	21	41	1072	175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	11	9	54	7	227	131	152	5	10	268	44
Total Analysis Volume [veh/h]	18	45	37	215	28	909	525	609	21	41	1072	175
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.04	0.02	0.13	0.02	0.11	0.15	0.19	0.19	0.02	0.32	0.00
Intersection LOS	B											
Intersection V/C	0.683											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.465

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	651	240	178	394	250	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	651	240	178	394	250	264
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	163	60	45	99	63	66
Total Analysis Volume [veh/h]	651	240	178	394	250	264
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.26	0.26	0.05	0.12	0.07	0.10
Intersection LOS	A					
Intersection V/C	0.465					



**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	123	467	150	353	474	71	66	391	146	152	409	333
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	467	150	353	474	71	66	391	146	152	409	333
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	117	38	88	119	18	17	98	37	38	102	83
Total Analysis Volume [veh/h]	123	467	150	353	474	71	66	391	146	152	409	333
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.12	0.12	0.21	0.11	0.11	0.04	0.16	0.16	0.04	0.12	0.20
Intersection LOS	B											
Intersection V/C	0.613											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	6	317	211	281	402	3	10	14	7	291	1	382
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	317	211	281	402	3	10	14	7	291	1	382
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	79	53	70	101	1	3	4	2	73	0	96
Total Analysis Volume [veh/h]	6	317	211	281	402	3	10	14	7	291	1	382
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.16	0.16	0.17	0.12	0.00	0.01	0.01	0.01	0.17	0.00	0.22
Intersection LOS	B											
Intersection V/C	0.601											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.546

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	38	70	56	218	80	343	194	614	17	81	946	212
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	70	56	218	80	343	194	614	17	81	946	212
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	18	14	55	20	86	49	154	4	20	237	53
Total Analysis Volume [veh/h]	38	70	56	218	80	343	194	614	17	81	946	212
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.02	0.03	0.13	0.12	0.12	0.06	0.18	0.01	0.05	0.28	0.12
Intersection LOS	A											
Intersection V/C	0.546											

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.743

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	319	1498	66	446	1432	140	170	1257	570	72	725	427
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	319	1498	66	446	1432	140	170	1257	570	72	725	427
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	375	17	112	358	35	43	314	143	18	181	107
Total Analysis Volume [veh/h]	319	1498	66	446	1432	140	170	1257	570	72	725	427
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.29	0.04	0.13	0.28	0.08	0.05	0.25	0.24	0.02	0.14	0.00
Intersection LOS	C											
Intersection V/C	0.743											



**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	319	1145	157	337	1118	430	437	997	196	178	903	331
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	319	1145	157	337	1118	430	437	997	196	178	903	331
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	286	39	84	280	108	109	249	49	45	226	83
Total Analysis Volume [veh/h]	319	1145	157	337	1118	430	437	997	196	178	903	331
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.22	0.09	0.10	0.22	0.12	0.13	0.20	0.00	0.05	0.18	0.10
Intersection LOS	B											
Intersection V/C	0.679											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	517	807	201	166	981	267	286	732	723	323	685	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	517	807	201	166	981	267	286	732	723	323	685	137
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	202	50	42	245	67	72	183	181	81	171	34
Total Analysis Volume [veh/h]	517	807	201	166	981	267	286	732	723	323	685	137
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.16	0.12	0.05	0.19	0.16	0.08	0.21	0.21	0.10	0.16	0.16
Intersection LOS	C											
Intersection V/C	0.703											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	74	727	33	440	952	102	82	112	43	95	138	462
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	727	33	440	952	102	82	112	43	95	138	462
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	182	8	110	238	26	21	28	11	24	35	116
Total Analysis Volume [veh/h]	74	727	33	440	952	102	82	112	43	95	138	462
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.15	0.15	0.13	0.21	0.21	0.05	0.05	0.05	0.06	0.04	0.14
Intersection LOS	A											
Intersection V/C	0.519											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.261

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	62	63	41	283	402	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	63	41	283	402	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	16	10	71	101	27
Total Analysis Volume [veh/h]	62	63	41	283	402	106
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.04	0.02	0.08	0.15	0.15
Intersection LOS	A					
Intersection V/C	0.261					



**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	🚗🚗🚗			🚗🚗🚗			🚗🚗🚗			🚗🚗		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	176	585	47	32	717	265	186	42	126	38	37	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	585	47	32	717	265	186	42	126	38	37	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	146	12	8	179	66	47	11	32	10	9	7
Total Analysis Volume [veh/h]	176	585	47	32	717	265	186	42	126	38	37	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.10	0.12	0.12	0.02	0.19	0.19	0.05	0.07	0.07	0.02	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.459											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Two-way stop	Delay (sec / veh):	36.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.229

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	31	676	38	76	810	0	0	0	3	36	0	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	676	38	76	810	0	0	0	3	36	0	127
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	169	10	19	203	0	0	0	1	9	0	32
Total Analysis Volume [veh/h]	31	676	38	76	810	0	0	0	3	36	0	127
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.14	0.01	0.00	0.00	0.00	0.01	0.23	0.00	0.23
d_M, Delay for Movement [s/veh]	12.96	0.00	0.00	12.81	0.00	0.00	37.35	56.96	12.12	36.38	63.98	20.05
Movement LOS	B	A	A	B	A	A	E	F	B	E	F	C
95th-Percentile Queue Length [veh/ln]	0.21	0.00	0.00	0.49	0.00	0.00	0.02	0.02	0.02	2.34	2.34	2.34
95th-Percentile Queue Length [ft/ln]	5.13	0.00	0.00	12.27	0.00	0.00	0.44	0.44	0.44	58.58	58.58	58.58
d_A, Approach Delay [s/veh]	0.54			1.10			12.12			23.66		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	2.93											
Intersection LOS	E											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.339

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	20	1111	111	113	745	12	9	0	12	44	1	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	1111	111	113	745	12	9	0	12	44	1	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	278	28	28	186	3	2	0	3	11	0	5
Total Analysis Volume [veh/h]	20	1111	111	113	745	12	9	0	12	44	1	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.22	0.07	0.03	0.15	0.15	0.01	0.00	0.01	0.03	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.339											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.352

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	20	1111	111	113	745	12	9	0	12	44	1	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	1111	111	113	745	12	9	0	12	44	1	18
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	292	29	30	196	3	2	0	3	12	0	5
Total Analysis Volume [veh/h]	21	1169	117	119	784	13	9	0	13	46	1	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0			0			0			
v_di, Inbound Pedestrian Volume crossing major street	0		0			0			0			
v_co, Outbound Pedestrian Volume crossing minor street	0		0			0			0			
v_ci, Inbound Pedestrian Volume crossing minor street	0		0			0			0			
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0			0			
Bicycle Volume [bicycles/h]	0		0			0			0			



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	64	45	0	50	31	0	10	0	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	85	85	6	88	88	3	5	5
g / C, Green / Cycle	0.03	0.74	0.74	0.05	0.76	0.76	0.03	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.01	0.23	0.07	0.03	0.15	0.15	0.01	0.03	0.01
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1854	1663	1781	1601
c, Capacity [veh/h]	47	3739	1167	185	2710	1411	44	83	75
d1, Uniform Delay [s]	55.18	5.28	4.39	53.38	3.85	3.85	55.25	53.68	52.95
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.45	0.22	0.17	3.70	0.16	0.31	8.35	5.63	1.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.45	0.31	0.10	0.64	0.19	0.19	0.50	0.55	0.27
d, Delay for Lane Group [s/veh]	61.63	5.50	4.56	57.08	4.01	4.16	63.60	59.30	54.84
Lane Group LOS	E	A	A	E	A	A	E	E	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.68	2.90	0.76	1.78	1.51	1.63	0.73	1.43	0.60
50th-Percentile Queue Length [ft/ln]	17.12	72.49	19.02	44.55	37.71	40.77	18.30	35.82	14.95
95th-Percentile Queue Length [veh/ln]	1.23	5.22	1.37	3.21	2.72	2.94	1.32	2.58	1.08
95th-Percentile Queue Length [ft/ln]	30.81	130.48	34.24	80.18	67.88	73.39	32.94	64.48	26.91

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	61.63	5.50	4.56	57.08	4.06	4.16	63.60	0.00	63.60	59.30	54.84	54.84
Movement LOS	E	A	A	E	A	A	E		E	E	D	D
d_A, Approach Delay [s/veh]	6.32		10.95			63.60			57.95			
Approach LOS	A		B			E			E			
d_I, Intersection Delay [s/veh]	10.17											
Intersection LOS	B											
Intersection V/C	0.352											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0			11.0			11.0			
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00			
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00			
d_p, Pedestrian Delay [s]	0.00		0.00			47.03			47.03			
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000			1.754			2.216			
Crosswalk LOS	F		F			A			B			
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000			2000			2000			
c_b, Capacity of the bicycle lane [bicycles/h]	713		470			104			104			
d_b, Bicycle Delay [s]	23.81		33.67			51.66			51.66			
I_b,int, Bicycle LOS Score for Intersection	2.278		2.063			1.596			1.669			
Bicycle LOS	B		B			A			A			

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

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

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	64	702	53	148	630	28	400	56	261	73	5	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	702	53	148	630	28	400	56	261	73	5	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	176	13	37	158	7	100	14	65	18	1	31
Total Analysis Volume [veh/h]	64	702	53	148	630	28	400	56	261	73	5	122
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.15	0.15	0.09	0.13	0.13	0.24	0.19	0.19	0.04	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.595											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	35.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	64	702	53	148	630	28	400	56	261	73	5	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	702	53	148	630	28	400	56	261	73	5	122
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	185	14	39	166	7	105	15	69	19	1	32
Total Analysis Volume [veh/h]	67	739	56	156	663	29	421	59	275	77	5	128
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	32	0	18	40	0	0	49	0	0	16	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	45	45	12	52	52	30	30	11	11
g / C, Green / Cycle	0.05	0.40	0.40	0.10	0.45	0.45	0.26	0.26	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.15	0.09	0.13	0.13	0.24	0.20	0.04	0.08
s, saturation flow rate [veh/h]	3459	3560	1804	1781	3560	1830	1781	1633	1781	1598
c, Capacity [veh/h]	162	1404	711	185	1607	826	468	429	178	160
d1, Uniform Delay [s]	53.30	24.77	24.79	50.64	19.86	19.87	40.96	39.32	48.73	50.85
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.17	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.68	0.77	1.52	9.89	0.44	0.87	9.46	3.09	1.66	10.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.41	0.38	0.38	0.84	0.28	0.29	0.90	0.78	0.43	0.83
d, Delay for Lane Group [s/veh]	54.98	25.53	26.32	60.53	20.31	20.74	50.42	42.41	50.38	61.48
Lane Group LOS	D	C	C	E	C	C	D	D	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.98	5.23	5.49	4.91	3.93	4.15	12.63	9.05	2.17	4.23
50th-Percentile Queue Length [ft/ln]	24.50	130.79	137.15	122.82	98.16	103.76	315.79	226.31	54.14	105.68
95th-Percentile Queue Length [veh/ln]	1.76	8.98	9.33	8.55	7.07	7.47	18.46	13.99	3.90	7.60
95th-Percentile Queue Length [ft/ln]	44.11	224.56	233.18	213.70	176.68	186.77	461.51	349.67	97.44	189.98

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	54.98	25.76	26.32	60.53	20.44	20.74	50.42	42.41	42.41	50.38	61.48	61.48
Movement LOS	D	C	C	E	C	C	D	D	D	D	E	E
d_A, Approach Delay [s/veh]	28.06			27.83			46.88			57.41		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	35.60											
Intersection LOS	D											
Intersection V/C	0.646											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	47.03	47.03
I_p,int, Pedestrian LOS Score for Intersection	2.966	0.000	2.351	2.108
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	487	626	783	209
d_b, Bicycle Delay [s]	32.91	27.13	21.30	46.13
I_b,int, Bicycle LOS Score for Intersection	2.034	2.026	2.805	1.906
Bicycle LOS	B	B	C	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	167	498	213	55	604	317	379	815	199	317	902	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	498	213	55	604	317	379	815	199	317	902	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	125	53	14	151	79	95	204	50	79	226	13
Total Analysis Volume [veh/h]	167	498	213	55	604	317	379	815	199	317	902	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.10	0.13	0.03	0.12	0.19	0.11	0.16	0.12	0.09	0.19	0.19
Intersection LOS	B											
Intersection V/C	0.633											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.453

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	227	287	30	154	540	225	208	519	261	73	512	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	287	30	154	540	225	208	519	261	73	512	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	72	8	39	135	56	52	130	65	18	128	20
Total Analysis Volume [veh/h]	227	287	30	154	540	225	208	519	261	73	512	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.06	0.02	0.05	0.16	0.13	0.06	0.10	0.15	0.02	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.453											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1001	1296	0	316	387
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1001	1296	0	316	387
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	250	324	0	79	97
Total Analysis Volume [veh/h]	0	1001	1296	0	316	387
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.20	0.25	0.00	0.19	0.21
Intersection LOS	A					
Intersection V/C	0.511					



**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	14.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.540

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1001	1296	0	316	387
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1001	1296	0	316	387
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	263	341	0	83	102
Total Analysis Volume [veh/h]	0	1054	1364	0	333	407
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	59	59	23	23
g / C, Green / Cycle	0.65	0.65	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.21	0.27	0.22	0.22
s, saturation flow rate [veh/h]	5094	5094	1753	1589
c, Capacity [veh/h]	3326	3326	452	410
d1, Uniform Delay [s]	6.82	7.39	31.65	31.87
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.25	0.38	4.49	5.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.32	0.41	0.85	0.87
d, Delay for Lane Group [s/veh]	7.08	7.77	36.14	37.59
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.65	3.72	8.24	7.83
50th-Percentile Queue Length [ft/ln]	66.15	92.91	206.01	195.84
95th-Percentile Queue Length [veh/ln]	4.76	6.69	12.95	12.42
95th-Percentile Queue Length [ft/ln]	119.07	167.23	323.70	310.60

**Movement, Approach, & Intersection Results**

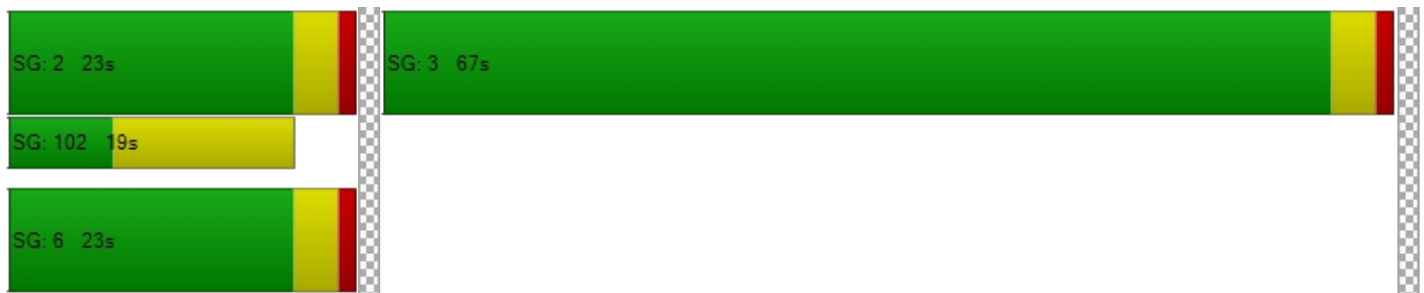
d_M, Delay for Movement [s/veh]	0.00	7.08	7.77	0.00	36.14	37.45
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	7.08		7.77		36.84	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	14.35					
Intersection LOS	B					
Intersection V/C	0.540					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.075
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.139	2.310	2.781
Bicycle LOS	B	B	C

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	487	970	67	78	1529	124	84	62	534	43	61	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	487	970	67	78	1529	124	84	62	534	43	61	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	243	17	20	382	31	21	16	134	11	15	12
Total Analysis Volume [veh/h]	487	970	67	78	1529	124	84	62	534	43	61	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.20	0.20	0.05	0.32	0.32	0.05	0.04	0.17	0.03	0.04	0.03
Intersection LOS	C											
Intersection V/C	0.714											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	71	974	84	477	1481	71	23	188	98	94	171	487
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	974	84	477	1481	71	23	188	98	94	171	487
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	244	21	119	370	18	6	47	25	24	43	122
Total Analysis Volume [veh/h]	71	974	84	477	1481	71	23	188	98	94	171	487
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.21	0.21	0.28	0.30	0.30	0.01	0.17	0.17	0.06	0.10	0.01
Intersection LOS	C											
Intersection V/C	0.762											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.497

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵						↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	357	73	0	0	90	8	0	0	0	491	0	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	357	73	0	0	90	8	0	0	0	491	0	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	18	0	0	23	2	0	0	0	123	0	9
Total Analysis Volume [veh/h]	357	73	0	0	90	8	0	0	0	491	0	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.04	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.29	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.497											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	34.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	357	73	0	0	90	8	0	0	0	491	0	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	357	73	0	0	90	8	0	0	0	491	0	37
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	94	19	0	0	24	2	0	0	0	129	0	10
Total Analysis Volume [veh/h]	376	77	0	0	95	8	0	0	0	517	0	39
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	41	0	0	25	0	0	0	0	49	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	53	38	38		29	29
g / C, Green / Cycle	0.13	0.59	0.42	0.42		0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.11	0.04	0.05	0.01		0.29	0.02
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	449	1111	785	667		565	504
d1, Uniform Delay [s]	38.26	7.74	15.97	15.23		29.58	21.52
k, delay calibration	0.11	0.50	0.50	0.50		0.15	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.24	0.12	0.32	0.03		8.54	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.84	0.07	0.12	0.01		0.92	0.08
d, Delay for Lane Group [s/veh]	42.50	7.86	16.28	15.27		38.11	21.58
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	4.25	0.62	1.23	0.10		11.68	0.58
50th-Percentile Queue Length [ft/ln]	106.20	15.52	30.78	2.49		292.00	14.41
95th-Percentile Queue Length [veh/ln]	7.63	1.12	2.22	0.18		17.28	1.04
95th-Percentile Queue Length [ft/ln]	190.71	27.94	55.40	4.48		432.12	25.94

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	42.50	7.86	0.00	0.00	16.28	15.27	0.00	0.00	0.00	38.11	0.00	21.58
Movement LOS	D	A			B	B				D		C
d_A, Approach Delay [s/veh]	36.62				16.20		0.00		36.95			
Approach LOS	D				B		A		D			
d_I, Intersection Delay [s/veh]	34.89											
Intersection LOS	C											
Intersection V/C	0.519											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.902	1.985
Crosswalk LOS	F	F	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	822	467	0	1000
d_b, Bicycle Delay [s]	15.61	26.45	45.00	11.25
I_b,int, Bicycle LOS Score for Intersection	2.307	1.730	4.132	1.560
Bicycle LOS	B	A	D	A

**Sequence**

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





**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.539

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	427	420	18	558	0	8	0	770	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	427	420	18	558	0	8	0	770	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	107	105	5	140	0	2	0	193	0	0	0
Total Analysis Volume [veh/h]	0	427	420	18	558	0	8	0	770	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.25	0.25	0.01	0.16	0.00	0.00	0.00	0.23	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.539											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.632

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	427	420	18	558	0	8	0	770	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	427	420	18	558	0	8	0	770	0	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	112	111	5	147	0	2	0	203	0	0	0
Total Analysis Volume [veh/h]	0	449	442	19	587	0	8	0	811	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	54	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	49	49	2	56	27	27	
g / C, Green / Cycle	0.55	0.55	0.03	0.62	0.29	0.29	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.28	0.01	0.16	0.26	0.26	
s, saturation flow rate [veh/h]	1870	1591	1781	3560	1593	1589	
c, Capacity [veh/h]	1020	868	47	2195	469	468	
d1, Uniform Delay [s]	12.21	12.92	43.13	7.93	30.15	30.16	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.36	2.16	5.46	0.30	5.21	5.25	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.44	0.51	0.40	0.27	0.87	0.87	
d, Delay for Lane Group [s/veh]	13.57	15.08	48.59	8.23	35.36	35.41	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.33	5.76	0.48	2.45	8.82	8.82	
50th-Percentile Queue Length [ft/ln]	133.36	143.94	12.10	61.19	220.48	220.40	
95th-Percentile Queue Length [veh/ln]	9.12	9.69	0.87	4.41	13.69	13.69	
95th-Percentile Queue Length [ft/ln]	228.06	242.31	21.78	110.14	342.24	342.14	

**Movement, Approach, & Intersection Results**

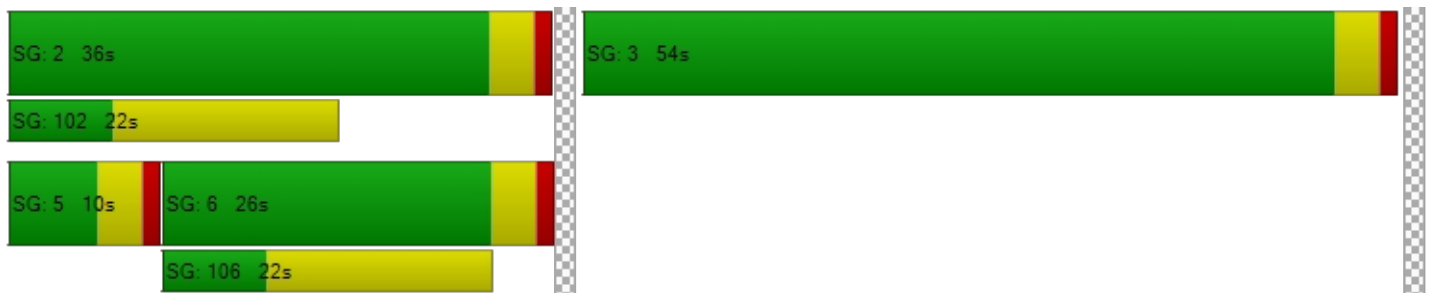
d_M, Delay for Movement [s/veh]	0.00	13.58	15.08	48.59	8.23	0.00	35.36	0.00	35.38	0.00	0.00	0.00
Movement LOS		B	B	D	A		D		D			
d_A, Approach Delay [s/veh]		14.32		9.50			35.38		0.00			
Approach LOS		B		A			D		A			
d_I, Intersection Delay [s/veh]	20.51											
Intersection LOS	C											
Intersection V/C	0.632											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]		0.0		0.0		11.0		11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]		0.00		0.00		34.67		34.67
I_p,int, Pedestrian LOS Score for Intersection		0.000		0.000		2.114		1.872
Crosswalk LOS		F		F		B		A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]		2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]		489		711		1111		0
d_b, Bicycle Delay [s]		25.69		18.69		8.89		45.00
I_b,int, Bicycle LOS Score for Intersection		2.295		2.060		2.911		4.132
Bicycle LOS		B		B		C		D

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	468	485	160	134	803	392	375	85	293	240	90	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	468	485	160	134	803	392	375	85	293	240	90	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	121	40	34	201	98	94	21	73	60	23	9
Total Analysis Volume [veh/h]	468	485	160	134	803	392	375	85	293	240	90	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.19	0.19	0.08	0.24	0.23	0.11	0.14	0.17	0.14	0.07	0.07
Intersection LOS	C											
Intersection V/C	0.737											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	294	0	545	0	0	0	0	2775	796	0	1977	1338
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	294	0	545	0	0	0	0	2775	796	0	1977	1338
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	0	136	0	0	0	0	694	199	0	494	335
Total Analysis Volume [veh/h]	294	0	545	0	0	0	0	2775	796	0	1977	1338
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.00	0.16	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.39	0.00
Intersection LOS	B											
Intersection V/C	0.623											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.729

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	294	0	545	0	0	0	0	2775	796	0	1977	1338
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	294	0	545	0	0	0	0	2775	796	0	1977	1338
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	0	143	0	0	0	0	730	209	0	520	352
Total Analysis Volume [veh/h]	309	0	574	0	0	0	0	2921	838	0	2081	1408
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	34	0	0	0	0	0	0	71	0	0	71	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	50	50	50		50	50
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	13	13		29	29
g / C, Green / Cycle	0.25	0.25	0.25		0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.17	0.18	0.18		0.43	0.41
s, saturation flow rate [veh/h]	1781	1593	1589		6792	5094
c, Capacity [veh/h]	455	407	406		3973	2980
d1, Uniform Delay [s]	16.75	17.01	17.01		7.59	7.31
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.67	2.33	2.35		0.27	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.66	0.71	0.71		0.74	0.70
d, Delay for Lane Group [s/veh]	18.42	19.34	19.36		7.86	7.61
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	2.94	2.92	2.92		3.77	3.47
50th-Percentile Queue Length [ft/ln]	73.46	73.10	73.10		94.33	86.71
95th-Percentile Queue Length [veh/ln]	5.29	5.26	5.26		6.79	6.24
95th-Percentile Queue Length [ft/ln]	132.23	131.59	131.58		169.79	156.07

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	18.46	0.00	19.35	0.00	0.00	0.00	0.00	7.86	0.00	0.00	7.61	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	19.03			0.00			7.86			7.61		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	9.45											
Intersection LOS	A											
Intersection V/C	0.729											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.354	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	571	0	1276	1276
d_b, Bicycle Delay [s]	26.79	52.50	6.88	6.88
I_b,int, Bicycle LOS Score for Intersection	3.017	4.132	2.765	2.704
Bicycle LOS	C	D	C	B

**Sequence**

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





**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.793

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1326	1	1042	0	2242	406	589	1682	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1326	1	1042	0	2242	406	589	1682	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	332	0	261	0	561	102	147	421	0
Total Analysis Volume [veh/h]	0	0	0	1326	1	1042	0	2242	406	589	1682	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.26	0.26	0.31	0.00	0.26	0.24	0.17	0.33	0.00
Intersection LOS	C											
Intersection V/C	0.793											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	37.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.956

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1326	1	1042	0	2242	406	589	1682	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1326	1	1042	0	2242	406	589	1682	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	349	0	274	0	590	107	155	443	0
Total Analysis Volume [veh/h]	0	0	0	1396	1	1097	0	2360	427	620	1771	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	60	0	0	35	0	10	45	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group		L	C	R	C	R	L	C
C, Cycle Length [s]		105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		41	41	41	30	30	22	56
g / C, Green / Cycle		0.39	0.39	0.39	0.29	0.29	0.21	0.53
(v / s)_i Volume / Saturation Flow Rate		0.27	0.27	0.39	0.28	0.27	0.18	0.35
s, saturation flow rate [veh/h]		3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]		1362	701	1108	2426	454	713	2700
d1, Uniform Delay [s]		26.32	26.31	31.63	37.09	36.62	40.29	17.77
k, delay calibration		0.50	0.50	0.50	0.11	0.41	0.11	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		2.72	5.20	24.86	4.26	25.85	3.42	0.27
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity		0.68	0.68	0.99	0.97	0.94	0.87	0.66
d, Delay for Lane Group [s/veh]		29.04	31.51	56.49	41.35	62.47	43.71	18.04
Lane Group LOS		C	C	E	D	E	D	B
Critical Lane Group		No	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]		9.82	10.60	17.13	12.31	13.74	7.99	9.86
50th-Percentile Queue Length [ft/ln]		245.50	264.88	428.25	307.66	343.51	199.81	246.48
95th-Percentile Queue Length [veh/ln]		14.96	15.93	23.92	18.06	19.82	12.63	15.01
95th-Percentile Queue Length [ft/ln]		373.98	398.34	597.94	451.50	495.49	315.72	375.21

**Movement, Approach, & Intersection Results**

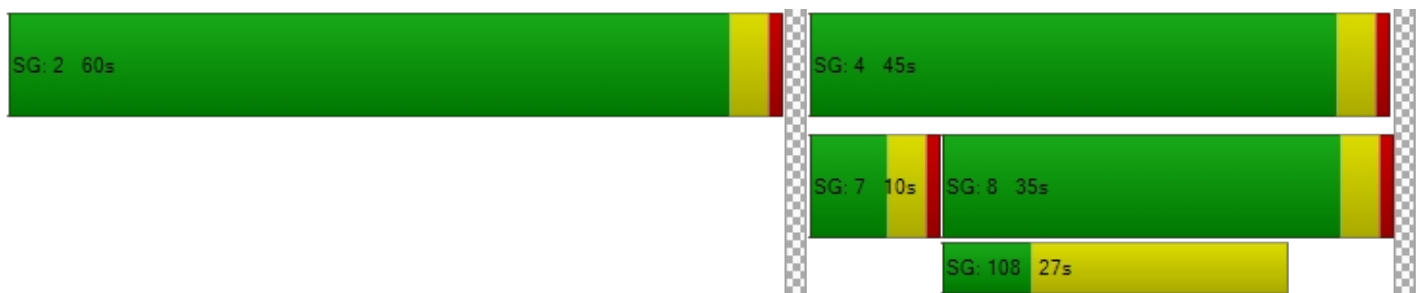
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	29.88	31.51	56.49	0.00	41.35	62.47	43.71	18.04	0.00
Movement LOS				C	C	E		D	E	D	B	
d_A, Approach Delay [s/veh]	0.00			41.58			44.58			24.70		
Approach LOS	A			D			D			C		
d_I, Intersection Delay [s/veh]	37.41											
Intersection LOS	D											
Intersection V/C	0.956											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.233	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1067	590	781
d_b, Bicycle Delay [s]	52.50	11.43	26.08	19.50
I_b,int, Bicycle LOS Score for Intersection	4.132	5.675	2.479	2.875
Bicycle LOS	D	F	B	C

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.851

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	175	248	380	242	260	284	274	1645	119	624	1774	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	248	380	242	260	284	274	1645	119	624	1774	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	62	95	61	65	71	69	411	30	156	444	63
Total Analysis Volume [veh/h]	175	248	380	242	260	284	274	1645	119	624	1774	251
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.07	0.22	0.07	0.16	0.16	0.08	0.32	0.07	0.18	0.35	0.15
Intersection LOS	D											
Intersection V/C	0.851											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	318	1027	28	47	1341	848	943	112	331	27	35	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	318	1027	28	47	1341	848	943	112	331	27	35	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	257	7	12	335	212	236	28	83	7	9	7
Total Analysis Volume [veh/h]	318	1027	28	47	1341	848	943	112	331	27	35	28
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.21	0.21	0.03	0.26	0.22	0.28	0.07	0.19	0.02	0.03	0.03
Intersection LOS	C											
Intersection V/C	0.710											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.653

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	154	919	191	434	964	170	194	1213	137	196	705	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	154	919	191	434	964	170	194	1213	137	196	705	239
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	230	48	109	241	43	49	303	34	49	176	60
Total Analysis Volume [veh/h]	154	919	191	434	964	170	194	1213	137	196	705	239
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.18	0.11	0.13	0.19	0.10	0.06	0.24	0.08	0.06	0.14	0.01
Intersection LOS	B											
Intersection V/C	0.653											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.540

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	240	1104	1144	105	105	354
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	240	1104	1144	105	105	354
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	276	286	26	26	89
Total Analysis Volume [veh/h]	240	1104	1144	105	105	354
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.22	0.24	0.24	0.03	0.09
Intersection LOS	A					
Intersection V/C	0.540					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	97	726	108	362	798	286	266	452	42	109	431	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	726	108	362	798	286	266	452	42	109	431	244
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	182	27	91	200	72	67	113	11	27	108	61
Total Analysis Volume [veh/h]	97	726	108	362	798	286	266	452	42	109	431	244
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.16	0.16	0.11	0.16	0.09	0.08	0.15	0.15	0.06	0.13	0.07
Intersection LOS	A											
Intersection V/C	0.529											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	487	648	45	92	656	149	142	77	591	41	84	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	487	648	45	92	656	149	142	77	591	41	84	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	162	11	23	164	37	36	19	148	10	21	15
Total Analysis Volume [veh/h]	487	648	45	92	656	149	142	77	591	41	84	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.14	0.14	0.05	0.16	0.16	0.08	0.05	0.03	0.02	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.489											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.348

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	8	1096	32	41	1217	31	37	3	7	42	2	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	1096	32	41	1217	31	37	3	7	42	2	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	274	8	10	304	8	9	1	2	11	1	11
Total Analysis Volume [veh/h]	8	1096	32	41	1217	31	37	3	7	42	2	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.22	0.22	0.02	0.24	0.24	0.02	0.02	0.00	0.02	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.348											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	80	907	236	279	772	11	11	81	77	153	78	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	907	236	279	772	11	11	81	77	153	78	166
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	227	59	70	193	3	3	20	19	38	20	42
Total Analysis Volume [veh/h]	80	907	236	279	772	11	11	81	77	153	78	166
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.18	0.14	0.16	0.23	0.01	0.01	0.05	0.05	0.05	0.05	0.10
Intersection LOS	A											
Intersection V/C	0.496											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.707

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↕↔			↔↔↔			↔↔↔			↔↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	16	32	31	272	51	629	869	1203	16	25	946	242
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	32	31	272	51	629	869	1203	16	25	946	242
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	8	8	68	13	157	217	301	4	6	237	61
Total Analysis Volume [veh/h]	16	32	31	272	51	629	869	1203	16	25	946	242
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.03	0.02	0.08	0.10	0.00	0.26	0.36	0.36	0.01	0.28	0.06
Intersection LOS	C											
Intersection V/C	0.707											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

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

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	520	248	311	502	197	254
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	520	248	311	502	197	254
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	130	62	78	126	49	64
Total Analysis Volume [veh/h]	520	248	311	502	197	254
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.23	0.23	0.09	0.15	0.06	0.09
Intersection LOS	A					
Intersection V/C	0.456					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.501

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	167	372	140	234	341	37	69	429	116	178	318	237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	372	140	234	341	37	69	429	116	178	318	237
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	93	35	59	85	9	17	107	29	45	80	59
Total Analysis Volume [veh/h]	167	372	140	234	341	37	69	429	116	178	318	237
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.10	0.10	0.14	0.07	0.07	0.04	0.16	0.16	0.05	0.09	0.14
Intersection LOS	A											
Intersection V/C	0.501											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.533

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	6	410	335	227	383	1	5	3	7	206	11	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	410	335	227	383	1	5	3	7	206	11	216
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	103	84	57	96	0	1	1	2	52	3	54
Total Analysis Volume [veh/h]	6	410	335	227	383	1	5	3	7	206	11	216
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.22	0.22	0.13	0.11	0.00	0.00	0.01	0.01	0.12	0.01	0.13
Intersection LOS	A											
Intersection V/C	0.533											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	47	121	73	197	63	216	349	1066	20	45	857	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	121	73	197	63	216	349	1066	20	45	857	239
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	30	18	49	16	54	87	267	5	11	214	60
Total Analysis Volume [veh/h]	47	121	73	197	63	216	349	1066	20	45	857	239
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.04	0.04	0.12	0.08	0.08	0.10	0.31	0.01	0.03	0.25	0.14
Intersection LOS	A											
Intersection V/C	0.564											

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.596

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	282	1374	55	351	1242	129	136	603	316	58	679	460
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	282	1374	55	351	1242	129	136	603	316	58	679	460
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	344	14	88	311	32	34	151	79	15	170	115
Total Analysis Volume [veh/h]	282	1374	55	351	1242	129	136	603	316	58	679	460
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.27	0.03	0.10	0.24	0.08	0.04	0.12	0.10	0.02	0.13	0.00
Intersection LOS	A											
Intersection V/C	0.596											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.653

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	374	987	190	427	773	366	382	1011	220	216	873	271
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	374	987	190	427	773	366	382	1011	220	216	873	271
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	94	247	48	107	193	92	96	253	55	54	218	68
Total Analysis Volume [veh/h]	374	987	190	427	773	366	382	1011	220	216	873	271
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.19	0.11	0.13	0.15	0.10	0.11	0.20	0.00	0.06	0.17	0.03
Intersection LOS	B											
Intersection V/C	0.653											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.548

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	416	932	233	127	789	212	225	544	432	262	543	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	416	932	233	127	789	212	225	544	432	262	543	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	233	58	32	197	53	56	136	108	66	136	31
Total Analysis Volume [veh/h]	416	932	233	127	789	212	225	544	432	262	543	122
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.18	0.14	0.04	0.15	0.12	0.07	0.14	0.14	0.08	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.548											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	56	691	28	358	739	101	78	133	68	78	112	476
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	691	28	358	739	101	78	133	68	78	112	476
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	173	7	90	185	25	20	33	17	20	28	119
Total Analysis Volume [veh/h]	56	691	28	358	739	101	78	133	68	78	112	476
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.14	0.14	0.11	0.16	0.16	0.05	0.06	0.06	0.05	0.03	0.17
Intersection LOS	A											
Intersection V/C	0.517											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.245

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵		↵		↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	78	48	48	286	327	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	48	48	286	327	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	12	12	72	82	21
Total Analysis Volume [veh/h]	78	48	48	286	327	84
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.03	0.03	0.08	0.12	0.12
Intersection LOS	A					
Intersection V/C	0.245					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.412

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↵			↵ ↑ ↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	148	499	48	29	581	197	178	41	127	23	44	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	499	48	29	581	197	178	41	127	23	44	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	125	12	7	145	49	45	10	32	6	11	9
Total Analysis Volume [veh/h]	148	499	48	29	581	197	178	41	127	23	44	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.11	0.11	0.02	0.15	0.15	0.05	0.06	0.07	0.01	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.412											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Two-way stop	Delay (sec / veh):	25.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.160

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	28	580	33	53	733	0	0	0	1	34	0	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	580	33	53	733	0	0	0	1	34	0	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	145	8	13	183	0	0	0	0	9	0	19
Total Analysis Volume [veh/h]	28	580	33	53	733	0	0	0	1	34	0	76
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.01	0.00	0.09	0.01	0.00	0.00	0.00	0.00	0.16	0.00	0.13
d_M, Delay for Movement [s/veh]	12.24	0.00	0.00	11.59	0.00	0.00	26.48	39.88	11.70	25.71	42.87	14.92
Movement LOS	B	A	A	B	A	A	D	E	B	D	E	B
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.29	0.00	0.00	0.01	0.01	0.01	1.18	1.18	1.18
95th-Percentile Queue Length [ft/ln]	4.21	0.00	0.00	7.25	0.00	0.00	0.14	0.14	0.14	29.45	29.45	29.45
d_A, Approach Delay [s/veh]	0.53			0.78			11.70			18.25		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.94											
Intersection LOS	D											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.281

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	18	774	94	63	686	11	12	0	23	67	1	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	774	94	63	686	11	12	0	23	67	1	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	194	24	16	172	3	3	0	6	17	0	17
Total Analysis Volume [veh/h]	18	774	94	63	686	11	12	0	23	67	1	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.15	0.06	0.02	0.14	0.14	0.01	0.00	0.02	0.04	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.281											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	13.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.285

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	18	774	94	63	686	11	12	0	23	67	1	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	774	94	63	686	11	12	0	23	67	1	67
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	204	25	17	181	3	3	0	6	18	0	18
Total Analysis Volume [veh/h]	19	815	99	66	722	12	13	0	24	71	1	71
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	15	45	0	10	40	0	10	0	0	0	55	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	87	87	5	89	89	4	8	8
g / C, Green / Cycle	0.02	0.72	0.72	0.04	0.74	0.74	0.04	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.01	0.16	0.06	0.02	0.14	0.14	0.02	0.04	0.05
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1854	1652	1781	1593
c, Capacity [veh/h]	43	3679	1148	155	2646	1378	59	113	101
d1, Uniform Delay [s]	57.79	5.51	4.94	55.82	4.58	4.58	57.06	54.81	55.11
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.14	0.14	0.15	1.84	0.15	0.29	10.28	5.57	8.81
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.45	0.22	0.09	0.43	0.18	0.18	0.62	0.63	0.71
d, Delay for Lane Group [s/veh]	64.93	5.65	5.08	57.66	4.73	4.87	67.34	60.38	63.93
Lane Group LOS	E	A	A	E	A	A	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.65	2.10	0.72	1.01	1.63	1.76	1.28	2.27	2.39
50th-Percentile Queue Length [ft/ln]	16.35	52.56	17.95	25.35	40.83	43.96	31.92	56.77	59.63
95th-Percentile Queue Length [veh/ln]	1.18	3.78	1.29	1.83	2.94	3.16	2.30	4.09	4.29
95th-Percentile Queue Length [ft/ln]	29.44	94.61	32.31	45.63	73.50	79.12	57.46	102.19	107.33

**Movement, Approach, & Intersection Results**

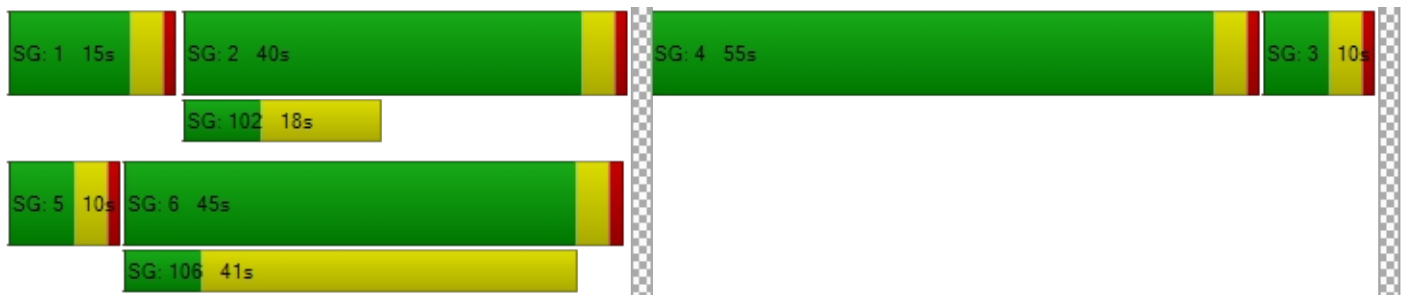
d_M, Delay for Movement [s/veh]	64.93	5.65	5.08	57.66	4.77	4.87	67.34	0.00	67.34	60.38	63.93	63.93
Movement LOS	E	A	A	E	A	A	E		E	E	E	E
d_A, Approach Delay [s/veh]	6.80			9.14			67.34			62.16		
Approach LOS	A			A			E			E		
d_I, Intersection Delay [s/veh]	13.09											
Intersection LOS	B											
Intersection V/C	0.285											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			49.50			49.50		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			1.762			2.220		
Crosswalk LOS	F			F			A			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	683			600			100			850		
d_b, Bicycle Delay [s]	26.00			29.40			54.15			19.84		
I_b,int, Bicycle LOS Score for Intersection	2.073			2.000			1.621			1.796		
Bicycle LOS	B			A			A			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.446

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	73	704	57	180	577	24	46	16	93	80	10	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	704	57	180	577	24	46	16	93	80	10	120
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	176	14	45	144	6	12	4	23	20	3	30
Total Analysis Volume [veh/h]	73	704	57	180	577	24	46	16	93	80	10	120
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.15	0.15	0.11	0.12	0.12	0.03	0.06	0.06	0.05	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.446											



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	27.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	73	704	57	180	577	24	46	16	93	80	10	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	704	57	180	577	24	46	16	93	80	10	120
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	185	15	47	152	6	12	4	24	21	3	32
Total Analysis Volume [veh/h]	77	741	60	189	607	25	48	17	98	84	11	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	12	31	0	25	44	0	0	47	0	0	17	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	66	66	15	76	76	11	11	12	12
g / C, Green / Cycle	0.05	0.55	0.55	0.12	0.63	0.63	0.09	0.09	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.15	0.11	0.12	0.12	0.03	0.07	0.05	0.09
s, saturation flow rate [veh/h]	3459	3560	1799	1781	3560	1832	1781	1626	1781	1609
c, Capacity [veh/h]	162	1970	995	219	2240	1153	159	145	180	163
d1, Uniform Delay [s]	55.77	14.08	14.10	51.67	9.35	9.36	51.16	53.57	50.89	53.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.14	0.34	0.67	9.73	0.18	0.36	1.05	9.25	1.87	10.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.47	0.27	0.27	0.86	0.19	0.19	0.30	0.79	0.47	0.84
d, Delay for Lane Group [s/veh]	57.90	14.42	14.77	61.40	9.54	9.71	52.21	62.82	52.75	63.95
Lane Group LOS	E	B	B	E	A	A	D	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.19	3.83	3.99	6.17	2.29	2.42	1.40	3.77	2.48	4.55
50th-Percentile Queue Length [ft/ln]	29.66	95.84	99.85	154.16	57.19	60.52	35.06	94.37	62.04	113.80
95th-Percentile Queue Length [veh/ln]	2.14	6.90	7.19	10.24	4.12	4.36	2.52	6.79	4.47	8.05
95th-Percentile Queue Length [ft/ln]	53.39	172.50	179.73	255.98	102.95	108.93	63.11	169.87	111.67	201.28

**Movement, Approach, & Intersection Results**

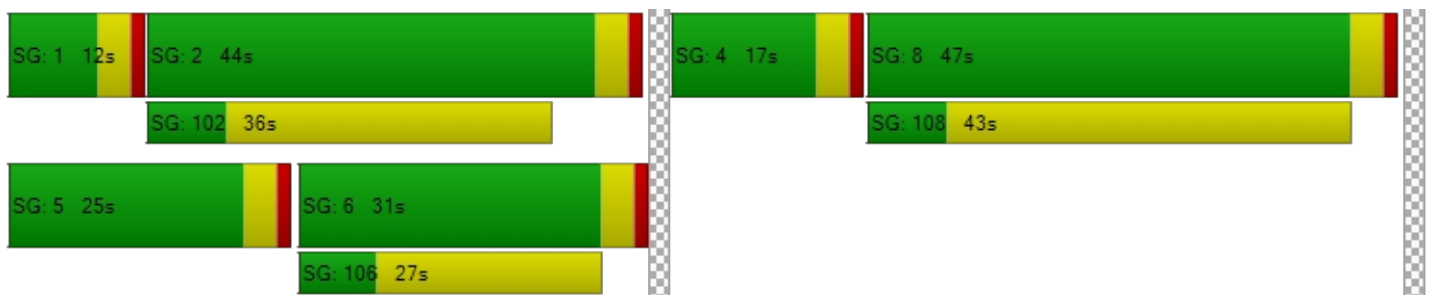
d_M, Delay for Movement [s/veh]	57.90	14.52	14.77	61.40	9.59	9.71	52.21	62.82	62.82	52.75	63.95	63.95
Movement LOS	E	B	B	E	A	A	D	E	E	D	E	E
d_A, Approach Delay [s/veh]	18.34			21.52			59.69			59.69		
Approach LOS	B			C			E			E		
d_I, Intersection Delay [s/veh]	27.22											
Intersection LOS	C											
Intersection V/C	0.475											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	0.00	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.942	0.000	2.212	2.112
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	450	667	717	217
d_b, Bicycle Delay [s]	36.04	26.67	24.70	47.70
I_b,int, Bicycle LOS Score for Intersection	2.043	2.011	1.829	1.924
Bicycle LOS	B	B	A	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.627

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	222	552	211	46	463	267	425	788	286	323	802	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	552	211	46	463	267	425	788	286	323	802	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	138	53	12	116	67	106	197	72	81	201	10
Total Analysis Volume [veh/h]	222	552	211	46	463	267	425	788	286	323	802	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.11	0.12	0.03	0.09	0.16	0.13	0.15	0.17	0.10	0.16	0.16
Intersection LOS	B											
Intersection V/C	0.627											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.386

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	166	350	29	164	421	215	223	409	192	61	383	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	166	350	29	164	421	215	223	409	192	61	383	101
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	88	7	41	105	54	56	102	48	15	96	25
Total Analysis Volume [veh/h]	166	350	29	164	421	215	223	409	192	61	383	101
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.07	0.02	0.05	0.12	0.13	0.07	0.08	0.11	0.02	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.386											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

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

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1081	1275	0	352	332
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1081	1275	0	352	332
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	270	319	0	88	83
Total Analysis Volume [veh/h]	0	1081	1275	0	352	332
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.21	0.25	0.00	0.21	0.20
Intersection LOS	A					
Intersection V/C	0.507					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	13.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1081	1275	0	352	332
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1081	1275	0	352	332
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	284	336	0	93	87
Total Analysis Volume [veh/h]	0	1138	1342	0	371	349
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	59	59	23	23
g / C, Green / Cycle	0.66	0.66	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.22	0.26	0.21	0.22
s, saturation flow rate [veh/h]	5094	5094	1778	1589
c, Capacity [veh/h]	3367	3367	444	397
d1, Uniform Delay [s]	6.65	7.01	32.04	32.25
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.27	0.35	4.51	5.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.34	0.40	0.85	0.87
d, Delay for Lane Group [s/veh]	6.92	7.36	36.55	38.03
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.82	3.51	8.10	7.59
50th-Percentile Queue Length [ft/ln]	70.45	87.71	202.61	189.81
95th-Percentile Queue Length [veh/ln]	5.07	6.31	12.77	12.11
95th-Percentile Queue Length [ft/ln]	126.80	157.87	319.33	302.79

**Movement, Approach, & Intersection Results**

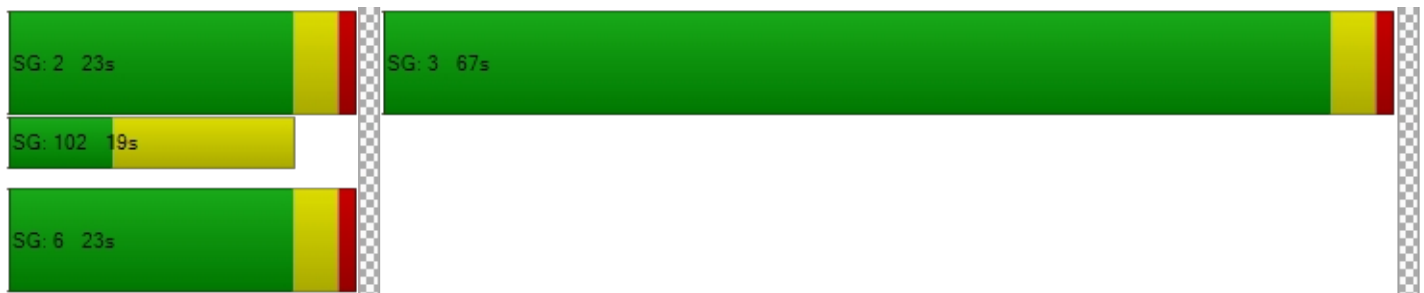
d_M, Delay for Movement [s/veh]	0.00	6.92	7.36	0.00	36.55	38.03
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	6.92		7.36		37.26	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	13.93					
Intersection LOS	B					
Intersection V/C	0.527					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.065
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.186	2.298	2.748
Bicycle LOS	B	B	B

**Sequence**

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





**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	429	1139	58	60	968	88	74	62	408	76	52	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	429	1139	58	60	968	88	74	62	408	76	52	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	285	15	15	242	22	19	16	102	19	13	12
Total Analysis Volume [veh/h]	429	1139	58	60	968	88	74	62	408	76	52	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.23	0.23	0.04	0.21	0.21	0.04	0.04	0.11	0.04	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.542											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↵			↵ ↑ ↵			↵ ↑			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	56	1165	68	412	996	36	34	175	87	73	147	425
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	1165	68	412	996	36	34	175	87	73	147	425
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	291	17	103	249	9	9	44	22	18	37	106
Total Analysis Volume [veh/h]	56	1165	68	412	996	36	34	175	87	73	147	425
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.24	0.24	0.24	0.20	0.20	0.02	0.15	0.15	0.04	0.09	0.01
Intersection LOS	C											
Intersection V/C	0.731											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.465

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵						↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	362	95	0	0	98	9	0	0	0	426	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	362	95	0	0	98	9	0	0	0	426	0	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	24	0	0	25	2	0	0	0	107	0	18
Total Analysis Volume [veh/h]	362	95	0	0	98	9	0	0	0	426	0	73
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.06	0.00	0.00	0.06	0.01	0.00	0.00	0.00	0.25	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.465											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	33.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.481

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔						↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	362	95	0	0	98	9	0	0	0	426	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	362	95	0	0	98	9	0	0	0	426	0	73
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	25	0	0	26	2	0	0	0	112	0	19
Total Analysis Volume [veh/h]	381	100	0	0	103	9	0	0	0	448	0	77
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	17	42	0	0	25	0	0	0	0	48	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	57	41	41		25	25
g / C, Green / Cycle	0.13	0.63	0.46	0.46		0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.11	0.05	0.06	0.01		0.25	0.05
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	457	1182	851	723		497	444
d1, Uniform Delay [s]	38.10	6.45	14.14	13.44		31.25	24.58
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.02	0.14	0.29	0.03		6.22	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.83	0.08	0.12	0.01		0.90	0.17
d, Delay for Lane Group [s/veh]	42.12	6.59	14.43	13.47		37.47	24.76
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	4.28	0.71	1.24	0.10		9.92	1.25
50th-Percentile Queue Length [ft/ln]	107.12	17.84	30.96	2.59		248.09	31.20
95th-Percentile Queue Length [veh/ln]	7.68	1.28	2.23	0.19		15.09	2.25
95th-Percentile Queue Length [ft/ln]	191.99	32.12	55.73	4.65		377.25	56.16

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	42.12	6.59	0.00	0.00	14.43	13.47	0.00	0.00	0.00	37.47	0.00	24.76
Movement LOS	D	A			B	B				D		C
d_A, Approach Delay [s/veh]	34.73			14.36			0.00			35.61		
Approach LOS	C			B			A			D		
d_I, Intersection Delay [s/veh]	33.10											
Intersection LOS	C											
Intersection V/C	0.481											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			1.904			1.970		
Crosswalk LOS	F			F			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	844			467			0			978		
d_b, Bicycle Delay [s]	15.02			26.45			45.00			11.76		
I_b,int, Bicycle LOS Score for Intersection	2.353			1.744			4.132			1.560		
Bicycle LOS	B			A			D			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.354

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	442	329	19	498	0	6	0	220	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	442	329	19	498	0	6	0	220	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	82	5	125	0	2	0	55	0	0	0
Total Analysis Volume [veh/h]	0	442	329	19	498	0	6	0	220	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.23	0.23	0.01	0.15	0.00	0.00	0.00	0.07	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.354											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.387

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	442	329	19	498	0	6	0	220	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	442	329	19	498	0	6	0	220	0	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	116	87	5	131	0	2	0	58	0	0	0
Total Analysis Volume [veh/h]	0	465	346	20	524	0	6	0	232	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stree		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	54	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	66	66	2	73	9	9	
g / C, Green / Cycle	0.74	0.74	0.03	0.81	0.10	0.10	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.25	0.01	0.15	0.07	0.07	
s, saturation flow rate [veh/h]	1870	1625	1781	3560	1598	1589	
c, Capacity [veh/h]	1378	1198	49	2880	163	162	
d1, Uniform Delay [s]	3.97	4.15	43.07	1.93	39.22	39.22	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.54	0.77	5.38	0.14	6.14	6.20	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.29	0.34	0.41	0.18	0.73	0.73	
d, Delay for Lane Group [s/veh]	4.52	4.91	48.44	2.07	45.36	45.42	
Lane Group LOS	A	A	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	2.11	2.24	0.51	0.63	2.80	2.79	
50th-Percentile Queue Length [ft/ln]	52.69	55.93	12.68	15.87	70.02	69.79	
95th-Percentile Queue Length [veh/ln]	3.79	4.03	0.91	1.14	5.04	5.03	
95th-Percentile Queue Length [ft/ln]	94.84	100.68	22.82	28.57	126.04	125.63	

**Movement, Approach, & Intersection Results**

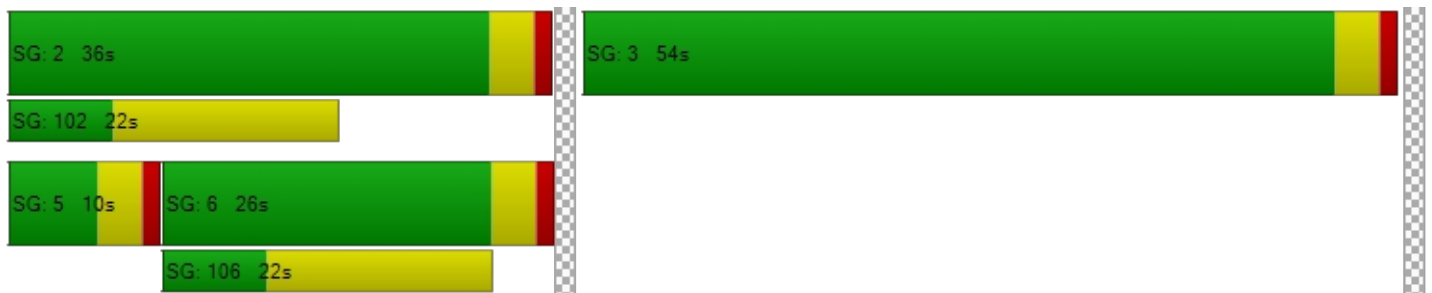
d_M, Delay for Movement [s/veh]	0.00	4.57	4.91	48.44	2.07	0.00	45.36	0.00	45.39	0.00	0.00	0.00
Movement LOS		A	A	D	A		D		D			
d_A, Approach Delay [s/veh]	4.72		3.77			45.39			0.00			
Approach LOS	A		A			D			A			
d_I, Intersection Delay [s/veh]	10.47											
Intersection LOS	B											
Intersection V/C	0.387											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0			11.0			11.0			
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00			
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00			
d_p, Pedestrian Delay [s]	0.00		0.00			34.67			34.67			
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000			1.830			1.780			
Crosswalk LOS	F		F			A			A			
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000			2000			2000			
c_b, Capacity of the bicycle lane [bicycles/h]	489		711			1111			0			
d_b, Bicycle Delay [s]	25.69		18.69			8.89			45.00			
I_b,int, Bicycle LOS Score for Intersection	2.229		2.008			1.952			4.132			
Bicycle LOS	B		B			A			D			

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	395	463	125	90	431	259	302	90	300	218	94	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	395	463	125	90	431	259	302	90	300	218	94	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	99	116	31	23	108	65	76	23	75	55	24	11
Total Analysis Volume [veh/h]	395	463	125	90	431	259	302	90	300	218	94	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.17	0.17	0.05	0.13	0.15	0.09	0.12	0.18	0.13	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.623											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	355	0	653	0	0	0	0	2382	912	0	1944	1237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	355	0	653	0	0	0	0	2382	912	0	1944	1237
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	0	163	0	0	0	0	596	228	0	486	309
Total Analysis Volume [veh/h]	355	0	653	0	0	0	0	2382	912	0	1944	1237
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.00	0.20	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.38	0.00
Intersection LOS	B											
Intersection V/C	0.629											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	355	0	653	0	0	0	0	2382	912	0	1944	1237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	355	0	653	0	0	0	0	2382	912	0	1944	1237
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	0	172	0	0	0	0	627	240	0	512	326
Total Analysis Volume [veh/h]	374	0	687	0	0	0	0	2507	960	0	2046	1302
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	41	0	0	0	0	0	0	74	0	0	74	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	53	53	53		53	53
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	16	16	16		29	29
g / C, Green / Cycle	0.30	0.30	0.30		0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.20	0.22	0.22		0.37	0.40
s, saturation flow rate [veh/h]	1781	1599	1589		6792	5094
c, Capacity [veh/h]	528	474	471		3753	2814
d1, Uniform Delay [s]	16.35	16.82	16.85		8.39	8.85
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.48	2.37	2.44		0.21	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.67	0.75	0.75		0.67	0.73
d, Delay for Lane Group [s/veh]	17.83	19.19	19.29		8.60	9.22
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	3.50	3.69	3.71		3.70	4.28
50th-Percentile Queue Length [ft/ln]	87.62	92.35	92.69		92.55	107.02
95th-Percentile Queue Length [veh/ln]	6.31	6.65	6.67		6.66	7.67
95th-Percentile Queue Length [ft/ln]	157.72	166.23	166.84		166.59	191.84

**Movement, Approach, & Intersection Results**

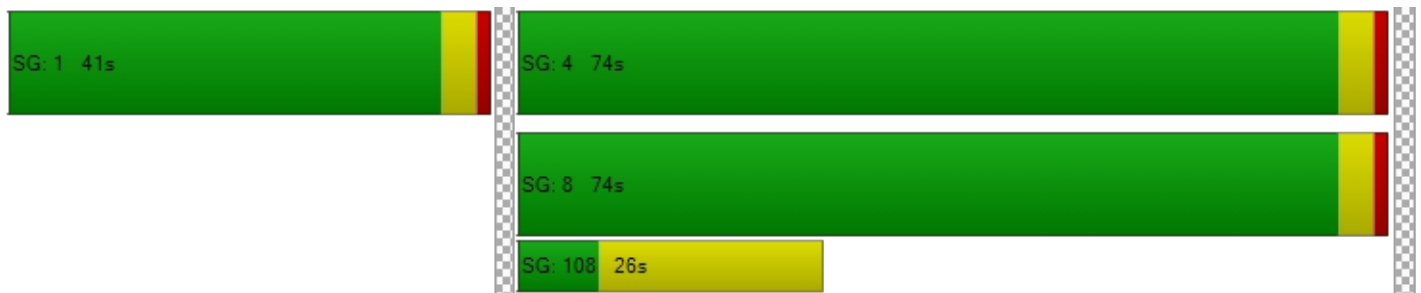
d_M, Delay for Movement [s/veh]	17.90	0.00	19.24	0.00	0.00	0.00	0.00	8.60	0.00	0.00	9.22	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	18.77			0.00			8.60			9.22		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	10.75											
Intersection LOS	B											
Intersection V/C	0.736											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.401	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	643	0	1217	1217
d_b, Bicycle Delay [s]	26.45	57.50	8.80	8.80
I_b,int, Bicycle LOS Score for Intersection	3.310	4.132	2.594	2.685
Bicycle LOS	C	D	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1276	3	984	0	2008	441	630	1670	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1276	3	984	0	2008	441	630	1670	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	319	1	246	0	502	110	158	418	0
Total Analysis Volume [veh/h]	0	0	0	1276	3	984	0	2008	441	630	1670	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.25	0.25	0.29	0.00	0.24	0.26	0.19	0.33	0.00
Intersection LOS	C											
Intersection V/C	0.784											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	40.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.951

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1276	3	984	0	2008	441	630	1670	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1276	3	984	0	2008	441	630	1670	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	336	1	259	0	528	116	166	439	0
Total Analysis Volume [veh/h]	0	0	0	1343	3	1036	0	2114	464	663	1758	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	39	0	0	32	0	44	76	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group		L	C	R	C	R	L	C
C, Cycle Length [s]		115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		48	48	48	30	30	25	59
g / C, Green / Cycle		0.42	0.42	0.42	0.26	0.26	0.21	0.51
(v / s)_i Volume / Saturation Flow Rate		0.26	0.26	0.37	0.25	0.29	0.19	0.35
s, saturation flow rate [veh/h]		3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]		1453	748	1182	2216	415	742	2600
d1, Uniform Delay [s]		26.01	26.01	30.60	41.80	42.47	43.87	21.04
k, delay calibration		0.50	0.50	0.50	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		1.93	3.71	9.27	3.16	80.48	4.05	0.31
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity		0.61	0.61	0.88	0.95	1.12	0.89	0.68
d, Delay for Lane Group [s/veh]		27.94	29.72	39.87	44.96	122.95	47.92	21.35
Lane Group LOS		C	C	D	D	F	D	C
Critical Lane Group		No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		9.74	10.40	14.34	12.05	20.90	9.52	11.49
50th-Percentile Queue Length [ft/ln]		243.46	259.94	358.61	301.36	522.60	238.03	287.16
95th-Percentile Queue Length [veh/ln]		14.86	15.69	20.56	17.75	30.32	14.58	17.04
95th-Percentile Queue Length [ft/ln]		371.40	392.14	513.90	443.71	757.89	364.54	426.12

**Movement, Approach, & Intersection Results**

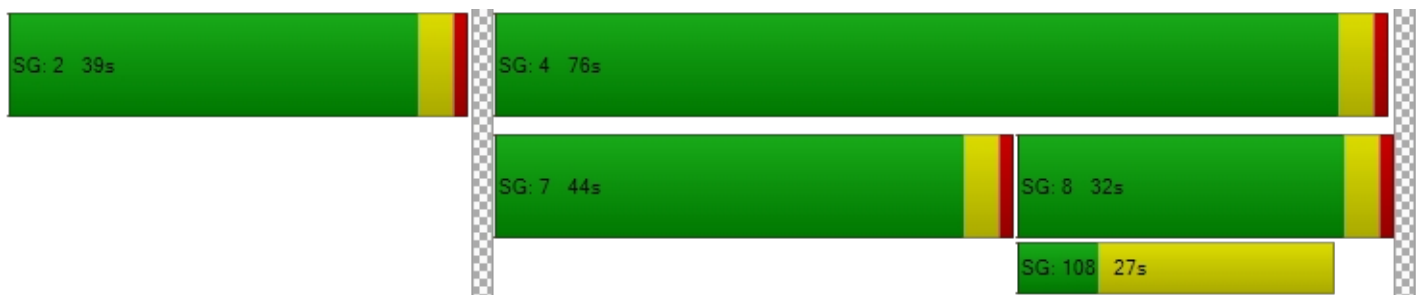
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	28.54	29.72	39.87	0.00	44.96	122.95	47.92	21.35	0.00
Movement LOS				C	C	D		D	F	D	C	
d_A, Approach Delay [s/veh]	0.00			33.47			59.00			28.63		
Approach LOS	A			C			E			C		
d_I, Intersection Delay [s/veh]	40.80											
Intersection LOS	D											
Intersection V/C	0.951											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.277	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	609	487	1252
d_b, Bicycle Delay [s]	57.50	27.83	32.91	8.04
I_b,int, Bicycle LOS Score for Intersection	4.132	5.490	2.410	2.891
Bicycle LOS	D	F	B	C

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.804

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	181	485	431	194	199	239	262	1407	124	568	1477	437
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	485	431	194	199	239	262	1407	124	568	1477	437
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	121	108	49	50	60	66	352	31	142	369	109
Total Analysis Volume [veh/h]	181	485	431	194	199	239	262	1407	124	568	1477	437
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.14	0.25	0.06	0.13	0.13	0.08	0.28	0.07	0.17	0.29	0.26
Intersection LOS	D											
Intersection V/C	0.804											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	355	1010	24	36	1144	687	704	70	248	29	32	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	355	1010	24	36	1144	687	704	70	248	29	32	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	253	6	9	286	172	176	18	62	7	8	8
Total Analysis Volume [veh/h]	355	1010	24	36	1144	687	704	70	248	29	32	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.20	0.20	0.02	0.22	0.20	0.21	0.04	0.15	0.02	0.03	0.03
Intersection LOS	B											
Intersection V/C	0.613											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	189	894	214	412	889	203	211	889	102	224	821	346
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	189	894	214	412	889	203	211	889	102	224	821	346
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	224	54	103	222	51	53	222	26	56	205	87
Total Analysis Volume [veh/h]	189	894	214	412	889	203	211	889	102	224	821	346
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.18	0.13	0.12	0.17	0.12	0.06	0.17	0.06	0.07	0.16	0.08
Intersection LOS	A											
Intersection V/C	0.587											



**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	233	963	965	95	125	284
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	233	963	965	95	125	284
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	241	241	24	31	71
Total Analysis Volume [veh/h]	233	963	965	95	125	284
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.19	0.21	0.21	0.04	0.08
Intersection LOS	A					
Intersection V/C	0.478					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	88	639	89	286	743	246	234	369	52	113	489	312
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	639	89	286	743	246	234	369	52	113	489	312
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	160	22	72	186	62	59	92	13	28	122	78
Total Analysis Volume [veh/h]	88	639	89	286	743	246	234	369	52	113	489	312
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.14	0.14	0.08	0.15	0.08	0.07	0.12	0.12	0.07	0.14	0.09
Intersection LOS	A											
Intersection V/C	0.490											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	439	525	51	87	645	110	145	73	544	56	85	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	439	525	51	87	645	110	145	73	544	56	85	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	110	131	13	22	161	28	36	18	136	14	21	18
Total Analysis Volume [veh/h]	439	525	51	87	645	110	145	73	544	56	85	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.11	0.11	0.05	0.15	0.15	0.09	0.04	0.03	0.03	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.475											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.324

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	7	965	31	37	1178	29	14	6	11	29	2	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	965	31	37	1178	29	14	6	11	29	2	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	241	8	9	295	7	4	2	3	7	1	11
Total Analysis Volume [veh/h]	7	965	31	37	1178	29	14	6	11	29	2	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.20	0.20	0.02	0.24	0.24	0.01	0.01	0.01	0.02	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.324											



**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.453

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	63	689	158	191	847	17	6	89	88	219	85	177
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	689	158	191	847	17	6	89	88	219	85	177
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	172	40	48	212	4	2	22	22	55	21	44
Total Analysis Volume [veh/h]	63	689	158	191	847	17	6	89	88	219	85	177
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.14	0.09	0.11	0.25	0.01	0.00	0.05	0.05	0.06	0.05	0.10
Intersection LOS	A											
Intersection V/C	0.453											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↻			↻↵↻			↻↵↻			↻↵↻		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	21	44	41	267	29	771	743	1318	11	44	1030	277
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	44	41	267	29	771	743	1318	11	44	1030	277
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	11	10	67	7	193	186	330	3	11	258	69
Total Analysis Volume [veh/h]	21	44	41	267	29	771	743	1318	11	44	1030	277
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.04	0.02	0.08	0.09	0.01	0.22	0.39	0.39	0.03	0.30	0.08
Intersection LOS	B											
Intersection V/C	0.697											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	525	202	259	463	197	286
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	525	202	259	463	197	286
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	131	51	65	116	49	72
Total Analysis Volume [veh/h]	525	202	259	463	197	286
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.21	0.21	0.08	0.14	0.06	0.09
Intersection LOS	A					
Intersection V/C	0.435					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	156	423	201	236	312	47	55	361	120	187	349	222
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	156	423	201	236	312	47	55	361	120	187	349	222
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	106	50	59	78	12	14	90	30	47	87	56
Total Analysis Volume [veh/h]	156	423	201	236	312	47	55	361	120	187	349	222
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.12	0.12	0.14	0.07	0.07	0.03	0.14	0.14	0.06	0.10	0.13
Intersection LOS	A											
Intersection V/C	0.508											



**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	14	483	264	165	425	18	9	10	9	266	8	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	483	264	165	425	18	9	10	9	266	8	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	121	66	41	106	5	2	3	2	67	2	50
Total Analysis Volume [veh/h]	14	483	264	165	425	18	9	10	9	266	8	200
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.22	0.22	0.10	0.13	0.01	0.01	0.01	0.01	0.16	0.00	0.12
Intersection LOS	A											
Intersection V/C	0.534											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	96	134	141	248	148	245	314	953	76	122	1099	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	134	141	248	148	245	314	953	76	122	1099	304
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	34	35	62	37	61	79	238	19	31	275	76
Total Analysis Volume [veh/h]	96	134	141	248	148	245	314	953	76	122	1099	304
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.04	0.08	0.15	0.12	0.12	0.09	0.28	0.04	0.07	0.32	0.18
Intersection LOS	B											
Intersection V/C	0.694											

*APPENDIX A-IV*

**2025 CUMULATIVE PLUS PROJECT  
TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.730

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	415	1309	85	285	1301	147	127	660	245	51	1354	470
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	415	1309	85	285	1301	147	127	660	245	51	1354	470
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	327	21	71	325	37	32	165	61	13	339	118
Total Analysis Volume [veh/h]	415	1309	85	285	1301	147	127	660	245	51	1354	470
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.26	0.05	0.08	0.26	0.09	0.04	0.13	0.02	0.02	0.27	0.00
Intersection LOS	C											
Intersection V/C	0.730											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	289	1142	97	137	993	521	374	772	153	111	778	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	289	1142	97	137	993	521	374	772	153	111	778	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	286	24	34	248	130	94	193	38	28	195	18
Total Analysis Volume [veh/h]	289	1142	97	137	993	521	374	772	153	111	778	73
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.22	0.06	0.04	0.19	0.20	0.11	0.15	0.00	0.03	0.15	0.00
Intersection LOS	A											
Intersection V/C	0.594											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.717

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	630	1224	243	93	685	318	340	895	458	127	924	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	630	1224	243	93	685	318	340	895	458	127	924	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	158	306	61	23	171	80	85	224	115	32	231	18
Total Analysis Volume [veh/h]	630	1224	243	93	685	318	340	895	458	127	924	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.19	0.24	0.14	0.03	0.13	0.19	0.10	0.20	0.20	0.04	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.717											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	25	811	18	332	734	75	144	215	71	35	119	522
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	811	18	332	734	75	144	215	71	35	119	522
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	203	5	83	184	19	36	54	18	9	30	131
Total Analysis Volume [veh/h]	25	811	18	332	734	75	144	215	71	35	119	522
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.16	0.16	0.10	0.16	0.16	0.08	0.08	0.08	0.02	0.04	0.21
Intersection LOS	B											
Intersection V/C	0.604											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.307

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	176	87	101	388	186	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	87	101	388	186	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	22	25	97	47	33
Total Analysis Volume [veh/h]	176	87	101	388	186	133
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.05	0.06	0.11	0.09	0.09
Intersection LOS	A					
Intersection V/C	0.307					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.393

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	112	463	24	16	584	195	337	41	167	11	14	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	463	24	16	584	195	337	41	167	11	14	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	116	6	4	146	49	84	10	42	3	4	2
Total Analysis Volume [veh/h]	112	463	24	16	584	195	337	41	167	11	14	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.10	0.10	0.01	0.15	0.15	0.10	0.11	0.10	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.393											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.239

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	3	549	48	58	656	50	31	0	30	8	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	549	48	58	656	50	31	0	30	8	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	137	12	15	164	13	8	0	8	2	0	6
Total Analysis Volume [veh/h]	3	549	48	58	656	50	31	0	30	8	0	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.12	0.12	0.03	0.14	0.14	0.02	0.00	0.02	0.00	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.239											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	2	528	358	340	486	7	30	0	16	45	0	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	528	358	340	486	7	30	0	16	45	0	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	132	90	85	122	2	8	0	4	11	0	17
Total Analysis Volume [veh/h]	2	528	358	340	486	7	30	0	16	45	0	66
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.10	0.21	0.10	0.10	0.10	0.02	0.00	0.03	0.03	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.426											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.483

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	2	528	358	340	486	7	30	0	16	45	0	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	528	358	340	486	7	30	0	16	45	0	66
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	139	94	89	128	2	8	0	4	12	0	17
Total Analysis Volume [veh/h]	2	556	377	358	512	7	32	0	17	47	0	69
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stree		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	64	45	0	44	25	0	10	0	0	0	11	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	69	69	14	82	82	5	7	7
g / C, Green / Cycle	0.00	0.62	0.62	0.13	0.75	0.75	0.04	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.00	0.11	0.24	0.10	0.10	0.10	0.03	0.03	0.04
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1857	1709	1781	1589
c, Capacity [veh/h]	8	3179	992	445	2665	1390	72	107	95
d1, Uniform Delay [s]	54.64	8.74	10.20	46.61	3.85	3.85	52.03	49.96	50.85
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.05	0.12	1.11	3.44	0.10	0.19	10.96	2.82	9.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.26	0.17	0.38	0.80	0.13	0.13	0.68	0.44	0.72
d, Delay for Lane Group [s/veh]	71.69	8.86	11.31	50.05	3.95	4.04	62.99	52.78	60.73
Lane Group LOS	E	A	B	D	A	A	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.09	1.82	4.55	4.96	0.94	1.02	1.55	1.33	2.13
50th-Percentile Queue Length [ft/ln]	2.29	45.60	113.86	123.91	23.47	25.39	38.74	33.31	53.18
95th-Percentile Queue Length [veh/ln]	0.16	3.28	8.05	8.61	1.69	1.83	2.79	2.40	3.83
95th-Percentile Queue Length [ft/ln]	4.12	82.08	201.36	215.19	42.24	45.70	69.73	59.96	95.73

**Movement, Approach, & Intersection Results**

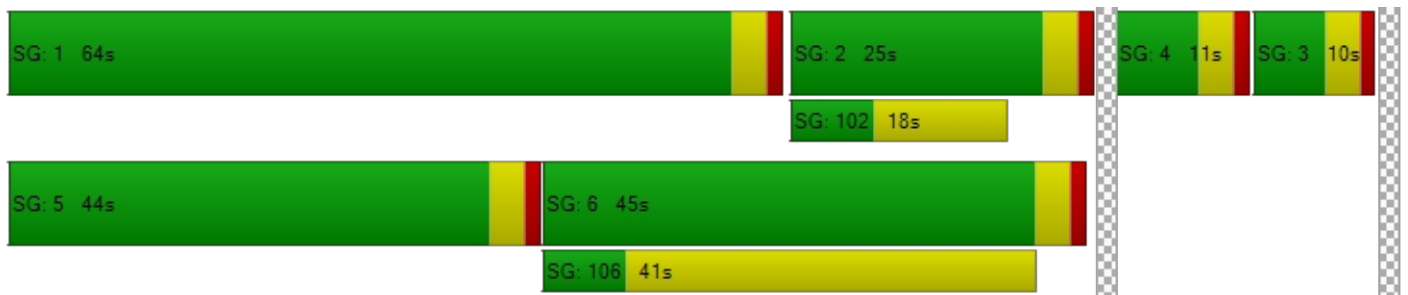
d_M, Delay for Movement [s/veh]	71.69	8.86	11.31	50.05	3.98	4.04	62.99	0.00	62.99	52.78	60.73	60.73
Movement LOS	E	A	B	D	A	A	E		E	D	E	E
d_A, Approach Delay [s/veh]	9.98		22.79			62.99			57.51			
Approach LOS	A		C			E			E			
d_I, Intersection Delay [s/veh]	19.76											
Intersection LOS	B											
Intersection V/C	0.483											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0			11.0			11.0			
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00			
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00			
d_p, Pedestrian Delay [s]	0.00		0.00			44.55			44.55			
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000			1.753			2.348			
Crosswalk LOS	F		F			A			B			
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000			2000			2000			
c_b, Capacity of the bicycle lane [bicycles/h]	745		382			109			127			
d_b, Bicycle Delay [s]	21.64		36.00			49.16			48.22			
I_b,int, Bicycle LOS Score for Intersection	2.074		2.042			1.640			1.751			
Bicycle LOS	B		B			A			A			

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.332

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	29	775	29	92	462	21	45	9	77	10	1	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	775	29	92	462	21	45	9	77	10	1	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	194	7	23	116	5	11	2	19	3	0	8
Total Analysis Volume [veh/h]	29	775	29	92	462	21	45	9	77	10	1	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.16	0.16	0.05	0.09	0.09	0.03	0.05	0.05	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.332											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	16.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.339

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐   ⇐			⇐   ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	29	775	29	92	462	21	45	9	77	10	1	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	775	29	92	462	21	45	9	77	10	1	33
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	204	8	24	122	6	12	2	20	3	0	9
Total Analysis Volume [veh/h]	31	816	31	97	486	22	47	9	81	11	1	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	31	0	22	43	0	0	47	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	74	74	8	77	77	8	8	5	5
g / C, Green / Cycle	0.03	0.67	0.67	0.07	0.70	0.70	0.07	0.07	0.04	0.04
(v / s)_i Volume / Saturation Flow Rate	0.01	0.16	0.16	0.05	0.09	0.09	0.03	0.06	0.01	0.02
s, saturation flow rate [veh/h]	3459	3560	1835	1781	3560	1829	1781	1614	1781	1596
c, Capacity [veh/h]	117	2379	1226	124	2505	1287	134	121	75	67
d1, Uniform Delay [s]	51.82	7.19	7.20	50.39	5.34	5.34	48.36	49.86	50.81	51.66
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.19	0.23	0.45	10.31	0.11	0.22	1.57	8.66	0.89	6.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.26	0.23	0.24	0.78	0.13	0.13	0.35	0.74	0.15	0.54
d, Delay for Lane Group [s/veh]	53.01	7.42	7.65	60.70	5.45	5.56	49.93	58.52	51.70	58.15
Lane Group LOS	D	A	A	E	A	A	D	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.44	2.47	2.63	2.98	1.18	1.26	1.28	2.71	0.31	1.09
50th-Percentile Queue Length [ft/ln]	10.90	61.87	65.87	74.41	29.39	31.39	32.10	67.79	7.77	27.34
95th-Percentile Queue Length [veh/ln]	0.79	4.45	4.74	5.36	2.12	2.26	2.31	4.88	0.56	1.97
95th-Percentile Queue Length [ft/ln]	19.63	111.36	118.56	133.95	52.90	56.50	57.78	122.02	13.98	49.20



**Movement, Approach, & Intersection Results**

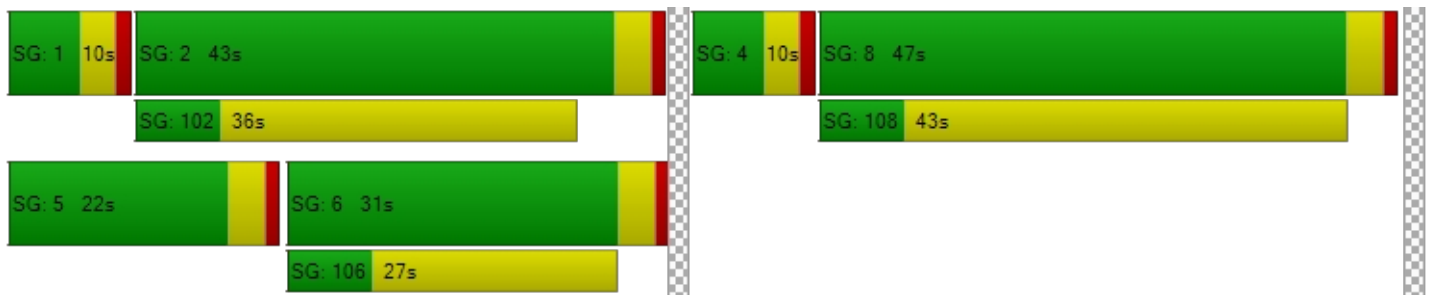
d_M, Delay for Movement [s/veh]	53.01	7.49	7.65	60.70	5.48	5.56	49.93	58.52	58.52	51.70	58.15	58.15
Movement LOS	D	A	A	E	A	A	D	E	E	D	E	E
d_A, Approach Delay [s/veh]	9.11		14.34			55.57			56.64			
Approach LOS	A		B			E			E			
d_I, Intersection Delay [s/veh]	16.16											
Intersection LOS	B											
Intersection V/C	0.339											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0		0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft²/ped]	0.00		0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00		0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	44.55		0.00			44.55			44.55		
I_p,int, Pedestrian LOS Score for Intersection	2.912		0.000			2.187			2.010		
Crosswalk LOS	C		F			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	491		709			782			109		
d_b, Bicycle Delay [s]	31.31		22.91			20.40			49.16		
I_b,int, Bicycle LOS Score for Intersection	2.043		1.892			1.786			1.637		
Bicycle LOS	B		A			A			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.410

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	120	630	142	25	393	111	197	639	105	176	732	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	630	142	25	393	111	197	639	105	176	732	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	158	36	6	98	28	49	160	26	44	183	14
Total Analysis Volume [veh/h]	120	630	142	25	393	111	197	639	105	176	732	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.12	0.08	0.01	0.08	0.07	0.06	0.13	0.06	0.05	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.410											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.428

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	320	513	31	58	233	122	197	439	338	46	636	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	320	513	31	58	233	122	197	439	338	46	636	104
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	128	8	15	58	31	49	110	85	12	159	26
Total Analysis Volume [veh/h]	320	513	31	58	233	122	197	439	338	46	636	104
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.10	0.02	0.02	0.07	0.07	0.06	0.09	0.20	0.01	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.428											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.460

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1831	706	0	67	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1831	706	0	67	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	458	177	0	17	27
Total Analysis Volume [veh/h]	0	1831	706	0	67	108
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.36	0.14	0.00	0.04	0.05
Intersection LOS	A					
Intersection V/C	0.460					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	5.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	



**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1831	706	0	67	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1831	706	0	67	108
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	482	186	0	18	28
Total Analysis Volume [veh/h]	0	1927	743	0	71	114
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	7	7
g / C, Green / Cycle	0.83	0.83	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.38	0.15	0.05	0.06
s, saturation flow rate [veh/h]	5094	5094	1728	1589
c, Capacity [veh/h]	4223	4223	142	130
d1, Uniform Delay [s]	2.11	1.54	40.09	40.16
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.36	0.09	5.38	6.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.46	0.18	0.67	0.69
d, Delay for Lane Group [s/veh]	2.47	1.63	45.46	46.52
Lane Group LOS	A	A	D	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.57	0.44	2.23	2.14
50th-Percentile Queue Length [ft/ln]	39.21	10.91	55.70	53.60
95th-Percentile Queue Length [veh/ln]	2.82	0.79	4.01	3.86
95th-Percentile Queue Length [ft/ln]	70.58	19.64	100.26	96.49

**Movement, Approach, & Intersection Results**

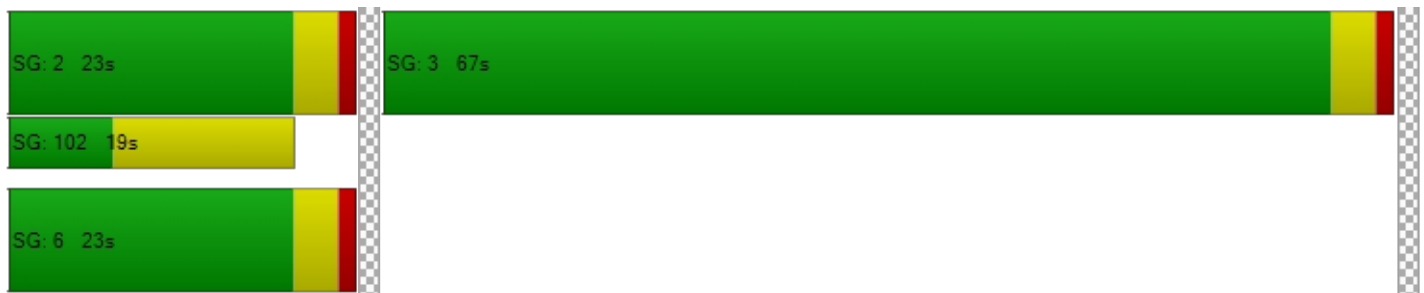
d_M, Delay for Movement [s/veh]	0.00	2.47	1.63	0.00	45.46	46.31
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	2.47		1.63		45.98	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	5.07					
Intersection LOS	A					
Intersection V/C	0.477					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.805
Crosswalk LOS	F	F	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.619	1.968	1.865
Bicycle LOS	B	A	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	487	1788	34	46	622	93	120	84	418	97	136	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	487	1788	34	46	622	93	120	84	418	97	136	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	447	9	12	156	23	30	21	105	24	34	20
Total Analysis Volume [veh/h]	487	1788	34	46	622	93	120	84	418	97	136	80
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.36	0.36	0.03	0.14	0.14	0.07	0.05	0.10	0.06	0.08	0.05
Intersection LOS	A											
Intersection V/C	0.594											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.818

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↵			↵ ↑ ↵			↵ ↑			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	95	1712	98	378	705	18	54	168	85	71	179	488
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	1712	98	378	705	18	54	168	85	71	179	488
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	428	25	95	176	5	14	42	21	18	45	122
Total Analysis Volume [veh/h]	95	1712	98	378	705	18	54	168	85	71	179	488
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.35	0.35	0.22	0.14	0.14	0.03	0.15	0.15	0.04	0.11	0.06
Intersection LOS	D											
Intersection V/C	0.818											



**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵						↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	1008	49	0	0	78	22	0	0	0	487	0	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1008	49	0	0	78	22	0	0	0	487	0	54
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	252	12	0	0	20	6	0	0	0	122	0	14
Total Analysis Volume [veh/h]	1008	49	0	0	78	22	0	0	0	487	0	54
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.30	0.03	0.00	0.00	0.05	0.01	0.00	0.00	0.00	0.29	0.00	0.03
Intersection LOS	B											
Intersection V/C	0.679											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	45.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	1008	49	0	0	78	22	0	0	0	487	0	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1008	49	0	0	78	22	0	0	0	487	0	54
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	265	13	0	0	21	6	0	0	0	128	0	14
Total Analysis Volume [veh/h]	1061	52	0	0	82	23	0	0	0	513	0	57
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	47	72	0	0	25	0	0	0	0	48	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	120	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	40	75	32	32		37	37
g / C, Green / Cycle	0.33	0.63	0.26	0.26		0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.31	0.03	0.04	0.01		0.29	0.04
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	1138	1173	495	421		545	486
d1, Uniform Delay [s]	38.93	8.57	33.90	32.88		40.57	29.96
k, delay calibration	0.11	0.50	0.50	0.50		0.30	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.12	0.07	0.72	0.25		18.88	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.93	0.04	0.17	0.05		0.94	0.12
d, Delay for Lane Group [s/veh]	43.05	8.64	34.62	33.13		59.45	30.07
Lane Group LOS	D	A	C	C		E	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	15.55	0.53	1.95	0.53		17.44	1.21
50th-Percentile Queue Length [ft/ln]	388.69	13.34	48.84	13.34		435.99	30.27
95th-Percentile Queue Length [veh/ln]	22.01	0.96	3.52	0.96		24.29	2.18
95th-Percentile Queue Length [ft/ln]	550.35	24.00	87.92	24.01		607.21	54.49

**Movement, Approach, & Intersection Results**

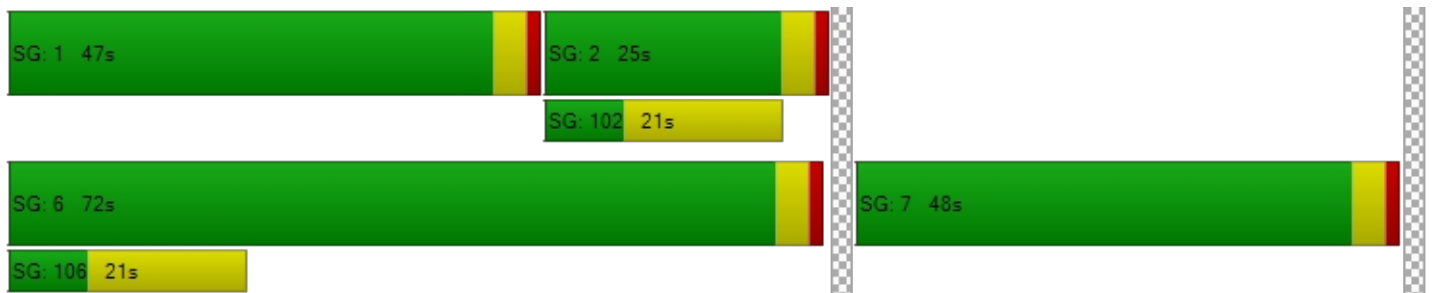
d_M, Delay for Movement [s/veh]	43.05	8.64	0.00	0.00	34.62	33.13	0.00	0.00	0.00	59.45	0.00	30.07
Movement LOS	D	A			C	C				E		C
d_A, Approach Delay [s/veh]	41.44				34.29		0.00		56.51			
Approach LOS	D				C		A		E			
d_I, Intersection Delay [s/veh]	45.83											
Intersection LOS	D											
Intersection V/C	0.710											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		49.50		49.50	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		2.257		2.007	
Crosswalk LOS	F		F		B		B	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	1133		350		0		733	
d_b, Bicycle Delay [s]	11.27		40.84		60.00		24.07	
I_b,int, Bicycle LOS Score for Intersection	3.396		1.733		4.132		1.560	
Bicycle LOS	C		A		D		A	

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.560

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	1045	418	22	543	0	4	0	222	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1045	418	22	543	0	4	0	222	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	261	105	6	136	0	1	0	56	0	0	0
Total Analysis Volume [veh/h]	0	1045	418	22	543	0	4	0	222	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0	0
Auxiliary Signal Groups													
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.43	0.43	0.01	0.16	0.00	0.00	0.00	0.07	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.560											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	1045	418	22	543	0	4	0	222	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1045	418	22	543	0	4	0	222	0	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	275	110	6	143	0	1	0	58	0	0	0
Total Analysis Volume [veh/h]	0	1100	440	23	572	0	4	0	234	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	35	0	10	45	0	75	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	93	93	3	101	11	11	
g / C, Green / Cycle	0.78	0.78	0.03	0.84	0.10	0.10	
(v / s)_i Volume / Saturation Flow Rate	0.41	0.45	0.01	0.16	0.07	0.07	
s, saturation flow rate [veh/h]	1870	1699	1781	3560	1595	1589	
c, Capacity [veh/h]	1454	1321	48	2984	152	151	
d1, Uniform Delay [s]	5.04	5.42	57.51	1.87	53.08	53.08	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.38	1.89	7.07	0.14	8.62	8.67	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.53	0.58	0.48	0.19	0.79	0.79	
d, Delay for Lane Group [s/veh]	6.42	7.31	64.58	2.01	61.70	61.76	
Lane Group LOS	A	A	E	A	E	E	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.47	7.05	0.78	0.91	3.88	3.87	
50th-Percentile Queue Length [ft/ln]	161.81	176.36	19.59	22.84	96.89	96.68	
95th-Percentile Queue Length [veh/ln]	10.64	11.41	1.41	1.64	6.98	6.96	
95th-Percentile Queue Length [ft/ln]	266.12	285.25	35.25	41.11	174.41	174.03	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	6.69	7.31	64.58	2.01	0.00	61.70	0.00	61.73	0.00	0.00	0.00
Movement LOS		A	A	E	A		E		E			
d_A, Approach Delay [s/veh]		6.87		4.43			61.73		0.00			
Approach LOS		A		A			E		A			
d_I, Intersection Delay [s/veh]	11.76											
Intersection LOS	B											
Intersection V/C	0.601											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]		0.0		0.0		11.0		11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]		0.00		0.00		49.50		49.50
I_p,int, Pedestrian LOS Score for Intersection		0.000		0.000		1.845		1.889
Crosswalk LOS		F		F		A		A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]		2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]		517		683		1183		0
d_b, Bicycle Delay [s]		33.00		26.00		10.00		60.00
I_b,int, Bicycle LOS Score for Intersection		2.830		2.050		1.952		4.132
Bicycle LOS		C		B		A		D

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	189	977	210	93	348	332	421	118	329	109	48	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	189	977	210	93	348	332	421	118	329	109	48	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	244	53	23	87	83	105	30	82	27	12	6
Total Analysis Volume [veh/h]	189	977	210	93	348	332	421	118	329	109	48	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.35	0.35	0.05	0.10	0.20	0.12	0.16	0.19	0.06	0.04	0.04
Intersection LOS	C											
Intersection V/C	0.711											



**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	224	0	588	0	0	0	0	2403	852	0	1774	1362
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	0	588	0	0	0	0	2403	852	0	1774	1362
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	0	147	0	0	0	0	601	213	0	444	341
Total Analysis Volume [veh/h]	224	0	588	0	0	0	0	2403	852	0	1774	1362
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.00	0.16	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.35	0.00
Intersection LOS	A											
Intersection V/C	0.576											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.685

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	224	0	588	0	0	0	0	2403	852	0	1774	1362
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	0	588	0	0	0	0	2403	852	0	1774	1362
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	0	155	0	0	0	0	632	224	0	467	358
Total Analysis Volume [veh/h]	236	0	619	0	0	0	0	2529	897	0	1867	1434
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	41	0	0	0	0	0	0	74	0	0	74	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	46	46	46		46	46
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	13	13		26	26
g / C, Green / Cycle	0.27	0.27	0.27		0.56	0.56
(v / s)_i Volume / Saturation Flow Rate	0.13	0.19	0.19		0.37	0.37
s, saturation flow rate [veh/h]	1781	1589	1589		6792	5094
c, Capacity [veh/h]	484	432	432		3779	2834
d1, Uniform Delay [s]	14.23	15.33	15.33		7.30	7.23
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.76	2.23	2.23		0.21	0.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.49	0.72	0.72		0.67	0.66
d, Delay for Lane Group [s/veh]	14.99	17.57	17.57		7.51	7.50
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	1.88	2.77	2.77		2.91	2.85
50th-Percentile Queue Length [ft/ln]	46.88	69.31	69.31		72.75	71.35
95th-Percentile Queue Length [veh/ln]	3.38	4.99	4.99		5.24	5.14
95th-Percentile Queue Length [ft/ln]	84.38	124.76	124.76		130.95	128.43

**Movement, Approach, & Intersection Results**

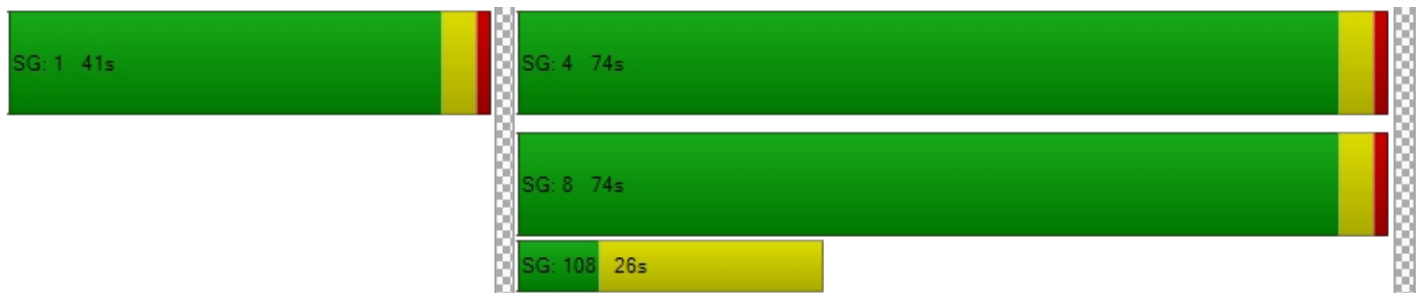
d_M, Delay for Movement [s/veh]	14.99	0.00	17.57	0.00	0.00	0.00	0.00	7.51	0.00	0.00	7.50	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	16.86			0.00			7.51			7.50		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	9.03											
Intersection LOS	A											
Intersection V/C	0.685											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.351	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	643	0	1217	1217
d_b, Bicycle Delay [s]	26.45	57.50	8.80	8.80
I_b,int, Bicycle LOS Score for Intersection	2.970	4.132	2.603	2.586
Bicycle LOS	C	D	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1332	2	931	0	1914	396	536	1459	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1332	2	931	0	1914	396	536	1459	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	333	1	233	0	479	99	134	365	0
Total Analysis Volume [veh/h]	0	0	0	1332	2	931	0	1914	396	536	1459	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.26	0.26	0.27	0.00	0.23	0.23	0.16	0.29	0.00
Intersection LOS	C											
Intersection V/C	0.714											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	36.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.864

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1332	2	931	0	1914	396	536	1459	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1332	2	931	0	1914	396	536	1459	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	351	1	245	0	504	104	141	384	0
Total Analysis Volume [veh/h]	0	0	0	1402	2	980	0	2015	417	564	1536	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	40	0	0	32	0	43	75	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group		L	C	R	C	R	L	C
C, Cycle Length [s]		115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		51	51	51	30	30	22	56
g / C, Green / Cycle		0.45	0.45	0.45	0.26	0.26	0.19	0.48
(v / s)_i Volume / Saturation Flow Rate		0.27	0.27	0.35	0.24	0.26	0.16	0.30
s, saturation flow rate [veh/h]		3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]		1548	797	1259	2216	415	647	2459
d1, Uniform Delay [s]		23.95	23.95	26.91	41.16	42.47	45.39	22.02
k, delay calibration		0.50	0.50	0.50	0.11	0.45	0.11	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		1.72	3.30	4.78	1.69	43.45	3.85	0.26
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity		0.60	0.60	0.78	0.91	1.01	0.87	0.62
d, Delay for Lane Group [s/veh]		25.67	27.26	31.69	42.85	85.92	49.24	22.28
Lane Group LOS		C	C	C	D	F	D	C
Critical Lane Group		No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		9.71	10.35	11.93	11.16	16.64	8.12	10.05
50th-Percentile Queue Length [ft/ln]		242.76	258.78	298.31	278.93	415.93	203.05	251.36
95th-Percentile Queue Length [veh/ln]		14.82	15.63	17.60	16.63	23.40	12.80	15.25
95th-Percentile Queue Length [ft/ln]		370.52	390.69	439.94	415.87	585.04	319.89	381.37

**Movement, Approach, & Intersection Results**

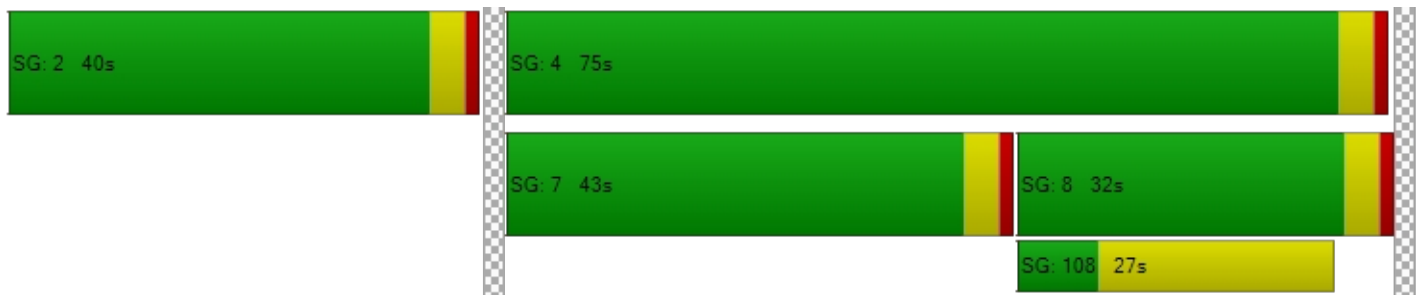
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	26.21	27.26	31.69	0.00	42.85	85.92	49.24	22.28	0.00
Movement LOS				C	C	C		D	F	D	C	
d_A, Approach Delay [s/veh]	0.00			28.46			50.24			29.52		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	36.44											
Intersection LOS	D											
Intersection V/C	0.864											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.206	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	626	487	1235
d_b, Bicycle Delay [s]	57.50	27.13	32.91	8.42
I_b,int, Bicycle LOS Score for Intersection	4.132	5.493	2.362	2.715
Bicycle LOS	D	F	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.758

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	124	366	397	158	155	222	336	1321	102	390	1680	268
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	366	397	158	155	222	336	1321	102	390	1680	268
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	92	99	40	39	56	84	330	26	98	420	67
Total Analysis Volume [veh/h]	124	366	397	158	155	222	336	1321	102	390	1680	268
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.11	0.23	0.05	0.11	0.11	0.10	0.26	0.06	0.11	0.33	0.16
Intersection LOS	C											
Intersection V/C	0.758											



**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	529	1099	19	15	1185	836	601	36	180	45	70	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	529	1099	19	15	1185	836	601	36	180	45	70	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	132	275	5	4	296	209	150	9	45	11	18	13
Total Analysis Volume [veh/h]	529	1099	19	15	1185	836	601	36	180	45	70	51
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.16	0.22	0.22	0.01	0.23	0.32	0.18	0.02	0.11	0.03	0.05	0.05
Intersection LOS	C											
Intersection V/C	0.746											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	187	1046	187	270	868	160	189	609	112	176	1315	415
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1046	187	270	868	160	189	609	112	176	1315	415
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	262	47	68	217	40	47	152	28	44	329	104
Total Analysis Volume [veh/h]	187	1046	187	270	868	160	189	609	112	176	1315	415
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.21	0.11	0.08	0.17	0.09	0.06	0.12	0.07	0.05	0.26	0.16
Intersection LOS	B											
Intersection V/C	0.648											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	317	1178	1017	260	207	211
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	317	1178	1017	260	207	211
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	295	254	65	52	53
Total Analysis Volume [veh/h]	317	1178	1017	260	207	211
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.19	0.23	0.25	0.25	0.06	0.08
Intersection LOS	A					
Intersection V/C	0.569					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	54	725	49	234	739	196	249	290	28	91	546	396
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	725	49	234	739	196	249	290	28	91	546	396
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	181	12	59	185	49	62	73	7	23	137	99
Total Analysis Volume [veh/h]	54	725	49	234	739	196	249	290	28	91	546	396
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.15	0.15	0.07	0.14	0.04	0.07	0.09	0.09	0.05	0.16	0.12
Intersection LOS	A											
Intersection V/C	0.504											



**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.454

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	465	607	19	30	695	102	164	35	474	10	22	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	465	607	19	30	695	102	164	35	474	10	22	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	152	5	8	174	26	41	9	119	3	6	5
Total Analysis Volume [veh/h]	465	607	19	30	695	102	164	35	474	10	22	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.12	0.12	0.02	0.16	0.16	0.10	0.02	0.00	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.454											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.331

**Intersection Setup**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Base Volume Input [veh/h]	56	1008	23	21	1027	131	43	2	36	28	0	35
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	1008	23	21	1027	131	43	2	36	28	0	35
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	14	252	6	5	257	33	11	1	9	7	0	9
Total Analysis Volume [veh/h]	56	1008	23	21	1027	131	43	2	36	28	0	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.20	0.20	0.01	0.20	0.08	0.03	0.03	0.02	0.02	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.331											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.493

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	60	597	120	200	831	8	9	90	89	336	69	268
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	597	120	200	831	8	9	90	89	336	69	268
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	149	30	50	208	2	2	23	22	84	17	67
Total Analysis Volume [veh/h]	60	597	120	200	831	8	9	90	89	336	69	268
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.12	0.07	0.12	0.24	0.00	0.01	0.05	0.05	0.10	0.04	0.16
Intersection LOS	A											
Intersection V/C	0.493											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	18	45	37	225	28	915	534	609	21	41	1072	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	45	37	225	28	915	534	609	21	41	1072	190
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	11	9	56	7	229	134	152	5	10	268	48
Total Analysis Volume [veh/h]	18	45	37	225	28	915	534	609	21	41	1072	190
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.04	0.02	0.13	0.02	0.11	0.16	0.19	0.19	0.02	0.32	0.00
Intersection LOS	B											
Intersection V/C	0.692											



**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.472

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	657	240	186	398	250	277
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	657	240	186	398	250	277
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	164	60	47	100	63	69
Total Analysis Volume [veh/h]	657	240	186	398	250	277
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.26	0.26	0.05	0.12	0.07	0.10
Intersection LOS	A					
Intersection V/C	0.472					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	127	467	150	353	474	71	66	395	149	152	415	333
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	467	150	353	474	71	66	395	149	152	415	333
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	117	38	88	119	18	17	99	37	38	104	83
Total Analysis Volume [veh/h]	127	467	150	353	474	71	66	395	149	152	415	333
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.12	0.12	0.21	0.11	0.11	0.04	0.16	0.16	0.04	0.12	0.20
Intersection LOS	B											
Intersection V/C	0.613											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.603

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	6	317	211	282	402	3	10	14	7	291	1	384
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	317	211	282	402	3	10	14	7	291	1	384
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	79	53	71	101	1	3	4	2	73	0	96
Total Analysis Volume [veh/h]	6	317	211	282	402	3	10	14	7	291	1	384
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.16	0.16	0.17	0.12	0.00	0.01	0.01	0.01	0.17	0.00	0.23
Intersection LOS	B											
Intersection V/C	0.603											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	38	70	56	218	80	343	194	624	17	81	961	212
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	70	56	218	80	343	194	624	17	81	961	212
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	18	14	55	20	86	49	156	4	20	240	53
Total Analysis Volume [veh/h]	38	70	56	218	80	343	194	624	17	81	961	212
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.02	0.03	0.13	0.12	0.12	0.06	0.18	0.01	0.05	0.28	0.12
Intersection LOS	A											
Intersection V/C	0.551											



**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.749

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	342	1523	66	446	1456	140	170	1257	592	72	725	427
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	342	1523	66	446	1456	140	170	1257	592	72	725	427
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	381	17	112	364	35	43	314	148	18	181	107
Total Analysis Volume [veh/h]	342	1523	66	446	1456	140	170	1257	592	72	725	427
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.30	0.04	0.13	0.29	0.08	0.05	0.25	0.25	0.02	0.14	0.00
Intersection LOS	C											
Intersection V/C	0.749											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	319	1193	157	337	1164	430	437	997	196	178	903	331
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	319	1193	157	337	1164	430	437	997	196	178	903	331
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	298	39	84	291	108	109	249	49	45	226	83
Total Analysis Volume [veh/h]	319	1193	157	337	1164	430	437	997	196	178	903	331
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.23	0.09	0.10	0.23	0.12	0.13	0.20	0.00	0.05	0.18	0.10
Intersection LOS	B											
Intersection V/C	0.689											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	537	855	209	166	1027	267	286	732	742	330	685	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	537	855	209	166	1027	267	286	732	742	330	685	137
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	134	214	52	42	257	67	72	183	186	83	171	34
Total Analysis Volume [veh/h]	537	855	209	166	1027	267	286	732	742	330	685	137
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.16	0.17	0.12	0.05	0.20	0.16	0.08	0.22	0.22	0.10	0.16	0.16
Intersection LOS	C											
Intersection V/C	0.723											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	74	812	33	440	1034	102	82	112	43	95	138	462
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	812	33	440	1034	102	82	112	43	95	138	462
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	203	8	110	259	26	21	28	11	24	35	116
Total Analysis Volume [veh/h]	74	812	33	440	1034	102	82	112	43	95	138	462
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.17	0.17	0.13	0.22	0.22	0.05	0.05	0.05	0.06	0.04	0.14
Intersection LOS	A											
Intersection V/C	0.536											



**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.267

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↶		↵↷		↷↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	67	63	41	290	410	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	63	41	290	410	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	16	10	73	103	28
Total Analysis Volume [veh/h]	67	63	41	290	410	111
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.04	0.02	0.09	0.15	0.15
Intersection LOS	A					
Intersection V/C	0.267					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↵			↵ ↑ ↵			↵ ↑ ↵			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	176	635	47	32	765	299	221	42	126	38	37	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	635	47	32	765	299	221	42	126	38	37	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	159	12	8	191	75	55	11	32	10	9	7
Total Analysis Volume [veh/h]	176	635	47	32	765	299	221	42	126	38	37	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.13	0.13	0.02	0.21	0.21	0.07	0.08	0.07	0.02	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.478											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	31	640	38	76	774	84	74	0	69	36	0	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	640	38	76	774	84	74	0	69	36	0	127
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	160	10	19	194	21	19	0	17	9	0	32
Total Analysis Volume [veh/h]	31	640	38	76	774	84	74	0	69	36	0	127
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.13	0.13	0.04	0.17	0.17	0.04	0.00	0.04	0.02	0.00	0.10
Intersection LOS	A											
Intersection V/C	0.376											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.340

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	20	1116	111	113	750	12	9	0	12	44	1	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	1116	111	113	750	12	9	0	12	44	1	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	279	28	28	188	3	2	0	3	11	0	5
Total Analysis Volume [veh/h]	20	1116	111	113	750	12	9	0	12	44	1	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.22	0.07	0.03	0.15	0.15	0.01	0.00	0.01	0.03	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.340											



**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	20	1116	111	113	750	12	9	0	12	44	1	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	1116	111	113	750	12	9	0	12	44	1	18
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	294	29	30	197	3	2	0	3	12	0	5
Total Analysis Volume [veh/h]	21	1175	117	119	789	13	9	0	13	46	1	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	64	45	0	50	31	0	10	0	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	85	85	6	88	88	3	5	5
g / C, Green / Cycle	0.03	0.74	0.74	0.05	0.76	0.76	0.03	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.01	0.23	0.07	0.03	0.15	0.15	0.01	0.03	0.01
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1855	1663	1781	1601
c, Capacity [veh/h]	47	3739	1167	185	2710	1412	44	83	75
d1, Uniform Delay [s]	55.18	5.29	4.39	53.38	3.85	3.85	55.25	53.68	52.95
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.45	0.22	0.17	3.70	0.16	0.31	8.35	5.63	1.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.45	0.31	0.10	0.64	0.19	0.19	0.50	0.55	0.27
d, Delay for Lane Group [s/veh]	61.63	5.51	4.56	57.08	4.01	4.16	63.60	59.30	54.84
Lane Group LOS	E	A	A	E	A	A	E	E	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.68	2.92	0.76	1.78	1.52	1.64	0.73	1.43	0.60
50th-Percentile Queue Length [ft/ln]	17.12	72.97	19.02	44.55	37.99	41.07	18.30	35.82	14.95
95th-Percentile Queue Length [veh/ln]	1.23	5.25	1.37	3.21	2.74	2.96	1.32	2.58	1.08
95th-Percentile Queue Length [ft/ln]	30.81	131.35	34.24	80.18	68.38	73.93	32.94	64.48	26.91

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	61.63	5.51	4.56	57.08	4.06	4.16	63.60	0.00	63.60	59.30	54.84	54.84
Movement LOS	E	A	A	E	A	A	E		E	E	D	D
d_A, Approach Delay [s/veh]	6.32		10.92		63.60		57.95					
Approach LOS	A		B		E		E					
d_I, Intersection Delay [s/veh]	10.15											
Intersection LOS	B											
Intersection V/C	0.353											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		47.03		47.03	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.754		2.216	
Crosswalk LOS	F		F		A		B	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	713		470		104		104	
d_b, Bicycle Delay [s]	23.81		33.67		51.66		51.66	
I_b,int, Bicycle LOS Score for Intersection	2.282		2.066		1.596		1.669	
Bicycle LOS	B		B		A		A	

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.596

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	64	707	53	148	635	28	400	56	261	73	5	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	707	53	148	635	28	400	56	261	73	5	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	177	13	37	159	7	100	14	65	18	1	31
Total Analysis Volume [veh/h]	64	707	53	148	635	28	400	56	261	73	5	122
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.15	0.15	0.09	0.13	0.13	0.24	0.19	0.19	0.04	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.596											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	35.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.647

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		



**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	64	707	53	148	635	28	400	56	261	73	5	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	707	53	148	635	28	400	56	261	73	5	122
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	186	14	39	167	7	105	15	69	19	1	32
Total Analysis Volume [veh/h]	67	744	56	156	668	29	421	59	275	77	5	128
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	35	0	15	40	0	0	49	0	0	16	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	46	46	11	52	52	30	30	11	11
g / C, Green / Cycle	0.05	0.40	0.40	0.10	0.45	0.45	0.26	0.26	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.15	0.09	0.13	0.13	0.24	0.20	0.04	0.08
s, saturation flow rate [veh/h]	3459	3560	1804	1781	3560	1830	1781	1633	1781	1598
c, Capacity [veh/h]	162	1432	725	171	1607	826	468	429	178	160
d1, Uniform Delay [s]	53.30	24.17	24.19	51.51	19.88	19.89	40.96	39.32	48.73	50.85
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.17	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.68	0.74	1.46	16.38	0.45	0.87	9.46	3.09	1.66	10.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.41	0.37	0.37	0.91	0.29	0.29	0.90	0.78	0.43	0.83
d, Delay for Lane Group [s/veh]	54.98	24.90	25.66	67.89	20.33	20.77	50.42	42.41	50.38	61.48
Lane Group LOS	D	C	C	E	C	C	D	D	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.98	5.19	5.44	5.23	3.96	4.19	12.63	9.05	2.17	4.23
50th-Percentile Queue Length [ft/ln]	24.50	129.73	136.01	130.65	98.97	104.63	315.79	226.31	54.14	105.68
95th-Percentile Queue Length [veh/ln]	1.76	8.93	9.27	8.98	7.13	7.53	18.46	13.99	3.90	7.60
95th-Percentile Queue Length [ft/ln]	44.11	223.13	231.64	224.38	178.15	188.34	461.51	349.67	97.44	189.98

**Movement, Approach, & Intersection Results**

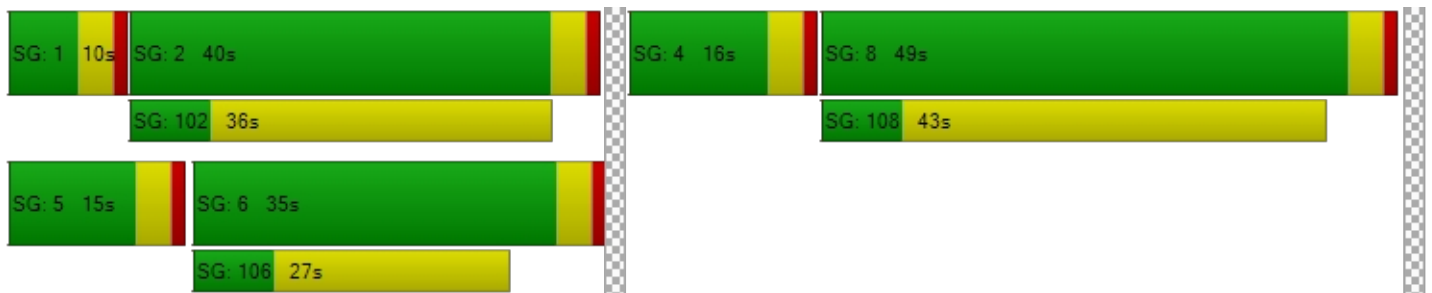
d_M, Delay for Movement [s/veh]	54.98	25.12	25.66	67.89	20.47	20.77	50.42	42.41	42.41	50.38	61.48	61.48
Movement LOS	D	C	C	E	C	C	D	D	D	D	E	E
d_A, Approach Delay [s/veh]	27.46			29.15			46.88			57.41		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	35.80											
Intersection LOS	D											
Intersection V/C	0.647											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	47.03			0.00			47.03			47.03		
I_p,int, Pedestrian LOS Score for Intersection	2.967			0.000			2.351			2.108		
Crosswalk LOS	C			F			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	539			626			783			209		
d_b, Bicycle Delay [s]	30.68			27.13			21.30			46.13		
I_b,int, Bicycle LOS Score for Intersection	2.036			2.029			2.805			1.906		
Bicycle LOS	B			B			C			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	167	503	213	55	609	317	379	815	199	317	902	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	503	213	55	609	317	379	815	199	317	902	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	126	53	14	152	79	95	204	50	79	226	13
Total Analysis Volume [veh/h]	167	503	213	55	609	317	379	815	199	317	902	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.10	0.13	0.03	0.12	0.19	0.11	0.16	0.12	0.09	0.19	0.19
Intersection LOS	B											
Intersection V/C	0.633											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	227	287	30	154	540	232	216	519	261	73	512	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	287	30	154	540	232	216	519	261	73	512	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	72	8	39	135	58	54	130	65	18	128	20
Total Analysis Volume [veh/h]	227	287	30	154	540	232	216	519	261	73	512	81
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.06	0.02	0.05	0.16	0.14	0.06	0.10	0.15	0.02	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.455											



**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1001	1296	0	316	411
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1001	1296	0	316	411
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	250	324	0	79	103
Total Analysis Volume [veh/h]	0	1001	1296	0	316	411
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.20	0.25	0.00	0.19	0.21
Intersection LOS	A					
Intersection V/C	0.518					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.550

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1001	1296	0	316	411
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1001	1296	0	316	411
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	263	341	0	83	108
Total Analysis Volume [veh/h]	0	1054	1364	0	333	433
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	58	58	24	24
g / C, Green / Cycle	0.64	0.64	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.21	0.27	0.23	0.23
s, saturation flow rate [veh/h]	5094	5094	1748	1589
c, Capacity [veh/h]	3279	3279	467	425
d1, Uniform Delay [s]	7.19	7.79	31.17	31.44
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.26	0.39	4.34	5.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.32	0.42	0.85	0.87
d, Delay for Lane Group [s/veh]	7.45	8.18	35.51	37.11
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.75	3.86	8.44	8.11
50th-Percentile Queue Length [ft/ln]	68.73	96.54	210.97	202.68
95th-Percentile Queue Length [veh/ln]	4.95	6.95	13.20	12.78
95th-Percentile Queue Length [ft/ln]	123.72	173.77	330.08	319.42

**Movement, Approach, & Intersection Results**

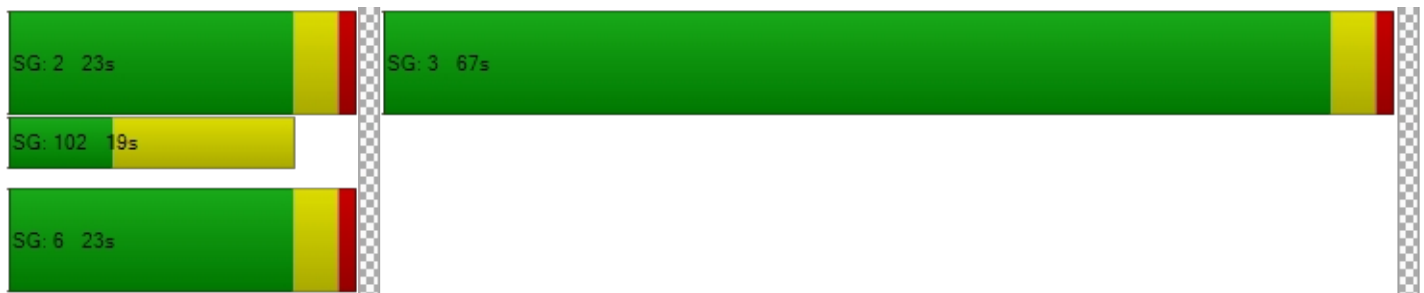
d_M, Delay for Movement [s/veh]	0.00	7.45	8.18	0.00	35.51	36.92
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	7.45		8.18		36.28	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	14.70					
Intersection LOS	B					
Intersection V/C	0.550					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.088
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.139	2.310	2.824
Bicycle LOS	B	B	C

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.718

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	487	970	67	78	1553	124	84	62	534	43	61	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	487	970	67	78	1553	124	84	62	534	43	61	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	243	17	20	388	31	21	16	134	11	15	12
Total Analysis Volume [veh/h]	487	970	67	78	1553	124	84	62	534	43	61	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.20	0.20	0.05	0.33	0.33	0.05	0.04	0.17	0.03	0.04	0.03
Intersection LOS	C											
Intersection V/C	0.718											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	71	974	84	477	1505	71	23	188	98	94	171	487
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	974	84	477	1505	71	23	188	98	94	171	487
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	244	21	119	376	18	6	47	25	24	43	122
Total Analysis Volume [veh/h]	71	974	84	477	1505	71	23	188	98	94	171	487
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.21	0.21	0.28	0.31	0.31	0.01	0.17	0.17	0.06	0.10	0.01
Intersection LOS	C											
Intersection V/C	0.762											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵						↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	382	73	0	0	90	8	0	0	0	491	0	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	382	73	0	0	90	8	0	0	0	491	0	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	18	0	0	23	2	0	0	0	123	0	9
Total Analysis Volume [veh/h]	382	73	0	0	90	8	0	0	0	491	0	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.04	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.29	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.504											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	35.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	382	73	0	0	90	8	0	0	0	491	0	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	382	73	0	0	90	8	0	0	0	491	0	37
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	19	0	0	24	2	0	0	0	129	0	10
Total Analysis Volume [veh/h]	402	77	0	0	95	8	0	0	0	517	0	39
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Version 2020 (SP 0-8)

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	41	0	0	25	0	0	0	0	49	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	53	37	37		29	29
g / C, Green / Cycle	0.13	0.59	0.42	0.42		0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.12	0.04	0.05	0.01		0.29	0.02
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	464	1111	777	660		565	504
d1, Uniform Delay [s]	38.20	7.74	16.21	15.46		29.58	21.52
k, delay calibration	0.11	0.50	0.50	0.50		0.15	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	5.05	0.12	0.32	0.03		8.54	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.87	0.07	0.12	0.01		0.92	0.08
d, Delay for Lane Group [s/veh]	43.25	7.86	16.53	15.49		38.11	21.58
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	4.60	0.62	1.24	0.10		11.68	0.58
50th-Percentile Queue Length [ft/ln]	114.91	15.52	31.07	2.51		292.00	14.41
95th-Percentile Queue Length [veh/ln]	8.11	1.12	2.24	0.18		17.28	1.04
95th-Percentile Queue Length [ft/ln]	202.81	27.94	55.92	4.52		432.12	25.94

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	43.25	7.86	0.00	0.00	16.53	15.49	0.00	0.00	0.00	38.11	0.00	21.58
Movement LOS	D	A			B	B				D		C
d_A, Approach Delay [s/veh]	37.57				16.45		0.00		36.95			
Approach LOS	D				B		A		D			
d_I, Intersection Delay [s/veh]	35.36											
Intersection LOS	D											
Intersection V/C	0.528											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		34.67		34.67	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.914		1.985	
Crosswalk LOS	F		F		A		A	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	822		467		0		1000	
d_b, Bicycle Delay [s]	15.61		26.45		45.00		11.25	
I_b,int, Bicycle LOS Score for Intersection	2.350		1.730		4.132		1.560	
Bicycle LOS	B		A		D		A	

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.546

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	452	420	18	558	0	8	0	770	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	452	420	18	558	0	8	0	770	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	113	105	5	140	0	2	0	193	0	0	0
Total Analysis Volume [veh/h]	0	452	420	18	558	0	8	0	770	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.26	0.26	0.01	0.16	0.00	0.00	0.00	0.23	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.546											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	452	420	18	558	0	8	0	770	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	452	420	18	558	0	8	0	770	0	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	119	111	5	147	0	2	0	203	0	0	0
Total Analysis Volume [veh/h]	0	476	442	19	587	0	8	0	811	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	54	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	49	49	2	56	27	27	
g / C, Green / Cycle	0.55	0.55	0.03	0.62	0.29	0.29	
(v / s)_i Volume / Saturation Flow Rate	0.25	0.29	0.01	0.16	0.26	0.26	
s, saturation flow rate [veh/h]	1870	1598	1781	3560	1593	1589	
c, Capacity [veh/h]	1020	872	47	2195	469	468	
d1, Uniform Delay [s]	12.32	13.05	43.13	7.93	30.15	30.16	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.44	2.27	5.46	0.30	5.21	5.25	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.45	0.53	0.40	0.27	0.87	0.87	
d, Delay for Lane Group [s/veh]	13.76	15.32	48.59	8.23	35.36	35.41	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.55	6.00	0.48	2.45	8.82	8.82	
50th-Percentile Queue Length [ft/ln]	138.86	149.97	12.10	61.19	220.48	220.40	
95th-Percentile Queue Length [veh/ln]	9.42	10.02	0.87	4.41	13.69	13.69	
95th-Percentile Queue Length [ft/ln]	235.48	250.39	21.78	110.14	342.24	342.14	



**Movement, Approach, & Intersection Results**

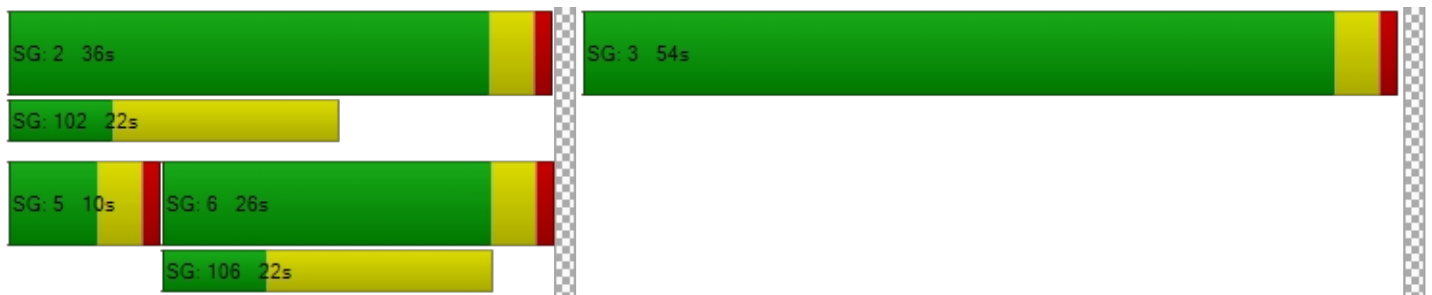
d_M, Delay for Movement [s/veh]	0.00	13.82	15.32	48.59	8.23	0.00	35.36	0.00	35.38	0.00	0.00	0.00
Movement LOS		B	B	D	A		D		D			
d_A, Approach Delay [s/veh]		14.54		9.50			35.38		0.00			
Approach LOS		B		A			D		A			
d_I, Intersection Delay [s/veh]	20.52											
Intersection LOS	C											
Intersection V/C	0.641											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]		0.0		0.0		11.0		11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]		0.00		0.00		34.67		34.67
I_p,int, Pedestrian LOS Score for Intersection		0.000		0.000		2.114		1.872
Crosswalk LOS		F		F		B		A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]		2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]		489		711		1111		0
d_b, Bicycle Delay [s]		25.69		18.69		8.89		45.00
I_b,int, Bicycle LOS Score for Intersection		2.317		2.060		2.911		4.132
Bicycle LOS		B		B		C		D

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	468	510	160	134	803	392	375	85	293	240	90	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	468	510	160	134	803	392	375	85	293	240	90	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	128	40	34	201	98	94	21	73	60	23	9
Total Analysis Volume [veh/h]	468	510	160	134	803	392	375	85	293	240	90	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.20	0.20	0.08	0.24	0.23	0.11	0.14	0.17	0.14	0.07	0.07
Intersection LOS	C											
Intersection V/C	0.737											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	306	0	545	0	0	0	0	2785	811	0	1987	1338
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	306	0	545	0	0	0	0	2785	811	0	1987	1338
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	0	136	0	0	0	0	696	203	0	497	335
Total Analysis Volume [veh/h]	306	0	545	0	0	0	0	2785	811	0	1987	1338
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign	
Signal Group	1	0	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.00	0.17	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.39	0.00
Intersection LOS	B											
Intersection V/C	0.626											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	306	0	545	0	0	0	0	2785	811	0	1987	1338
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	306	0	545	0	0	0	0	2785	811	0	1987	1338
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	0	143	0	0	0	0	733	213	0	523	352
Total Analysis Volume [veh/h]	322	0	574	0	0	0	0	2932	854	0	2092	1408
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	34	0	0	0	0	0	0	71	0	0	71	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	50	50	50		50	50
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	13	13		29	29
g / C, Green / Cycle	0.26	0.26	0.26		0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.17	0.18	0.19		0.43	0.41
s, saturation flow rate [veh/h]	1781	1599	1589		6792	5094
c, Capacity [veh/h]	460	413	411		3962	2971
d1, Uniform Delay [s]	16.77	17.04	17.06		7.72	7.44
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.65	2.32	2.37		0.28	0.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.66	0.72	0.72		0.74	0.70
d, Delay for Lane Group [s/veh]	18.43	19.37	19.43		8.00	7.76
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	2.99	2.99	2.99		3.88	3.57
50th-Percentile Queue Length [ft/ln]	74.64	74.80	74.82		96.98	89.35
95th-Percentile Queue Length [veh/ln]	5.37	5.39	5.39		6.98	6.43
95th-Percentile Queue Length [ft/ln]	134.35	134.64	134.68		174.56	160.83

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	18.49	0.00	19.40	0.00	0.00	0.00	0.00	8.00	0.00	0.00	7.76	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	19.07			0.00			8.00			7.76		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	9.59											
Intersection LOS	A											
Intersection V/C	0.734											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.357	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	571	0	1276	1276
d_b, Bicycle Delay [s]	26.79	52.50	6.88	6.88
I_b,int, Bicycle LOS Score for Intersection	3.038	4.132	2.769	2.710
Bicycle LOS	C	D	C	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.801

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1326	1	1056	0	2267	419	589	1704	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1326	1	1056	0	2267	419	589	1704	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	332	0	264	0	567	105	147	426	0
Total Analysis Volume [veh/h]	0	0	0	1326	1	1056	0	2267	419	589	1704	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.26	0.26	0.31	0.00	0.27	0.25	0.17	0.33	0.00
Intersection LOS	D											
Intersection V/C	0.801											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	38.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.966

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1326	1	1056	0	2267	419	589	1704	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1326	1	1056	0	2267	419	589	1704	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	349	0	278	0	597	110	155	448	0
Total Analysis Volume [veh/h]	0	0	0	1396	1	1112	0	2386	441	620	1794	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	60	0	0	35	0	10	45	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	C	R	L	C
C, Cycle Length [s]	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	30	30	22	56
g / C, Green / Cycle	0.39	0.39	0.39	0.29	0.29	0.21	0.53
(v / s)_i Volume / Saturation Flow Rate	0.27	0.27	0.40	0.28	0.28	0.18	0.35
s, saturation flow rate [veh/h]	3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]	1362	701	1108	2426	454	713	2700
d1, Uniform Delay [s]	26.32	26.31	31.83	37.25	37.06	40.29	17.89
k, delay calibration	0.50	0.50	0.50	0.11	0.43	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.72	5.20	28.02	5.50	32.59	3.42	0.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.68	0.68	1.00	0.98	0.97	0.87	0.66
d, Delay for Lane Group [s/veh]	29.04	31.51	59.85	42.75	69.65	43.71	18.17
Lane Group LOS	C	C	F	D	E	D	B
Critical Lane Group	No	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.82	10.60	17.83	12.65	15.07	7.99	10.06
50th-Percentile Queue Length [ft/ln]	245.50	264.88	445.68	316.34	376.64	199.81	251.45
95th-Percentile Queue Length [veh/ln]	14.96	15.93	24.82	18.49	21.43	12.63	15.26
95th-Percentile Queue Length [ft/ln]	373.98	398.34	620.56	462.19	535.79	315.72	381.48



**Movement, Approach, & Intersection Results**

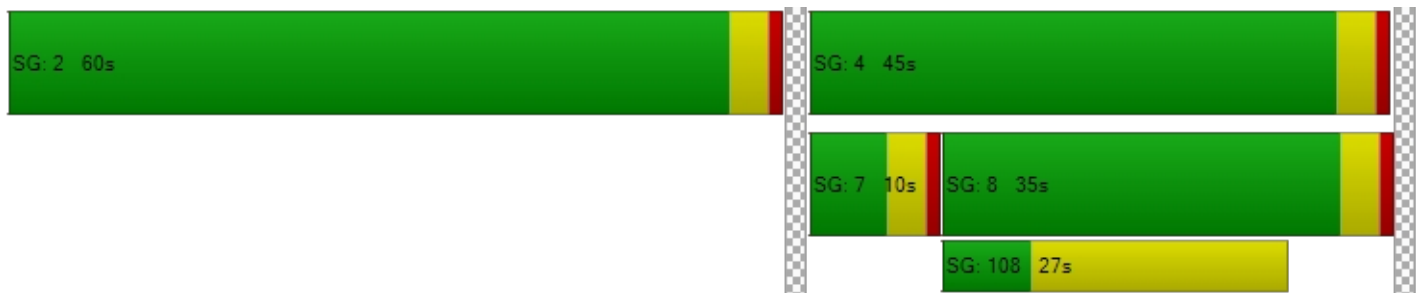
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	29.88	31.51	59.85	0.00	42.75	69.65	43.71	18.17	0.00
Movement LOS				C	C	F		D	E	D	B	
d_A, Approach Delay [s/veh]	0.00			43.16			46.95			24.73		
Approach LOS	A			D			D			C		
d_I, Intersection Delay [s/veh]	38.80											
Intersection LOS	D											
Intersection V/C	0.966											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.240	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1067	590	781
d_b, Bicycle Delay [s]	52.50	11.43	26.08	19.50
I_b,int, Bicycle LOS Score for Intersection	4.132	5.699	2.493	2.887
Bicycle LOS	D	F	B	C

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.858

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	175	248	380	242	260	291	282	1683	119	624	1810	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	248	380	242	260	291	282	1683	119	624	1810	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	62	95	61	65	73	71	421	30	156	453	63
Total Analysis Volume [veh/h]	175	248	380	242	260	291	282	1683	119	624	1810	251
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.07	0.22	0.07	0.16	0.16	0.08	0.33	0.07	0.18	0.35	0.15
Intersection LOS	D											
Intersection V/C	0.858											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.726

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	343	1072	28	47	1384	848	943	112	331	27	35	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	343	1072	28	47	1384	848	943	112	331	27	35	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	268	7	12	346	212	236	28	83	7	9	7
Total Analysis Volume [veh/h]	343	1072	28	47	1384	848	943	112	331	27	35	28
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.22	0.22	0.03	0.27	0.22	0.28	0.07	0.19	0.02	0.03	0.03
Intersection LOS	C											
Intersection V/C	0.726											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	154	992	191	434	1010	170	194	1213	161	196	705	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	154	992	191	434	1010	170	194	1213	161	196	705	239
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	248	48	109	253	43	49	303	40	49	176	60
Total Analysis Volume [veh/h]	154	992	191	434	1010	170	194	1213	161	196	705	239
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.19	0.11	0.13	0.20	0.10	0.06	0.24	0.09	0.06	0.14	0.01
Intersection LOS	B											
Intersection V/C	0.668											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↵		↵		↵↵↵	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	243	1179	1216	105	105	356
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	243	1179	1216	105	105	356
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	295	304	26	26	89
Total Analysis Volume [veh/h]	243	1179	1216	105	105	356
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.23	0.26	0.26	0.03	0.09
Intersection LOS	A					
Intersection V/C	0.557					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	97	806	131	362	875	286	266	452	42	131	431	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	806	131	362	875	286	266	452	42	131	431	244
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	202	33	91	219	72	67	113	11	33	108	61
Total Analysis Volume [veh/h]	97	806	131	362	875	286	266	452	42	131	431	244
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.18	0.18	0.11	0.17	0.09	0.08	0.15	0.15	0.08	0.13	0.07
Intersection LOS	A											
Intersection V/C	0.563											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	469	701	45	92	772	131	192	77	579	41	84	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	469	701	45	92	772	131	192	77	579	41	84	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	175	11	23	193	33	48	19	145	10	21	15
Total Analysis Volume [veh/h]	469	701	45	92	772	131	192	77	579	41	84	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.15	0.15	0.05	0.18	0.18	0.11	0.05	0.03	0.02	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.532											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

**Intersection Setup**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Base Volume Input [veh/h]	99	1053	32	41	1181	171	106	3	81	42	2	45
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	1053	32	41	1181	171	106	3	81	42	2	45
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	25	263	8	10	295	43	27	1	20	11	1	11
Total Analysis Volume [veh/h]	99	1053	32	41	1181	171	106	3	81	42	2	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.21	0.21	0.02	0.23	0.10	0.06	0.06	0.05	0.02	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.430											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	80	933	236	292	800	11	11	81	77	153	78	178
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	933	236	292	800	11	11	81	77	153	78	178
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	233	59	73	200	3	3	20	19	38	20	45
Total Analysis Volume [veh/h]	80	933	236	292	800	11	11	81	77	153	78	178
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.18	0.14	0.17	0.24	0.01	0.01	0.05	0.05	0.05	0.05	0.10
Intersection LOS	A											
Intersection V/C	0.516											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.715

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↻			↻↵↻			↻↵↻			↻↵↻		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	16	32	31	290	51	639	879	1203	16	25	946	259
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	32	31	290	51	639	879	1203	16	25	946	259
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	8	8	73	13	160	220	301	4	6	237	65
Total Analysis Volume [veh/h]	16	32	31	290	51	639	879	1203	16	25	946	259
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.03	0.02	0.09	0.10	0.00	0.26	0.36	0.36	0.01	0.28	0.07
Intersection LOS	C											
Intersection V/C	0.715											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.465

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	527	248	326	510	197	268
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	527	248	326	510	197	268
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	132	62	82	128	49	67
Total Analysis Volume [veh/h]	527	248	326	510	197	268
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.23	0.23	0.10	0.15	0.06	0.09
Intersection LOS	A					
Intersection V/C	0.465					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	172	372	140	234	341	37	69	437	121	178	325	237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	372	140	234	341	37	69	437	121	178	325	237
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	93	35	59	85	9	17	109	30	45	81	59
Total Analysis Volume [veh/h]	172	372	140	234	341	37	69	437	121	178	325	237
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.10	0.10	0.14	0.07	0.07	0.04	0.16	0.16	0.05	0.10	0.14
Intersection LOS	A											
Intersection V/C	0.505											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	6	410	335	230	383	1	5	3	7	206	11	218
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	410	335	230	383	1	5	3	7	206	11	218
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	103	84	58	96	0	1	1	2	52	3	55
Total Analysis Volume [veh/h]	6	410	335	230	383	1	5	3	7	206	11	218
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.22	0.22	0.14	0.11	0.00	0.00	0.01	0.01	0.12	0.01	0.13
Intersection LOS	A											
Intersection V/C	0.536											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	47	121	73	197	63	216	349	1084	20	45	874	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	121	73	197	63	216	349	1084	20	45	874	239
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	30	18	49	16	54	87	271	5	11	219	60
Total Analysis Volume [veh/h]	47	121	73	197	63	216	349	1084	20	45	874	239
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.04	0.04	0.12	0.08	0.08	0.10	0.32	0.01	0.03	0.26	0.14
Intersection LOS	A											
Intersection V/C	0.569											

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	320	1417	55	351	1293	129	136	603	362	58	679	460
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	320	1417	55	351	1293	129	136	603	362	58	679	460
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	354	14	88	323	32	34	151	91	15	170	115
Total Analysis Volume [veh/h]	320	1417	55	351	1293	129	136	603	362	58	679	460
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.28	0.03	0.10	0.25	0.08	0.04	0.12	0.12	0.02	0.13	0.00
Intersection LOS	B											
Intersection V/C	0.604											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	374	1068	190	427	870	366	382	1011	220	216	873	271
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	374	1068	190	427	870	366	382	1011	220	216	873	271
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	94	267	48	107	218	92	96	253	55	54	218	68
Total Analysis Volume [veh/h]	374	1068	190	427	870	366	382	1011	220	216	873	271
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.21	0.11	0.13	0.17	0.10	0.11	0.20	0.00	0.06	0.17	0.03
Intersection LOS	B											
Intersection V/C	0.669											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	450	1013	246	127	886	212	225	544	473	277	543	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	450	1013	246	127	886	212	225	544	473	277	543	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	253	62	32	222	53	56	136	118	69	136	31
Total Analysis Volume [veh/h]	450	1013	246	127	886	212	225	544	473	277	543	122
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.20	0.14	0.04	0.17	0.12	0.07	0.15	0.15	0.08	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.587											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.545

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	56	836	28	358	913	101	78	133	68	78	112	476
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	836	28	358	913	101	78	133	68	78	112	476
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	209	7	90	228	25	20	33	17	20	28	119
Total Analysis Volume [veh/h]	56	836	28	358	913	101	78	133	68	78	112	476
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.17	0.17	0.11	0.20	0.20	0.05	0.06	0.06	0.05	0.03	0.17
Intersection LOS	A											
Intersection V/C	0.545											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.257

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↶		↵↷		↷↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	88	48	48	301	340	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	48	48	301	340	93
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	12	12	75	85	23
Total Analysis Volume [veh/h]	88	48	48	301	340	93
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.03	0.03	0.09	0.13	0.13
Intersection LOS	A					
Intersection V/C	0.257					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.454

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↵			↵ ↑ ↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	148	584	48	29	684	269	238	41	127	23	44	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	584	48	29	684	269	238	41	127	23	44	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	146	12	7	171	67	60	10	32	6	11	9
Total Analysis Volume [veh/h]	148	584	48	29	684	269	238	41	127	23	44	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.09	0.12	0.12	0.02	0.19	0.19	0.07	0.08	0.07	0.01	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.454											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	28	563	33	53	716	120	99	0	95	34	0	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	563	33	53	716	120	99	0	95	34	0	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	141	8	13	179	30	25	0	24	9	0	19
Total Analysis Volume [veh/h]	28	563	33	53	716	120	99	0	95	34	0	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.12	0.12	0.03	0.16	0.16	0.06	0.00	0.06	0.02	0.00	0.06
Intersection LOS	A											
Intersection V/C	0.353											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.283

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	18	783	94	63	696	11	12	0	23	67	1	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	783	94	63	696	11	12	0	23	67	1	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	196	24	16	174	3	3	0	6	17	0	17
Total Analysis Volume [veh/h]	18	783	94	63	696	11	12	0	23	67	1	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.15	0.06	0.02	0.14	0.14	0.01	0.00	0.02	0.04	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.283											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.287

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	18	783	94	63	696	11	12	0	23	67	1	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	783	94	63	696	11	12	0	23	67	1	67
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	206	25	17	183	3	3	0	6	18	0	18
Total Analysis Volume [veh/h]	19	824	99	66	733	12	13	0	24	71	1	71
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	15	45	0	10	40	0	42	0	0	0	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	87	87	5	89	89	4	8	8
g / C, Green / Cycle	0.02	0.72	0.72	0.04	0.74	0.74	0.04	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.01	0.16	0.06	0.02	0.14	0.14	0.02	0.04	0.05
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1855	1652	1781	1593
c, Capacity [veh/h]	43	3684	1150	155	2650	1380	59	112	100
d1, Uniform Delay [s]	57.79	5.48	4.90	55.82	4.55	4.55	57.06	54.91	55.22
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.14	0.14	0.15	1.84	0.15	0.30	10.28	5.87	9.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.45	0.22	0.09	0.43	0.18	0.19	0.62	0.64	0.72
d, Delay for Lane Group [s/veh]	64.93	5.62	5.05	57.66	4.71	4.85	67.34	60.78	64.58
Lane Group LOS	E	A	A	E	A	A	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.65	2.12	0.71	1.01	1.65	1.78	1.28	2.28	2.40
50th-Percentile Queue Length [ft/ln]	16.35	53.00	17.87	25.35	41.32	44.49	31.92	57.00	59.97
95th-Percentile Queue Length [veh/ln]	1.18	3.82	1.29	1.83	2.98	3.20	2.30	4.10	4.32
95th-Percentile Queue Length [ft/ln]	29.44	95.40	32.16	45.63	74.38	80.08	57.46	102.59	107.95

**Movement, Approach, & Intersection Results**

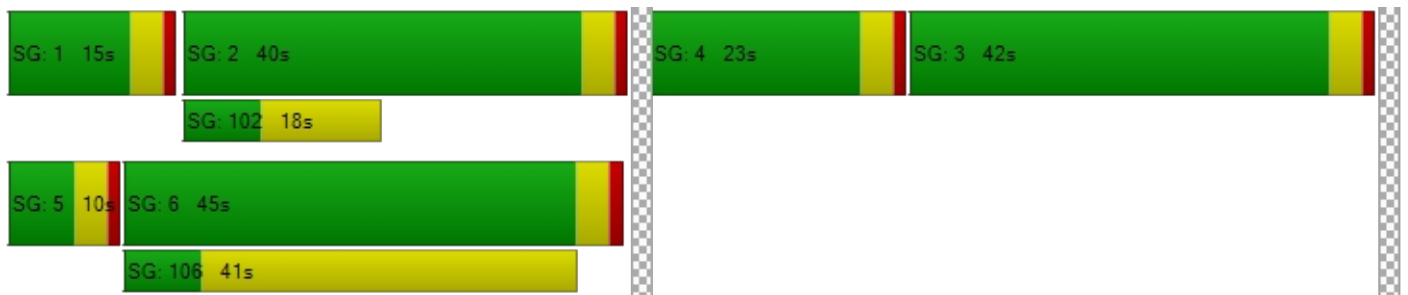
d_M, Delay for Movement [s/veh]	64.93	5.62	5.05	57.66	4.76	4.85	67.34	0.00	67.34	60.78	64.58	64.58
Movement LOS	E	A	A	E	A	A	E		E	E	E	E
d_A, Approach Delay [s/veh]	6.76		9.06		67.34		62.69					
Approach LOS	A		A		E		E					
d_I, Intersection Delay [s/veh]	13.02											
Intersection LOS	B											
Intersection V/C	0.287											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		49.50		49.50	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.762		2.220	
Crosswalk LOS	F		F		A		B	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	683		600		633		317	
d_b, Bicycle Delay [s]	26.00		29.40		28.02		42.50	
I_b,int, Bicycle LOS Score for Intersection	2.078		2.006		1.621		1.796	
Bicycle LOS	B		B		A		A	

**Sequence**

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





**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.447

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	73	713	57	180	587	24	46	16	93	80	10	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	713	57	180	587	24	46	16	93	80	10	120
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	178	14	45	147	6	12	4	23	20	3	30
Total Analysis Volume [veh/h]	73	713	57	180	587	24	46	16	93	80	10	120
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.15	0.15	0.11	0.12	0.12	0.03	0.06	0.06	0.05	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.447											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	27.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	73	713	57	180	587	24	46	16	93	80	10	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	713	57	180	587	24	46	16	93	80	10	120
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	188	15	47	154	6	12	4	24	21	3	32
Total Analysis Volume [veh/h]	77	751	60	189	618	25	48	17	98	84	11	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	12	31	0	25	44	0	0	48	0	0	16	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	67	67	15	76	76	11	11	12	12
g / C, Green / Cycle	0.05	0.55	0.55	0.12	0.63	0.63	0.09	0.09	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.15	0.11	0.12	0.12	0.03	0.07	0.05	0.09
s, saturation flow rate [veh/h]	3459	3560	1800	1781	3560	1833	1781	1626	1781	1609
c, Capacity [veh/h]	162	1972	997	219	2243	1155	159	145	179	162
d1, Uniform Delay [s]	55.77	14.07	14.08	51.67	9.34	9.34	51.16	53.57	50.97	53.09
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.14	0.34	0.68	9.73	0.19	0.36	1.05	9.25	1.90	11.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.47	0.27	0.27	0.86	0.19	0.19	0.30	0.79	0.47	0.85
d, Delay for Lane Group [s/veh]	57.90	14.41	14.76	61.40	9.52	9.71	52.21	62.82	52.88	64.51
Lane Group LOS	E	B	B	E	A	A	D	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.19	3.88	4.05	6.17	2.33	2.46	1.40	3.77	2.49	4.57
50th-Percentile Queue Length [ft/ln]	29.66	97.04	101.13	154.16	58.17	61.56	35.06	94.37	62.13	114.34
95th-Percentile Queue Length [veh/ln]	2.14	6.99	7.28	10.24	4.19	4.43	2.52	6.79	4.47	8.08
95th-Percentile Queue Length [ft/ln]	53.39	174.68	182.03	255.98	104.71	110.82	63.11	169.87	111.83	202.02

**Movement, Approach, & Intersection Results**

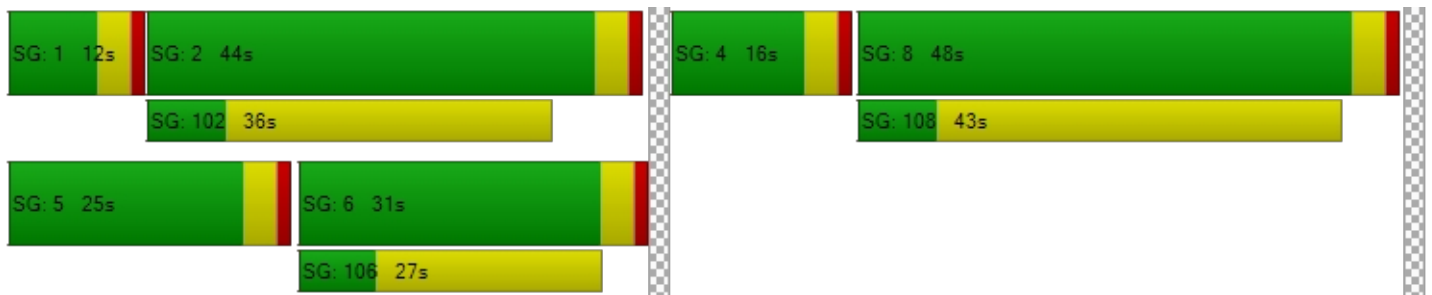
d_M, Delay for Movement [s/veh]	57.90	14.51	14.76	61.40	9.58	9.71	52.21	62.82	62.82	52.88	64.51	64.51
Movement LOS	E	B	B	E	A	A	D	E	E	D	E	E
d_A, Approach Delay [s/veh]	18.29			21.36			59.69			60.09		
Approach LOS	B			C			E			E		
d_I, Intersection Delay [s/veh]	27.10											
Intersection LOS	C											
Intersection V/C	0.478											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	0.00	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.945	0.000	2.212	2.112
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	450	667	733	200
d_b, Bicycle Delay [s]	36.04	26.67	24.07	48.60
I_b,int, Bicycle LOS Score for Intersection	2.048	2.017	1.829	1.924
Bicycle LOS	B	B	A	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.627

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	222	561	211	46	473	267	425	788	286	323	802	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	561	211	46	473	267	425	788	286	323	802	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	140	53	12	118	67	106	197	72	81	201	10
Total Analysis Volume [veh/h]	222	561	211	46	473	267	425	788	286	323	802	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.11	0.12	0.03	0.09	0.16	0.13	0.15	0.17	0.10	0.16	0.16
Intersection LOS	B											
Intersection V/C	0.627											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.398

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	166	350	29	164	421	230	236	409	192	61	383	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	166	350	29	164	421	230	236	409	192	61	383	101
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	88	7	41	105	58	59	102	48	15	96	25
Total Analysis Volume [veh/h]	166	350	29	164	421	230	236	409	192	61	383	101
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.07	0.02	0.05	0.12	0.14	0.07	0.08	0.11	0.02	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.398											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1081	1275	0	352	383
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1081	1275	0	352	383
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	270	319	0	88	96
Total Analysis Volume [veh/h]	0	1081	1275	0	352	383
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.21	0.25	0.00	0.21	0.22
Intersection LOS	A					
Intersection V/C	0.516					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1081	1275	0	352	383
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1081	1275	0	352	383
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	284	336	0	93	101
Total Analysis Volume [veh/h]	0	1138	1342	0	371	403
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	58	58	24	24
g / C, Green / Cycle	0.64	0.64	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.22	0.26	0.23	0.23
s, saturation flow rate [veh/h]	5094	5094	1765	1589
c, Capacity [veh/h]	3269	3269	475	428
d1, Uniform Delay [s]	7.42	7.82	31.04	31.36
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	0.38	4.17	5.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.35	0.41	0.84	0.87
d, Delay for Lane Group [s/veh]	7.71	8.20	35.21	37.03
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	3.06	3.80	8.51	8.17
50th-Percentile Queue Length [ft/ln]	76.39	95.12	212.75	204.16
95th-Percentile Queue Length [veh/ln]	5.50	6.85	13.29	12.85
95th-Percentile Queue Length [ft/ln]	137.51	171.22	332.35	321.32

**Movement, Approach, & Intersection Results**

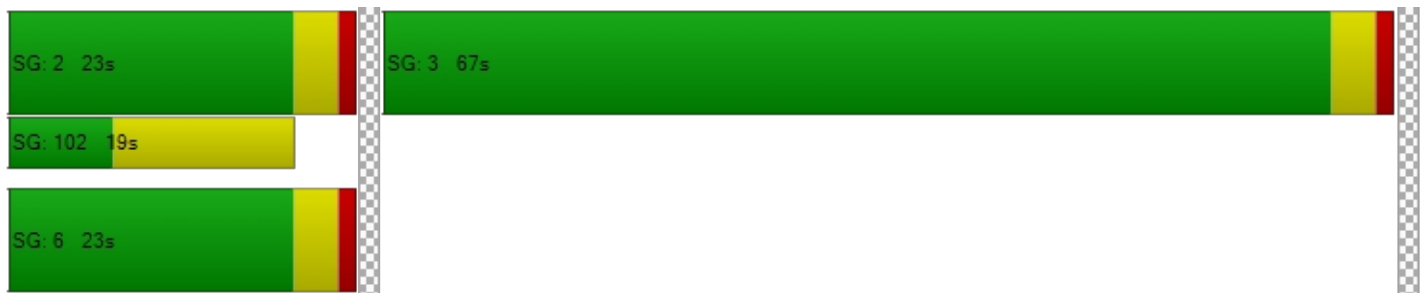
d_M, Delay for Movement [s/veh]	0.00	7.71	8.20	0.00	35.21	36.96
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	7.71		8.20		36.09	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	14.67					
Intersection LOS	B					
Intersection V/C	0.547					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.092
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.186	2.298	2.837
Bicycle LOS	B	B	C

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.552

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	429	1139	58	60	1019	88	74	62	408	76	52	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	429	1139	58	60	1019	88	74	62	408	76	52	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	285	15	15	255	22	19	16	102	19	13	12
Total Analysis Volume [veh/h]	429	1139	58	60	1019	88	74	62	408	76	52	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.23	0.23	0.04	0.22	0.22	0.04	0.04	0.11	0.04	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.552											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↵			↵ ↑ ↵			↵ ↑			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	56	1165	68	412	1047	36	34	175	87	73	147	425
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	1165	68	412	1047	36	34	175	87	73	147	425
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	291	17	103	262	9	9	44	22	18	37	106
Total Analysis Volume [veh/h]	56	1165	68	412	1047	36	34	175	87	73	147	425
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.24	0.24	0.24	0.21	0.21	0.02	0.15	0.15	0.04	0.09	0.01
Intersection LOS	C											
Intersection V/C	0.731											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵						↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	405	95	0	0	98	9	0	0	0	426	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	405	95	0	0	98	9	0	0	0	426	0	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	24	0	0	25	2	0	0	0	107	0	18
Total Analysis Volume [veh/h]	405	95	0	0	98	9	0	0	0	426	0	73
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.06	0.00	0.00	0.06	0.01	0.00	0.00	0.00	0.25	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.477											



**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	33.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	405	95	0	0	98	9	0	0	0	426	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	405	95	0	0	98	9	0	0	0	426	0	73
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	25	0	0	26	2	0	0	0	112	0	19
Total Analysis Volume [veh/h]	426	100	0	0	103	9	0	0	0	448	0	77
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stree		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	17	42	0	0	25	0	0	0	0	48	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	57	40	40		25	25
g / C, Green / Cycle	0.14	0.63	0.44	0.44		0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.12	0.05	0.06	0.01		0.25	0.05
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	496	1182	830	706		497	444
d1, Uniform Delay [s]	37.67	6.45	14.73	14.00		31.25	24.58
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.45	0.14	0.31	0.03		6.22	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.86	0.08	0.12	0.01		0.90	0.17
d, Delay for Lane Group [s/veh]	42.12	6.59	15.04	14.03		37.47	24.76
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	4.81	0.71	1.27	0.11		9.92	1.25
50th-Percentile Queue Length [ft/ln]	120.26	17.84	31.77	2.65		248.09	31.20
95th-Percentile Queue Length [veh/ln]	8.41	1.28	2.29	0.19		15.09	2.25
95th-Percentile Queue Length [ft/ln]	210.19	32.12	57.19	4.78		377.25	56.16

**Movement, Approach, & Intersection Results**

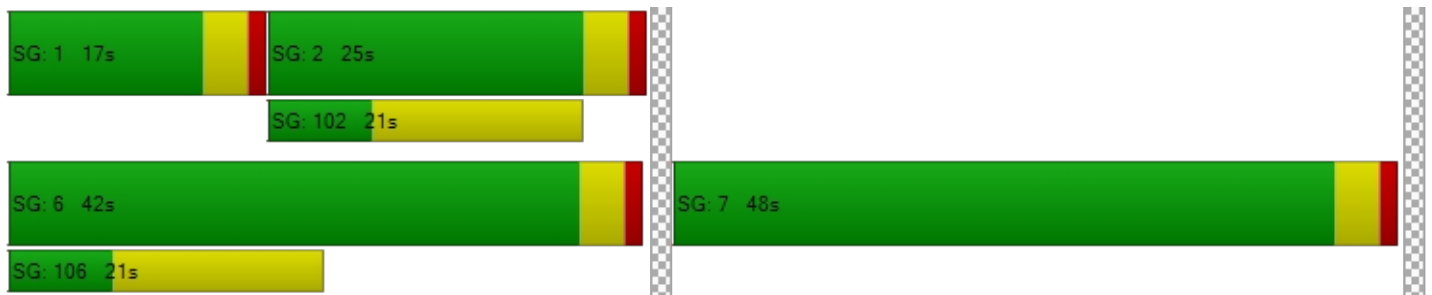
d_M, Delay for Movement [s/veh]	42.12	6.59	0.00	0.00	15.04	14.03	0.00	0.00	0.00	37.47	0.00	24.76
Movement LOS	D	A			B	B				D		C
d_A, Approach Delay [s/veh]	35.36			14.96			0.00			35.61		
Approach LOS	D			B			A			D		
d_I, Intersection Delay [s/veh]	33.51											
Intersection LOS	C											
Intersection V/C	0.496											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			1.926			1.970		
Crosswalk LOS	F			F			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	844			467			0			978		
d_b, Bicycle Delay [s]	15.02			26.45			45.00			11.76		
I_b,int, Bicycle LOS Score for Intersection	2.428			1.744			4.132			1.560		
Bicycle LOS	B			A			D			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.367

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	485	329	19	498	0	6	0	220	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	485	329	19	498	0	6	0	220	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	121	82	5	125	0	2	0	55	0	0	0
Total Analysis Volume [veh/h]	0	485	329	19	498	0	6	0	220	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.24	0.24	0.01	0.15	0.00	0.00	0.00	0.07	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.367											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.401

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		



**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	485	329	19	498	0	6	0	220	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	485	329	19	498	0	6	0	220	0	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	128	87	5	131	0	2	0	58	0	0	0
Total Analysis Volume [veh/h]	0	511	346	20	524	0	6	0	232	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	62	0	10	72	0	18	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	67	67	2	73	9	9	
g / C, Green / Cycle	0.74	0.74	0.03	0.81	0.10	0.10	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.26	0.01	0.15	0.07	0.07	
s, saturation flow rate [veh/h]	1870	1637	1781	3560	1598	1589	
c, Capacity [veh/h]	1385	1212	49	2893	158	157	
d1, Uniform Delay [s]	3.93	4.11	43.07	1.86	39.52	39.53	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.58	0.81	5.38	0.14	7.16	7.23	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.31	0.35	0.41	0.18	0.76	0.76	
d, Delay for Lane Group [s/veh]	4.51	4.92	48.44	2.00	46.68	46.76	
Lane Group LOS	A	A	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	2.21	2.35	0.51	0.61	2.85	2.84	
50th-Percentile Queue Length [ft/ln]	55.36	58.78	12.68	15.19	71.19	70.97	
95th-Percentile Queue Length [veh/ln]	3.99	4.23	0.91	1.09	5.13	5.11	
95th-Percentile Queue Length [ft/ln]	99.64	105.81	22.82	27.34	128.14	127.74	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	4.58	4.92	48.44	2.00	0.00	46.68	0.00	46.72	0.00	0.00	0.00
Movement LOS		A	A	D	A		D		D			
d_A, Approach Delay [s/veh]	4.72		3.70			46.72			0.00			
Approach LOS	A		A			D			A			
d_I, Intersection Delay [s/veh]	10.48											
Intersection LOS	B											
Intersection V/C	0.401											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00		0.00			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000			1.830			1.780		
Crosswalk LOS	F		F			A			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1289		1511			311			0		
d_b, Bicycle Delay [s]	5.69		2.69			32.09			45.00		
I_b,int, Bicycle LOS Score for Intersection	2.267		2.008			1.952			4.132		
Bicycle LOS	B		B			A			D		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	395	506	125	90	431	259	302	90	300	218	94	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	395	506	125	90	431	259	302	90	300	218	94	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	99	127	31	23	108	65	76	23	75	55	24	11
Total Analysis Volume [veh/h]	395	506	125	90	431	259	302	90	300	218	94	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.19	0.19	0.05	0.13	0.15	0.09	0.12	0.18	0.13	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.623											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.638

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	381	0	653	0	0	0	0	2399	938	0	1965	1237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	381	0	653	0	0	0	0	2399	938	0	1965	1237
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	0	163	0	0	0	0	600	235	0	491	309
Total Analysis Volume [veh/h]	381	0	653	0	0	0	0	2399	938	0	1965	1237
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.00	0.20	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.39	0.00
Intersection LOS	B											
Intersection V/C	0.638											



**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	381	0	653	0	0	0	0	2399	938	0	1965	1237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	381	0	653	0	0	0	0	2399	938	0	1965	1237
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	0	172	0	0	0	0	631	247	0	517	326
Total Analysis Volume [veh/h]	401	0	687	0	0	0	0	2525	987	0	2068	1302
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	84	0	0	0	0	0	0	31	0	0	31	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	54	54	54		54	54
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	16	16	16		29	29
g / C, Green / Cycle	0.30	0.30	0.30		0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.20	0.23	0.23		0.37	0.41
s, saturation flow rate [veh/h]	1781	1608	1589		6792	5094
c, Capacity [veh/h]	537	484	479		3732	2799
d1, Uniform Delay [s]	16.43	16.89	16.95		8.66	9.16
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.50	2.34	2.48		0.22	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.68	0.75	0.76		0.68	0.74
d, Delay for Lane Group [s/veh]	17.92	19.23	19.43		8.88	9.55
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	3.64	3.83	3.86		3.88	4.52
50th-Percentile Queue Length [ft/ln]	91.10	95.83	96.48		97.00	112.94
95th-Percentile Queue Length [veh/ln]	6.56	6.90	6.95		6.98	8.00
95th-Percentile Queue Length [ft/ln]	163.97	172.49	173.66		174.61	200.08

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	18.05	0.00	19.34	0.00	0.00	0.00	0.00	8.88	0.00	0.00	9.55	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	18.86			0.00			8.88			9.55		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	11.03											
Intersection LOS	B											
Intersection V/C	0.746											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.408	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1391	0	470	470
d_b, Bicycle Delay [s]	5.33	57.50	33.67	33.67
I_b,int, Bicycle LOS Score for Intersection	3.355	4.132	2.601	2.697
Bicycle LOS	C	D	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.806

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1276	3	1015	0	2051	462	630	1716	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1276	3	1015	0	2051	462	630	1716	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	319	1	254	0	513	116	158	429	0
Total Analysis Volume [veh/h]	0	0	0	1276	3	1015	0	2051	462	630	1716	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.25	0.25	0.30	0.00	0.24	0.27	0.19	0.34	0.00
Intersection LOS	D											
Intersection V/C	0.806											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	43.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.979

**Intersection Setup**

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



**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1276	3	1015	0	2051	462	630	1716	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1276	3	1015	0	2051	462	630	1716	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	336	1	267	0	540	122	166	452	0
Total Analysis Volume [veh/h]	0	0	0	1343	3	1068	0	2159	486	663	1806	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	58	0	0	47	0	10	57	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group		L	C	R	C	R	L	C
C, Cycle Length [s]		115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		48	48	48	30	30	25	59
g / C, Green / Cycle		0.42	0.42	0.42	0.26	0.26	0.21	0.51
(v / s)_i Volume / Saturation Flow Rate		0.26	0.26	0.38	0.25	0.31	0.19	0.35
s, saturation flow rate [veh/h]		3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]		1453	748	1182	2217	415	742	2600
d1, Uniform Delay [s]		26.01	26.01	31.16	42.08	42.47	43.88	21.35
k, delay calibration		0.50	0.50	0.50	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		1.93	3.71	11.34	4.69	99.87	4.07	0.34
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity		0.61	0.61	0.90	0.97	1.17	0.89	0.69
d, Delay for Lane Group [s/veh]		27.94	29.72	42.50	46.77	142.33	47.94	21.69
Lane Group LOS		C	C	D	D	F	D	C
Critical Lane Group		No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		9.74	10.40	15.32	12.57	23.15	9.52	11.98
50th-Percentile Queue Length [ft/ln]		243.47	259.95	383.05	314.37	578.72	238.08	299.38
95th-Percentile Queue Length [veh/ln]		14.86	15.69	21.74	18.39	33.95	14.58	17.65
95th-Percentile Queue Length [ft/ln]		371.42	392.16	543.53	459.76	848.71	364.60	441.27

**Movement, Approach, & Intersection Results**

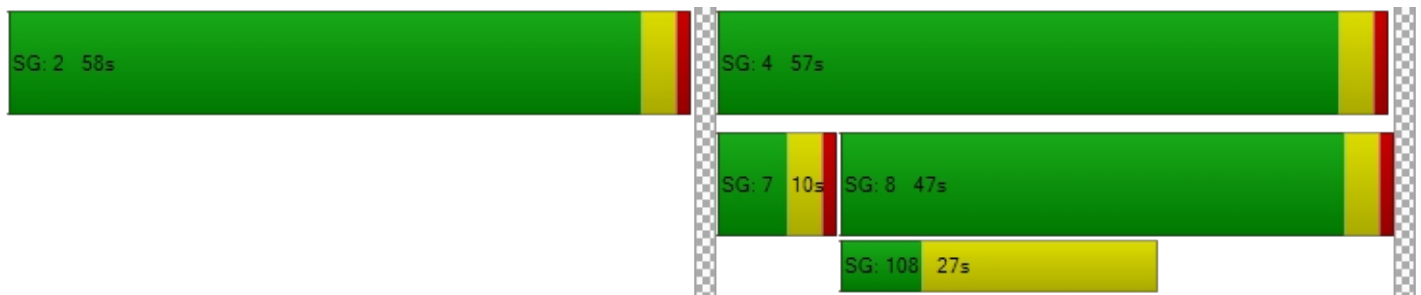
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	28.54	29.72	42.50	0.00	46.77	142.33	47.94	21.69	0.00
Movement LOS				C	C	D		D	F	D	C	
d_A, Approach Delay [s/veh]	0.00			34.72			64.33			28.74		
Approach LOS	A			C			E			C		
d_I, Intersection Delay [s/veh]	43.16											
Intersection LOS	D											
Intersection V/C	0.979											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.288	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	939	748	922
d_b, Bicycle Delay [s]	57.50	16.18	22.54	16.71
I_b,int, Bicycle LOS Score for Intersection	4.132	5.543	2.432	2.918
Bicycle LOS	D	F	B	C

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.816

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	181	485	431	194	199	254	275	1471	124	568	1554	437
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	485	431	194	199	254	275	1471	124	568	1554	437
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	121	108	49	50	64	69	368	31	142	389	109
Total Analysis Volume [veh/h]	181	485	431	194	199	254	275	1471	124	568	1554	437
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.14	0.25	0.06	0.13	0.13	0.08	0.29	0.07	0.17	0.30	0.26
Intersection LOS	D											
Intersection V/C	0.816											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.644

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	398	1087	24	36	1236	687	704	70	248	29	32	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	398	1087	24	36	1236	687	704	70	248	29	32	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	272	6	9	309	172	176	18	62	7	8	8
Total Analysis Volume [veh/h]	398	1087	24	36	1236	687	704	70	248	29	32	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.22	0.22	0.02	0.24	0.20	0.21	0.04	0.15	0.02	0.03	0.03
Intersection LOS	B											
Intersection V/C	0.644											



**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	189	1018	214	412	986	203	211	889	153	224	821	346
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	189	1018	214	412	986	203	211	889	153	224	821	346
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	255	54	103	247	51	53	222	38	56	205	87
Total Analysis Volume [veh/h]	189	1018	214	412	986	203	211	889	153	224	821	346
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.20	0.13	0.12	0.19	0.12	0.06	0.17	0.09	0.07	0.16	0.08
Intersection LOS	B											
Intersection V/C	0.611											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.512

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	237	1091	1119	95	125	289
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	1091	1119	95	125	289
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	273	280	24	31	72
Total Analysis Volume [veh/h]	237	1091	1119	95	125	289
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.21	0.24	0.24	0.04	0.08
Intersection LOS	A					
Intersection V/C	0.512					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	88	775	127	286	907	246	234	369	52	159	489	312
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	775	127	286	907	246	234	369	52	159	489	312
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	194	32	72	227	62	59	92	13	40	122	78
Total Analysis Volume [veh/h]	88	775	127	286	907	246	234	369	52	159	489	312
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.18	0.18	0.08	0.18	0.08	0.07	0.12	0.12	0.09	0.14	0.09
Intersection LOS	A											
Intersection V/C	0.528											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔↔			↔↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	431	614	51	87	863	102	230	73	538	56	85	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	431	614	51	87	863	102	230	73	538	56	85	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	154	13	22	216	26	58	18	135	14	21	18
Total Analysis Volume [veh/h]	431	614	51	87	863	102	230	73	538	56	85	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.13	0.13	0.05	0.19	0.19	0.07	0.09	0.03	0.03	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.518											



**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

**Intersection Setup**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Base Volume Input [veh/h]	129	946	31	37	1161	257	112	6	111	29	2	42
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	946	31	37	1161	257	112	6	111	29	2	42
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	32	237	8	9	290	64	28	2	28	7	1	11
Total Analysis Volume [veh/h]	129	946	31	37	1161	257	112	6	111	29	2	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.19	0.19	0.02	0.23	0.15	0.07	0.07	0.07	0.02	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.448											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.473

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	63	745	158	212	894	17	6	89	88	219	85	203
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	745	158	212	894	17	6	89	88	219	85	203
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	186	40	53	224	4	2	22	22	55	21	51
Total Analysis Volume [veh/h]	63	745	158	212	894	17	6	89	88	219	85	203
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.15	0.09	0.12	0.26	0.01	0.00	0.05	0.05	0.06	0.05	0.12
Intersection LOS	A											
Intersection V/C	0.473											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↕↔			↔↕↔			↔↕↔			↔↕↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	21	44	41	297	29	788	764	1318	11	44	1030	313
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	44	41	297	29	788	764	1318	11	44	1030	313
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	11	10	74	7	197	191	330	3	11	258	78
Total Analysis Volume [veh/h]	21	44	41	297	29	788	764	1318	11	44	1030	313
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.04	0.02	0.17	0.02	0.01	0.22	0.39	0.39	0.03	0.30	0.01
Intersection LOS	C											
Intersection V/C	0.791											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.453

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	540	202	285	476	197	317
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	540	202	285	476	197	317
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	51	71	119	49	79
Total Analysis Volume [veh/h]	540	202	285	476	197	317
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.22	0.22	0.08	0.14	0.06	0.10
Intersection LOS	A					
Intersection V/C	0.453					



**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.514

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	166	423	201	236	312	47	55	374	129	187	364	222
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	166	423	201	236	312	47	55	374	129	187	364	222
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	106	50	59	78	12	14	94	32	47	91	56
Total Analysis Volume [veh/h]	166	423	201	236	312	47	55	374	129	187	364	222
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.12	0.12	0.14	0.07	0.07	0.03	0.15	0.15	0.06	0.11	0.13
Intersection LOS	A											
Intersection V/C	0.514											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.537

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	14	483	264	169	425	18	9	10	9	266	8	205
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	483	264	169	425	18	9	10	9	266	8	205
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	121	66	42	106	5	2	3	2	67	2	51
Total Analysis Volume [veh/h]	14	483	264	169	425	18	9	10	9	266	8	205
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.22	0.22	0.10	0.13	0.01	0.01	0.01	0.01	0.16	0.00	0.12
Intersection LOS	A											
Intersection V/C	0.537											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.705

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	96	134	141	248	148	245	314	983	76	122	1135	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	134	141	248	148	245	314	983	76	122	1135	304
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	34	35	62	37	61	79	246	19	31	284	76
Total Analysis Volume [veh/h]	96	134	141	248	148	245	314	983	76	122	1135	304
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.04	0.08	0.15	0.12	0.12	0.09	0.29	0.04	0.07	0.33	0.18
Intersection LOS	C											
Intersection V/C	0.705											

*APPENDIX A-V*

**2040 BUILDOUT BASE  
TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.777

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	452	1360	85	299	1343	151	131	678	265	54	1492	494
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	452	1360	85	299	1343	151	131	678	265	54	1492	494
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	340	21	75	336	38	33	170	66	14	373	124
Total Analysis Volume [veh/h]	452	1360	85	299	1343	151	131	678	265	54	1492	494
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.27	0.05	0.09	0.26	0.09	0.04	0.13	0.02	0.02	0.29	0.00
Intersection LOS	C											
Intersection V/C	0.777											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	303	1171	102	143	1000	525	391	819	154	121	858	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	303	1171	102	143	1000	525	391	819	154	121	858	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	293	26	36	250	131	98	205	39	30	215	21
Total Analysis Volume [veh/h]	303	1171	102	143	1000	525	391	819	154	121	858	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.23	0.06	0.04	0.20	0.19	0.12	0.16	0.00	0.04	0.17	0.01
Intersection LOS	B											
Intersection V/C	0.618											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.722

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	619	1257	251	94	676	318	357	940	463	127	936	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	619	1257	251	94	676	318	357	940	463	127	936	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	155	314	63	24	169	80	89	235	116	32	234	18
Total Analysis Volume [veh/h]	619	1257	251	94	676	318	357	940	463	127	936	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.18	0.25	0.15	0.03	0.13	0.19	0.11	0.21	0.21	0.04	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.722											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	26	801	19	349	667	79	144	226	73	40	122	577
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	801	19	349	667	79	144	226	73	40	122	577
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	200	5	87	167	20	36	57	18	10	31	144
Total Analysis Volume [veh/h]	26	801	19	349	667	79	144	226	73	40	122	577
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.16	0.16	0.10	0.15	0.15	0.08	0.09	0.09	0.02	0.04	0.24
Intersection LOS	B											
Intersection V/C	0.635											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.313

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↶		↵↷		↷↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	181	91	106	401	182	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	91	106	401	182	137
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	23	27	100	46	34
Total Analysis Volume [veh/h]	181	91	106	401	182	137
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.05	0.06	0.12	0.09	0.09
Intersection LOS	A					
Intersection V/C	0.313					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.383

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↵			↵ ↑ ↵			↵ ↑ ↵			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	118	457	25	17	541	172	333	43	169	11	15	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	457	25	17	541	172	333	43	169	11	15	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	114	6	4	135	43	83	11	42	3	4	2
Total Analysis Volume [veh/h]	118	457	25	17	541	172	333	43	169	11	15	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.09	0.09	0.01	0.14	0.14	0.10	0.11	0.10	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.383											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Two-way stop	Delay (sec / veh):	20.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	3	580	48	58	663	4	0	0	0	8	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	580	48	58	663	4	0	0	0	8	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	145	12	15	166	1	0	0	0	2	0	6
Total Analysis Volume [veh/h]	3	580	48	58	663	4	0	0	0	8	0	25
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.10	0.01	0.00	0.00	0.00	0.00	0.03	0.00	0.04
d_M, Delay for Movement [s/veh]	11.41	0.00	0.00	11.77	0.00	0.00	21.40	34.45	11.37	20.80	34.25	11.88
Movement LOS	B	A	A	B	A	A	C	D	B	C	D	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.25
95th-Percentile Queue Length [ft/ln]	0.40	0.00	0.00	8.15	0.00	0.00	0.00	0.00	0.00	6.19	6.19	6.19
d_A, Approach Delay [s/veh]	0.05			0.94			22.40			14.04		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	0.85											
Intersection LOS	C											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	2	551	376	451	539	8	33	0	16	47	0	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	551	376	451	539	8	33	0	16	47	0	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	138	94	113	135	2	8	0	4	12	0	17
Total Analysis Volume [veh/h]	2	551	376	451	539	8	33	0	16	47	0	66
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.11	0.22	0.13	0.11	0.11	0.02	0.00	0.03	0.03	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.471											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	21.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		



**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	2	551	376	451	539	8	33	0	16	47	0	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	551	376	451	539	8	33	0	16	47	0	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	138	94	113	135	2	8	0	4	12	0	17
Total Analysis Volume [veh/h]	2	551	376	451	539	8	33	0	16	47	0	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	64	45	0	45	26	0	10	0	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	66	66	17	83	83	5	6	6
g / C, Green / Cycle	0.00	0.60	0.60	0.16	0.75	0.75	0.04	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.00	0.11	0.24	0.13	0.10	0.10	0.03	0.03	0.04
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1856	1714	1781	1589
c, Capacity [veh/h]	8	3059	955	544	2683	1398	71	99	88
d1, Uniform Delay [s]	54.64	9.85	11.50	44.96	3.72	3.72	52.06	50.46	51.25
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.05	0.13	1.22	3.33	0.10	0.20	11.18	3.54	12.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.26	0.18	0.39	0.83	0.13	0.13	0.69	0.48	0.75
d, Delay for Lane Group [s/veh]	71.69	9.98	12.72	48.30	3.82	3.92	63.25	54.00	63.25
Lane Group LOS	E	A	B	D	A	A	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.09	1.96	4.91	6.19	0.97	1.04	1.55	1.35	2.08
50th-Percentile Queue Length [ft/ln]	2.29	48.90	122.84	154.67	24.14	26.12	38.82	33.81	52.10
95th-Percentile Queue Length [veh/ln]	0.16	3.52	8.55	10.27	1.74	1.88	2.80	2.43	3.75
95th-Percentile Queue Length [ft/ln]	4.12	88.02	213.72	256.65	43.46	47.02	69.88	60.86	93.78

**Movement, Approach, & Intersection Results**

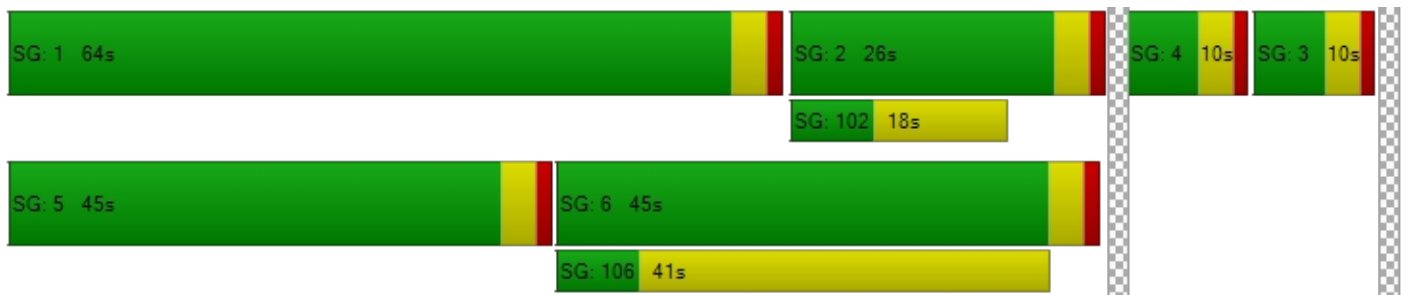
d_M, Delay for Movement [s/veh]	71.69	9.98	12.72	48.30	3.86	3.92	63.25	0.00	63.25	54.00	63.25	63.25
Movement LOS	E	A	B	D	A	A	E		E	D	E	E
d_A, Approach Delay [s/veh]	11.22			23.94			63.25			59.40		
Approach LOS	B			C			E			E		
d_I, Intersection Delay [s/veh]	21.12											
Intersection LOS	C											
Intersection V/C	0.511											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			44.55			44.55		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			1.753			2.370		
Crosswalk LOS	F			F			A			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	745			400			109			109		
d_b, Bicycle Delay [s]	21.64			35.20			49.16			49.16		
I_b,int, Bicycle LOS Score for Intersection	2.071			2.109			1.640			1.746		
Bicycle LOS	B			B			A			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	36	811	29	92	497	25	47	9	83	11	1	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	811	29	92	497	25	47	9	83	11	1	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	203	7	23	124	6	12	2	21	3	0	8
Total Analysis Volume [veh/h]	36	811	29	92	497	25	47	9	83	11	1	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.16	0.16	0.05	0.10	0.10	0.03	0.05	0.05	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.343											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.335

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	36	811	29	92	497	25	47	9	83	11	1	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	811	29	92	497	25	47	9	83	11	1	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	203	7	23	124	6	12	2	21	3	0	8
Total Analysis Volume [veh/h]	36	811	29	92	497	25	47	9	83	11	1	33
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	31	0	22	43	0	0	47	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	74	74	7	77	77	8	8	5	5
g / C, Green / Cycle	0.04	0.67	0.67	0.07	0.70	0.70	0.08	0.08	0.04	0.04
(v / s)_i Volume / Saturation Flow Rate	0.01	0.16	0.16	0.05	0.10	0.10	0.03	0.06	0.01	0.02
s, saturation flow rate [veh/h]	3459	3560	1837	1781	3560	1825	1781	1613	1781	1597
c, Capacity [veh/h]	128	2388	1232	118	2493	1277	136	123	73	66
d1, Uniform Delay [s]	51.58	7.06	7.07	50.59	5.48	5.48	48.22	49.78	50.89	51.68
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.19	0.23	0.44	10.55	0.12	0.23	1.50	8.67	0.93	6.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.28	0.23	0.23	0.78	0.14	0.14	0.35	0.75	0.15	0.52
d, Delay for Lane Group [s/veh]	52.77	7.29	7.51	61.15	5.59	5.71	49.72	58.45	51.82	57.81
Lane Group LOS	D	A	A	E	A	A	D	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.50	2.42	2.58	2.84	1.23	1.31	1.28	2.77	0.31	1.03
50th-Percentile Queue Length [ft/ln]	12.61	60.54	64.52	70.88	30.82	32.86	32.01	69.25	7.79	25.75
95th-Percentile Queue Length [veh/ln]	0.91	4.36	4.65	5.10	2.22	2.37	2.31	4.99	0.56	1.85
95th-Percentile Queue Length [ft/ln]	22.69	108.98	116.13	127.58	55.48	59.15	57.63	124.64	14.02	46.35

**Movement, Approach, & Intersection Results**

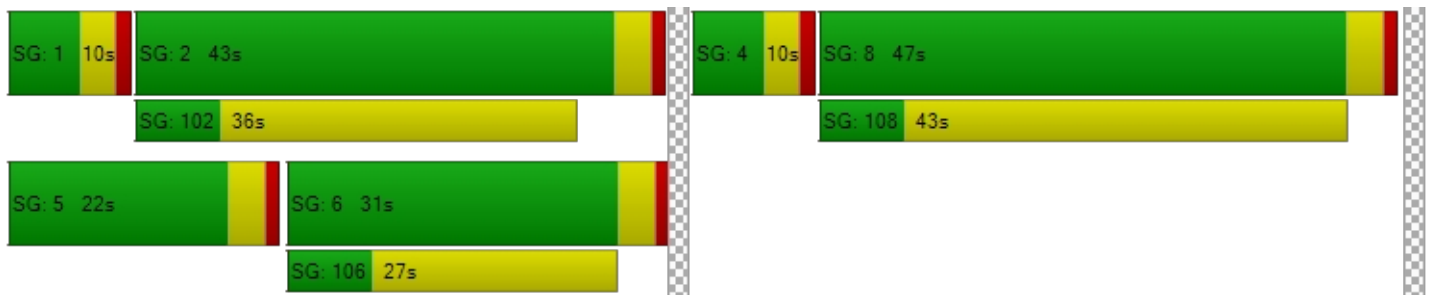
d_M, Delay for Movement [s/veh]	52.77	7.36	7.51	61.15	5.63	5.71	49.72	58.45	58.45	51.82	57.81	57.81
Movement LOS	D	A	A	E	A	A	D	E	E	D	E	E
d_A, Approach Delay [s/veh]	9.23		13.95		55.50		56.34					
Approach LOS	A		B		E		E					
d_I, Intersection Delay [s/veh]	16.07											
Intersection LOS	B											
Intersection V/C	0.335											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	0.00	44.55	44.55
I_p,int, Pedestrian LOS Score for Intersection	2.914	0.000	2.190	2.007
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	491	709	782	109
d_b, Bicycle Delay [s]	31.31	22.91	20.40	49.16
I_b,int, Bicycle LOS Score for Intersection	2.041	1.897	1.789	1.634
Bicycle LOS	B	A	A	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	122	658	149	25	418	137	211	641	113	185	800	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	658	149	25	418	137	211	641	113	185	800	58
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	165	37	6	105	34	53	160	28	46	200	15
Total Analysis Volume [veh/h]	122	658	149	25	418	137	211	641	113	185	800	58
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.13	0.09	0.01	0.08	0.08	0.06	0.13	0.07	0.05	0.17	0.17
Intersection LOS	A											
Intersection V/C	0.434											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.445

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	336	539	33	59	245	124	203	461	355	48	669	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	336	539	33	59	245	124	203	461	355	48	669	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	135	8	15	61	31	51	115	89	12	167	27
Total Analysis Volume [veh/h]	336	539	33	59	245	124	203	461	355	48	669	109
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.11	0.02	0.02	0.07	0.07	0.06	0.09	0.21	0.01	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.445											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.463

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1868	741	0	70	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1868	741	0	70	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	467	185	0	18	23
Total Analysis Volume [veh/h]	0	1868	741	0	70	90
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.37	0.15	0.00	0.04	0.05
Intersection LOS	A					
Intersection V/C	0.463					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	4.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.456

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1868	741	0	70	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1868	741	0	70	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	467	185	0	18	23
Total Analysis Volume [veh/h]	0	1868	741	0	70	90
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	7	7
g / C, Green / Cycle	0.84	0.84	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.37	0.15	0.05	0.05
s, saturation flow rate [veh/h]	5094	5094	1750	1589
c, Capacity [veh/h]	4267	4267	128	117
d1, Uniform Delay [s]	1.87	1.39	40.50	40.58
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.33	0.09	5.21	6.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.44	0.17	0.64	0.67
d, Delay for Lane Group [s/veh]	2.20	1.48	45.71	46.97
Lane Group LOS	A	A	D	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.28	0.37	1.94	1.87
50th-Percentile Queue Length [ft/ln]	31.91	9.30	48.38	46.63
95th-Percentile Queue Length [veh/ln]	2.30	0.67	3.48	3.36
95th-Percentile Queue Length [ft/ln]	57.43	16.75	87.09	83.94

**Movement, Approach, & Intersection Results**

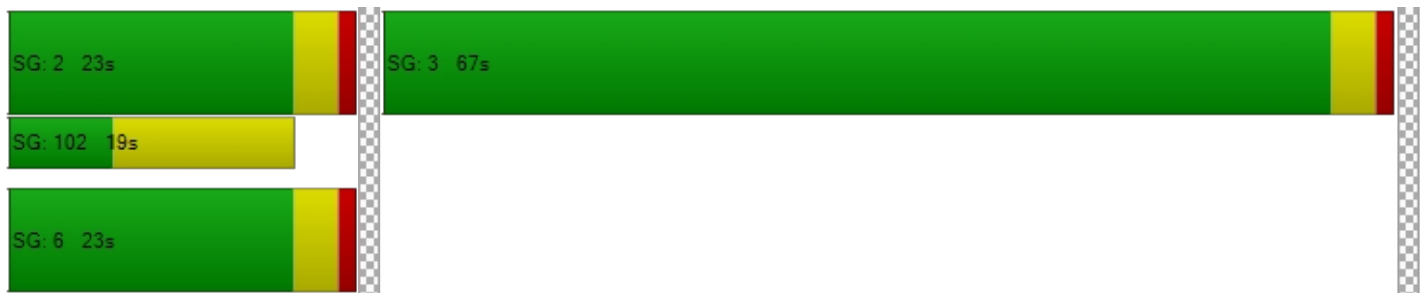
d_M, Delay for Movement [s/veh]	0.00	2.20	1.48	0.00	45.71	46.82
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	2.20		1.48		46.32	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	4.56					
Intersection LOS	A					
Intersection V/C	0.456					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.792
Crosswalk LOS	F	F	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.587	1.967	1.824
Bicycle LOS	B	A	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	517	1789	35	46	630	102	126	84	424	98	136	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	517	1789	35	46	630	102	126	84	424	98	136	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	447	9	12	158	26	32	21	106	25	34	20
Total Analysis Volume [veh/h]	517	1789	35	46	630	102	126	84	424	98	136	80
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.36	0.36	0.03	0.14	0.14	0.07	0.05	0.10	0.06	0.08	0.05
Intersection LOS	A											
Intersection V/C	0.590											



**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.844

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	98	1739	103	397	717	19	55	176	91	72	188	512
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	1739	103	397	717	19	55	176	91	72	188	512
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	435	26	99	179	5	14	44	23	18	47	128
Total Analysis Volume [veh/h]	98	1739	103	397	717	19	55	176	91	72	188	512
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.36	0.36	0.23	0.14	0.14	0.03	0.16	0.16	0.04	0.11	0.07
Intersection LOS	D											
Intersection V/C	0.844											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.780

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	1044	117	0	0	231	36	0	0	0	488	0	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1044	117	0	0	231	36	0	0	0	488	0	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	261	29	0	0	58	9	0	0	0	122	0	19
Total Analysis Volume [veh/h]	1044	117	0	0	231	36	0	0	0	488	0	75
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.31	0.07	0.00	0.00	0.14	0.02	0.00	0.00	0.00	0.29	0.00	0.04
Intersection LOS	C											
Intersection V/C	0.780											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	36.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	1044	117	0	0	231	36	0	0	0	488	0	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1044	117	0	0	231	36	0	0	0	488	0	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	261	29	0	0	58	9	0	0	0	122	0	19
Total Analysis Volume [veh/h]	1044	117	0	0	231	36	0	0	0	488	0	75
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	33	58	0	0	25	0	0	0	0	32	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	29	56	23	23		26	26
g / C, Green / Cycle	0.32	0.62	0.25	0.25		0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.30	0.06	0.12	0.02		0.27	0.05
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	1105	1155	474	403		523	467
d1, Uniform Delay [s]	29.86	7.02	28.62	25.66		30.95	23.58
k, delay calibration	0.11	0.50	0.50	0.50		0.32	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	5.01	0.18	3.55	0.44		18.93	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.94	0.10	0.49	0.09		0.93	0.16
d, Delay for Lane Group [s/veh]	34.87	7.20	32.17	26.10		49.88	23.74
Lane Group LOS	C	A	C	C		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	11.34	0.89	4.63	0.63		12.69	1.18
50th-Percentile Queue Length [ft/ln]	283.43	22.24	115.63	15.75		317.19	29.61
95th-Percentile Queue Length [veh/ln]	16.86	1.60	8.15	1.13		18.53	2.13
95th-Percentile Queue Length [ft/ln]	421.48	40.03	203.80	28.35		463.24	53.30



**Movement, Approach, & Intersection Results**

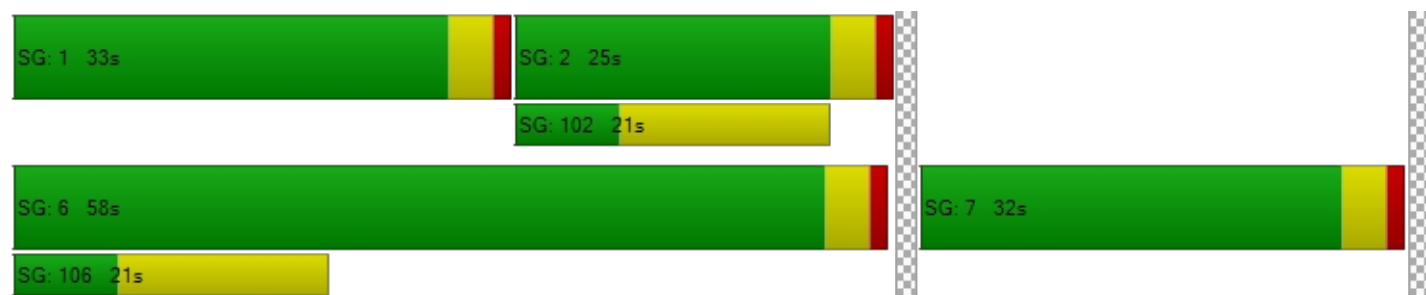
d_M, Delay for Movement [s/veh]	34.87	7.20	0.00	0.00	32.17	26.10	0.00	0.00	0.00	49.88	0.00	23.74
Movement LOS	C	A			C	C				D		C
d_A, Approach Delay [s/veh]	32.08				31.35		0.00		46.40			
Approach LOS	C				C		A		D			
d_I, Intersection Delay [s/veh]	36.03											
Intersection LOS	D											
Intersection V/C	0.807											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		34.67		34.67	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		2.241		1.989	
Crosswalk LOS	F		F		B		A	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	1200		467		0		622	
d_b, Bicycle Delay [s]	7.20		26.45		45.00		21.36	
I_b,int, Bicycle LOS Score for Intersection	3.475		2.000		4.132		1.560	
Bicycle LOS	C		B		D		A	

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.584

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	1055	418	43	653	0	8	0	250	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1055	418	43	653	0	8	0	250	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	264	105	11	163	0	2	0	63	0	0	0
Total Analysis Volume [veh/h]	0	1055	418	43	653	0	8	0	250	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.43	0.43	0.03	0.19	0.00	0.00	0.00	0.08	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.584											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	1055	418	43	653	0	8	0	250	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1055	418	43	653	0	8	0	250	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	264	105	11	163	0	2	0	63	0	0	0
Total Analysis Volume [veh/h]	0	1055	418	43	653	0	8	0	250	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	54	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	64	64	4	72	10	10	
g / C, Green / Cycle	0.71	0.71	0.04	0.80	0.11	0.11	
(v / s)_i Volume / Saturation Flow Rate	0.39	0.43	0.02	0.18	0.08	0.08	
s, saturation flow rate [veh/h]	1870	1700	1781	3560	1600	1589	
c, Capacity [veh/h]	1333	1212	80	2857	174	173	
d1, Uniform Delay [s]	6.13	6.55	42.07	2.15	38.90	38.90	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.65	2.27	5.43	0.19	6.12	6.19	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.55	0.61	0.54	0.23	0.74	0.74	
d, Delay for Lane Group [s/veh]	7.78	8.83	47.50	2.34	45.02	45.09	
Lane Group LOS	A	A	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.81	6.32	1.05	0.89	3.03	3.01	
50th-Percentile Queue Length [ft/ln]	145.23	158.10	26.18	22.37	75.68	75.35	
95th-Percentile Queue Length [veh/ln]	9.76	10.45	1.88	1.61	5.45	5.43	
95th-Percentile Queue Length [ft/ln]	244.05	261.20	47.12	40.26	136.22	135.64	

**Movement, Approach, & Intersection Results**

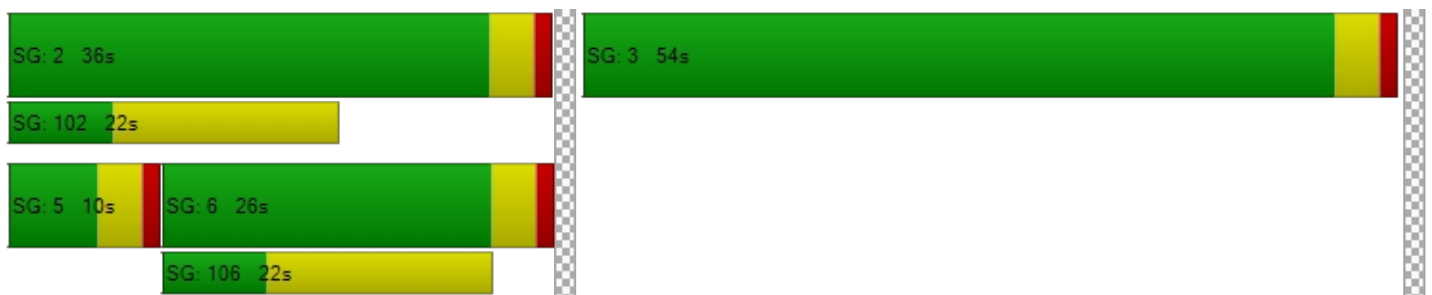
d_M, Delay for Movement [s/veh]	0.00	8.10	8.83	47.50	2.34	0.00	45.02	0.00	45.06	0.00	0.00	0.00
Movement LOS		A	A	D	A		D		D			
d_A, Approach Delay [s/veh]	8.31		5.13			45.06			0.00			
Approach LOS	A		A			D			A			
d_I, Intersection Delay [s/veh]	11.30											
Intersection LOS	B											
Intersection V/C	0.621											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		34.67		34.67	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.840		1.872	
Crosswalk LOS	F		F		A		A	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	489		711		1111		0	
d_b, Bicycle Delay [s]	25.69		18.69		8.89		45.00	
I_b,int, Bicycle LOS Score for Intersection	2.775		2.134		1.985		4.132	
Bicycle LOS	C		B		A		D	

**Sequence**

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





**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.730

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	198	993	210	101	458	352	442	118	341	113	48	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	993	210	101	458	352	442	118	341	113	48	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	248	53	25	115	88	111	30	85	28	12	6
Total Analysis Volume [veh/h]	198	993	210	101	458	352	442	118	341	113	48	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.35	0.35	0.06	0.13	0.21	0.13	0.16	0.20	0.07	0.04	0.04
Intersection LOS	C											
Intersection V/C	0.730											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	224	0	617	0	0	0	0	2619	851	0	1853	1430
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	0	617	0	0	0	0	2619	851	0	1853	1430
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	0	154	0	0	0	0	655	213	0	463	358
Total Analysis Volume [veh/h]	224	0	617	0	0	0	0	2619	851	0	1853	1430
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.00	0.16	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.36	0.00
Intersection LOS	B											
Intersection V/C	0.617											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.702

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	224	0	617	0	0	0	0	2619	851	0	1853	1430
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	0	617	0	0	0	0	2619	851	0	1853	1430
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	0	154	0	0	0	0	655	213	0	463	358
Total Analysis Volume [veh/h]	224	0	617	0	0	0	0	2619	851	0	1853	1430
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	42	0	0	0	0	0	0	73	0	0	73	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	46	46	46		46	46
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	12	12		26	26
g / C, Green / Cycle	0.27	0.27	0.27		0.56	0.56
(v / s)_i Volume / Saturation Flow Rate	0.13	0.19	0.19		0.39	0.36
s, saturation flow rate [veh/h]	1781	1589	1589		6792	5094
c, Capacity [veh/h]	484	432	432		3769	2827
d1, Uniform Delay [s]	13.99	15.18	15.18		7.43	7.18
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.69	2.22	2.22		0.23	0.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.46	0.71	0.71		0.69	0.66
d, Delay for Lane Group [s/veh]	14.69	17.40	17.40		7.67	7.44
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	1.74	2.73	2.73		3.04	2.78
50th-Percentile Queue Length [ft/ln]	43.48	68.13	68.13		75.97	69.52
95th-Percentile Queue Length [veh/ln]	3.13	4.91	4.91		5.47	5.01
95th-Percentile Queue Length [ft/ln]	78.26	122.64	122.64		136.75	125.14



**Movement, Approach, & Intersection Results**

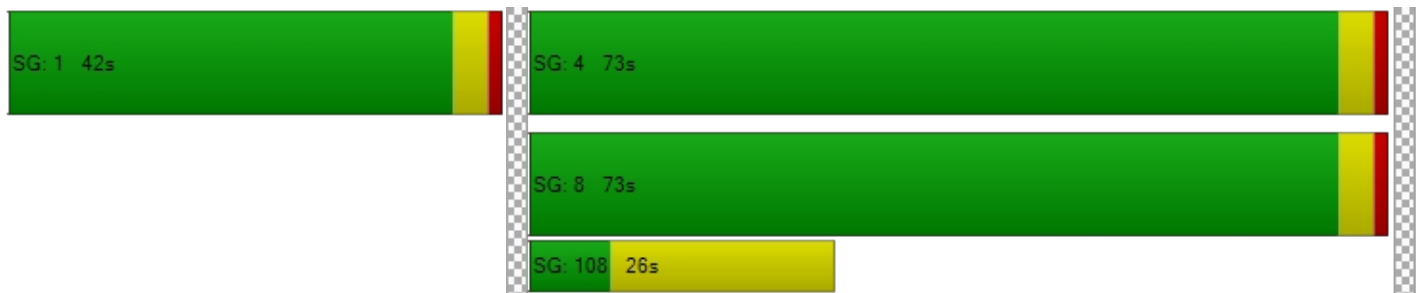
d_M, Delay for Movement [s/veh]	14.69	0.00	17.40	0.00	0.00	0.00	0.00	7.67	0.00	0.00	7.44	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	16.68			0.00			7.67			7.44		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	9.01											
Intersection LOS	A											
Intersection V/C	0.702											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.348	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	661	0	1200	1200
d_b, Bicycle Delay [s]	25.78	57.50	9.20	9.20
I_b,int, Bicycle LOS Score for Intersection	2.947	4.132	2.640	2.579
Bicycle LOS	C	D	B	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.754

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1521	2	964	0	1942	408	563	1509	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1521	2	964	0	1942	408	563	1509	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	380	1	241	0	486	102	141	377	0
Total Analysis Volume [veh/h]	0	0	0	1521	2	964	0	1942	408	563	1509	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.30	0.30	0.28	0.00	0.23	0.24	0.17	0.30	0.00
Intersection LOS	C											
Intersection V/C	0.754											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	35.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.851

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1521	2	964	0	1942	408	563	1509	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1521	2	964	0	1942	408	563	1509	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	380	1	241	0	486	102	141	377	0
Total Analysis Volume [veh/h]	0	0	0	1521	2	964	0	1942	408	563	1509	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	41	0	0	32	0	42	74	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group		L	C	R	C	R	L	C
C, Cycle Length [s]		115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		52	52	52	30	30	21	55
g / C, Green / Cycle		0.45	0.45	0.45	0.26	0.26	0.19	0.48
(v / s)_i Volume / Saturation Flow Rate		0.29	0.29	0.34	0.23	0.26	0.16	0.30
s, saturation flow rate [veh/h]		3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]		1549	798	1260	2216	415	646	2458
d1, Uniform Delay [s]		24.69	24.69	26.65	40.70	42.23	45.41	21.87
k, delay calibration		0.50	0.50	0.50	0.11	0.44	0.11	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		2.12	4.06	4.46	1.22	37.52	3.85	0.25
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity		0.65	0.65	0.76	0.88	0.98	0.87	0.61
d, Delay for Lane Group [s/veh]		26.81	28.76	31.11	41.92	79.75	49.26	22.13
Lane Group LOS		C	C	C	D	E	D	C
Critical Lane Group		No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		10.91	11.66	11.59	10.58	15.70	8.11	9.81
50th-Percentile Queue Length [ft/ln]		272.67	291.57	289.85	264.61	392.42	202.70	245.22
95th-Percentile Queue Length [veh/ln]		16.32	17.26	17.18	15.92	22.19	12.78	14.95
95th-Percentile Queue Length [ft/ln]		408.07	431.58	429.46	398.00	554.86	319.44	373.63

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	27.47	28.76	31.11	0.00	41.92	79.75	49.26	22.13	0.00
Movement LOS				C	C	C		D	E	D	C	
d_A, Approach Delay [s/veh]	0.00			28.88			48.49			29.50		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	35.74											
Intersection LOS	D											
Intersection V/C	0.851											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.201	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	643	487	1217
d_b, Bicycle Delay [s]	57.50	26.45	32.91	8.80
I_b,int, Bicycle LOS Score for Intersection	4.132	5.663	2.335	2.699
Bicycle LOS	D	F	B	B

**Sequence**

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





**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.771

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	130	384	417	166	163	227	349	1365	107	410	1654	281
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	384	417	166	163	227	349	1365	107	410	1654	281
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	96	104	42	41	57	87	341	27	103	414	70
Total Analysis Volume [veh/h]	130	384	417	166	163	227	349	1365	107	410	1654	281
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.11	0.25	0.05	0.11	0.11	0.10	0.27	0.06	0.12	0.32	0.17
Intersection LOS	C											
Intersection V/C	0.771											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.771

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	531	1128	19	15	1203	878	672	37	232	45	70	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	531	1128	19	15	1203	878	672	37	232	45	70	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	133	282	5	4	301	220	168	9	58	11	18	13
Total Analysis Volume [veh/h]	531	1128	19	15	1203	878	672	37	232	45	70	51
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.16	0.22	0.22	0.01	0.24	0.32	0.20	0.02	0.14	0.03	0.05	0.05
Intersection LOS	C											
Intersection V/C	0.771											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

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

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	200	1055	196	300	842	160	193	639	96	185	1323	436
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	1055	196	300	842	160	193	639	96	185	1323	436
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	264	49	75	211	40	48	160	24	46	331	109
Total Analysis Volume [veh/h]	200	1055	196	300	842	160	193	639	96	185	1323	436
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.21	0.12	0.09	0.17	0.09	0.06	0.13	0.06	0.05	0.26	0.17
Intersection LOS	B											
Intersection V/C	0.661											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.572

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	332	1193	955	273	217	219
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	332	1193	955	273	217	219
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	298	239	68	54	55
Total Analysis Volume [veh/h]	332	1193	955	273	217	219
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.20	0.23	0.24	0.24	0.06	0.09
Intersection LOS	A					
Intersection V/C	0.572					



**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.515

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	67	714	38	246	704	219	261	305	30	76	572	416
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	714	38	246	704	219	261	305	30	76	572	416
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	179	10	62	176	55	65	76	8	19	143	104
Total Analysis Volume [veh/h]	67	714	38	246	704	219	261	305	30	76	572	416
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.15	0.15	0.07	0.14	0.05	0.08	0.10	0.10	0.04	0.17	0.12
Intersection LOS	A											
Intersection V/C	0.515											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	490	606	19	30	635	109	139	35	478	10	22	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	490	606	19	30	635	109	139	35	478	10	22	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	123	152	5	8	159	27	35	9	120	3	6	5
Total Analysis Volume [veh/h]	490	606	19	30	635	109	139	35	478	10	22	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.12	0.12	0.02	0.15	0.15	0.08	0.02	0.00	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.436											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.300

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	10	1062	23	21	1082	40	11	2	5	28	0	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	1062	23	21	1082	40	11	2	5	28	0	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	266	6	5	271	10	3	1	1	7	0	9
Total Analysis Volume [veh/h]	10	1062	23	21	1082	40	11	2	5	28	0	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.21	0.21	0.01	0.22	0.22	0.01	0.01	0.00	0.02	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.300											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	68	602	130	217	856	8	9	101	90	354	75	270
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	602	130	217	856	8	9	101	90	354	75	270
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	151	33	54	214	2	2	25	23	89	19	68
Total Analysis Volume [veh/h]	68	602	130	217	856	8	9	101	90	354	75	270
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.12	0.08	0.13	0.25	0.00	0.01	0.06	0.05	0.10	0.04	0.16
Intersection LOS	A											
Intersection V/C	0.506											



**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↻			↻↵↻			↻↵↻			↻↵↻		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	18	45	37	226	28	934	551	639	21	41	1126	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	45	37	226	28	934	551	639	21	41	1126	184
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	11	9	57	7	234	138	160	5	10	282	46
Total Analysis Volume [veh/h]	18	45	37	226	28	934	551	639	21	41	1126	184
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.04	0.02	0.13	0.02	0.11	0.16	0.19	0.19	0.02	0.33	0.00
Intersection LOS	C											
Intersection V/C	0.713											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.485

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	684	252	187	414	263	270
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	684	252	187	414	263	270
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	171	63	47	104	66	68
Total Analysis Volume [veh/h]	684	252	187	414	263	270
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.28	0.28	0.06	0.12	0.08	0.10
Intersection LOS	A					
Intersection V/C	0.485					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.664

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	129	490	158	367	498	75	69	421	153	180	438	391
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	490	158	367	498	75	69	421	153	180	438	391
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	123	40	92	125	19	17	105	38	45	110	98
Total Analysis Volume [veh/h]	129	490	158	367	498	75	69	421	153	180	438	391
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.13	0.13	0.22	0.11	0.11	0.04	0.17	0.17	0.05	0.13	0.23
Intersection LOS	B											
Intersection V/C	0.664											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	6	333	222	295	422	3	10	14	7	306	1	401
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	333	222	295	422	3	10	14	7	306	1	401
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	83	56	74	106	1	3	4	2	77	0	100
Total Analysis Volume [veh/h]	6	333	222	295	422	3	10	14	7	306	1	401
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.16	0.16	0.17	0.12	0.00	0.01	0.01	0.01	0.18	0.00	0.24
Intersection LOS	B											
Intersection V/C	0.629											



**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.570

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	38	70	56	229	80	360	204	645	17	81	993	223
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	70	56	229	80	360	204	645	17	81	993	223
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	18	14	57	20	90	51	161	4	20	248	56
Total Analysis Volume [veh/h]	38	70	56	229	80	360	204	645	17	81	993	223
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.02	0.03	0.13	0.13	0.13	0.06	0.19	0.01	0.05	0.29	0.13
Intersection LOS	A											
Intersection V/C	0.570											

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.780

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	388	1573	71	468	1504	152	179	1334	620	76	748	448
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	388	1573	71	468	1504	152	179	1334	620	76	748	448
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	393	18	117	376	38	45	334	155	19	187	112
Total Analysis Volume [veh/h]	388	1573	71	468	1504	152	179	1334	620	76	748	448
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.31	0.04	0.14	0.29	0.09	0.05	0.26	0.25	0.02	0.15	0.00
Intersection LOS	C											
Intersection V/C	0.780											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.702

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	335	1202	162	345	1174	452	459	1039	206	187	915	335
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	335	1202	162	345	1174	452	459	1039	206	187	915	335
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	301	41	86	294	113	115	260	52	47	229	84
Total Analysis Volume [veh/h]	335	1202	162	345	1174	452	459	1039	206	187	915	335
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.24	0.10	0.10	0.23	0.13	0.14	0.20	0.00	0.06	0.18	0.10
Intersection LOS	C											
Intersection V/C	0.702											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	543	847	211	174	1030	280	300	769	759	339	692	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	543	847	211	174	1030	280	300	769	759	339	692	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	136	212	53	44	258	70	75	192	190	85	173	36
Total Analysis Volume [veh/h]	543	847	211	174	1030	280	300	769	759	339	692	144
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.16	0.17	0.12	0.05	0.20	0.16	0.09	0.22	0.22	0.10	0.16	0.16
Intersection LOS	C											
Intersection V/C	0.736											



**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	78	763	37	480	1000	107	86	116	45	100	145	485
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	763	37	480	1000	107	86	116	45	100	145	485
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	191	9	120	250	27	22	29	11	25	36	121
Total Analysis Volume [veh/h]	78	763	37	480	1000	107	86	116	45	100	145	485
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.16	0.16	0.14	0.22	0.22	0.05	0.05	0.05	0.06	0.04	0.14
Intersection LOS	A											
Intersection V/C	0.543											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.271

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵		↵		↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	62	66	43	297	422	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	66	43	297	422	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	17	11	74	106	28
Total Analysis Volume [veh/h]	62	66	43	297	422	111
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.04	0.03	0.09	0.16	0.16
Intersection LOS	A					
Intersection V/C	0.271					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.473

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	176	614	49	34	753	278	187	44	132	40	37	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	614	49	34	753	278	187	44	132	40	37	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	154	12	9	188	70	47	11	33	10	9	8
Total Analysis Volume [veh/h]	176	614	49	34	753	278	187	44	132	40	37	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.10	0.13	0.13	0.02	0.20	0.20	0.06	0.07	0.08	0.02	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.473											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Two-way stop	Delay (sec / veh):	39.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.248

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	31	710	39	76	851	0	0	0	3	36	0	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	710	39	76	851	0	0	0	3	36	0	127
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	178	10	19	213	0	0	0	1	9	0	32
Total Analysis Volume [veh/h]	31	710	39	76	851	0	0	0	3	36	0	127
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.07	0.01	0.00	0.15	0.01	0.00	0.00	0.00	0.01	0.25	0.00	0.24
d_M, Delay for Movement [s/veh]	13.36	0.00	0.00	13.17	0.00	0.00	40.40	63.49	12.34	39.52	71.59	21.52
Movement LOS	B	A	A	B	A	A	E	F	B	E	F	C
95th-Percentile Queue Length [veh/ln]	0.22	0.00	0.00	0.51	0.00	0.00	0.02	0.02	0.02	2.54	2.54	2.54
95th-Percentile Queue Length [ft/ln]	5.38	0.00	0.00	12.82	0.00	0.00	0.46	0.46	0.46	63.50	63.50	63.50
d_A, Approach Delay [s/veh]	0.53			1.08			12.34			25.50		
Approach LOS	A			A			B			D		
d_I, Intersection Delay [s/veh]	2.99											
Intersection LOS	E											



**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.364

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	20	1164	117	119	782	12	10	0	12	65	2	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	1164	117	119	782	12	10	0	12	65	2	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	291	29	30	196	3	3	0	3	16	1	9
Total Analysis Volume [veh/h]	20	1164	117	119	782	12	10	0	12	65	2	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.23	0.07	0.04	0.16	0.16	0.01	0.00	0.01	0.04	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.364											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.363

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	20	1164	117	119	782	12	10	0	12	65	2	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	1164	117	119	782	12	10	0	12	65	2	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	291	29	30	196	3	3	0	3	16	1	9
Total Analysis Volume [veh/h]	20	1164	117	119	782	12	10	0	12	65	2	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	29	45	0	15	31	0	10	0	0	0	45	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	84	84	6	87	87	3	6	6
g / C, Green / Cycle	0.02	0.73	0.73	0.05	0.76	0.76	0.03	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.01	0.23	0.07	0.03	0.15	0.15	0.01	0.04	0.02
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1856	1671	1781	1602
c, Capacity [veh/h]	45	3714	1159	178	2690	1402	45	95	86
d1, Uniform Delay [s]	55.29	5.47	4.55	53.60	4.03	4.03	55.20	53.49	52.75
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.83	0.22	0.17	4.30	0.16	0.31	8.07	8.30	3.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.45	0.31	0.10	0.67	0.19	0.19	0.49	0.68	0.43
d, Delay for Lane Group [s/veh]	62.12	5.69	4.73	57.90	4.19	4.34	63.27	61.79	56.16
Lane Group LOS	E	A	A	E	A	A	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.66	2.97	0.78	1.80	1.56	1.69	0.73	2.07	1.12
50th-Percentile Queue Length [ft/ln]	16.42	74.17	19.55	44.91	39.00	42.15	18.24	51.64	27.94
95th-Percentile Queue Length [veh/ln]	1.18	5.34	1.41	3.23	2.81	3.03	1.31	3.72	2.01
95th-Percentile Queue Length [ft/ln]	29.55	133.51	35.19	80.84	70.21	75.86	32.83	92.95	50.28

**Movement, Approach, & Intersection Results**

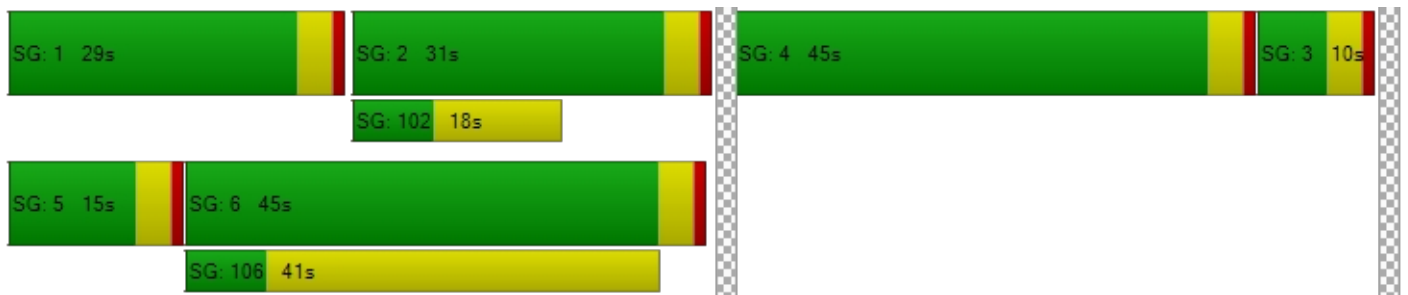
d_M, Delay for Movement [s/veh]	62.12	5.69	4.73	57.90	4.24	4.34	63.27	0.00	63.27	61.79	56.16	56.16
Movement LOS	E	A	A	E	A	A	E		E	E	E	E
d_A, Approach Delay [s/veh]	6.47		11.24		63.27		59.75					
Approach LOS	A		B		E		E					
d_I, Intersection Delay [s/veh]	11.19											
Intersection LOS	B											
Intersection V/C	0.363											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	47.03	47.03
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.754	2.225
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	713	470	104	713
d_b, Bicycle Delay [s]	23.81	33.67	51.66	23.81
I_b,int, Bicycle LOS Score for Intersection	2.275	2.062	1.596	1.728
Bicycle LOS	B	B	A	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	67	732	54	148	662	29	408	56	274	73	5	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	732	54	148	662	29	408	56	274	73	5	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	183	14	37	166	7	102	14	69	18	1	31
Total Analysis Volume [veh/h]	67	732	54	148	662	29	408	56	274	73	5	122
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.15	0.15	0.09	0.14	0.14	0.24	0.19	0.19	0.04	0.07	0.07
Intersection LOS	B											
Intersection V/C	0.606											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	34.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	67	732	54	148	662	29	408	56	274	73	5	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	732	54	148	662	29	408	56	274	73	5	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	183	14	37	166	7	102	14	69	18	1	31
Total Analysis Volume [veh/h]	67	732	54	148	662	29	408	56	274	73	5	122
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	34	0	16	40	0	0	50	0	0	15	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	47	47	11	53	53	29	29	11	11
g / C, Green / Cycle	0.05	0.41	0.41	0.10	0.46	0.46	0.26	0.26	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.15	0.08	0.13	0.13	0.23	0.20	0.04	0.08
s, saturation flow rate [veh/h]	3459	3560	1805	1781	3560	1830	1781	1631	1781	1599
c, Capacity [veh/h]	162	1462	741	176	1647	847	455	417	171	153
d1, Uniform Delay [s]	53.30	23.42	23.44	50.95	19.06	19.07	41.37	39.98	49.04	51.09
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.15	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.68	0.68	1.35	10.11	0.42	0.82	8.56	3.42	1.69	10.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.41	0.36	0.36	0.84	0.28	0.28	0.90	0.79	0.43	0.83
d, Delay for Lane Group [s/veh]	54.98	24.10	24.79	61.06	19.47	19.88	49.92	43.41	50.73	61.82
Lane Group LOS	D	C	C	E	B	B	D	D	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.98	4.99	5.24	4.68	3.82	4.04	12.15	9.05	2.06	4.05
50th-Percentile Queue Length [ft/ln]	24.50	124.83	130.90	116.97	95.56	101.01	303.73	226.20	51.51	101.16
95th-Percentile Queue Length [veh/ln]	1.76	8.66	8.99	8.23	6.88	7.27	17.87	13.98	3.71	7.28
95th-Percentile Queue Length [ft/ln]	44.11	216.45	224.72	205.65	172.02	181.82	446.63	349.52	92.72	182.09

**Movement, Approach, & Intersection Results**

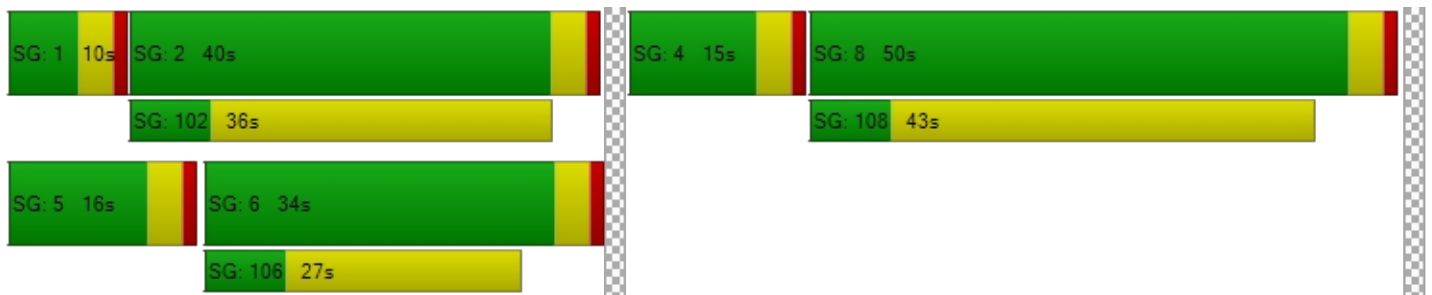
d_M, Delay for Movement [s/veh]	54.98	24.30	24.79	61.06	19.60	19.88	49.92	43.41	43.41	50.73	61.82	61.82
Movement LOS	D	C	C	E	B	B	D	D	D	D	E	E
d_A, Approach Delay [s/veh]	26.74			26.92			47.01			57.77		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	34.85											
Intersection LOS	C											
Intersection V/C	0.626											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	47.03			0.00			47.03			47.03		
I_p,int, Pedestrian LOS Score for Intersection	2.964			0.000			2.347			2.101		
Crosswalk LOS	C			F			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	522			626			800			191		
d_b, Bicycle Delay [s]	31.41			27.13			20.70			47.03		
I_b,int, Bicycle LOS Score for Intersection	2.029			2.021			2.777			1.890		
Bicycle LOS	B			B			C			A		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	172	523	213	58	634	333	392	858	200	333	905	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	523	213	58	634	333	392	858	200	333	905	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	131	53	15	159	83	98	215	50	83	226	14
Total Analysis Volume [veh/h]	172	523	213	58	634	333	392	858	200	333	905	56
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.10	0.13	0.03	0.12	0.20	0.12	0.17	0.12	0.10	0.19	0.19
Intersection LOS	B											
Intersection V/C	0.651											



**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.473

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	238	301	32	162	567	236	218	545	274	75	539	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	238	301	32	162	567	236	218	545	274	75	539	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	75	8	41	142	59	55	136	69	19	135	21
Total Analysis Volume [veh/h]	238	301	32	162	567	236	218	545	274	75	539	84
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.06	0.02	0.05	0.17	0.14	0.06	0.11	0.16	0.02	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.473											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1051	1361	0	411	406
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1051	1361	0	411	406
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	263	340	0	103	102
Total Analysis Volume [veh/h]	0	1051	1361	0	411	406
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.21	0.27	0.00	0.24	0.24
Intersection LOS	A					
Intersection V/C	0.559					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	15.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1051	1361	0	411	406
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1051	1361	0	411	406
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	263	340	0	103	102
Total Analysis Volume [veh/h]	0	1051	1361	0	411	406
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	56	56	26	26
g / C, Green / Cycle	0.63	0.63	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.21	0.27	0.24	0.25
s, saturation flow rate [veh/h]	5094	5094	1776	1589
c, Capacity [veh/h]	3195	3195	504	451
d1, Uniform Delay [s]	7.86	8.52	30.21	30.69
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	0.42	3.75	5.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.33	0.43	0.84	0.88
d, Delay for Lane Group [s/veh]	8.14	8.93	33.97	36.30
Lane Group LOS	A	A	C	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.92	4.11	8.81	8.60
50th-Percentile Queue Length [ft/ln]	73.09	102.74	220.13	215.05
95th-Percentile Queue Length [veh/ln]	5.26	7.40	13.67	13.41
95th-Percentile Queue Length [ft/ln]	131.56	184.92	341.79	335.30



**Movement, Approach, & Intersection Results**

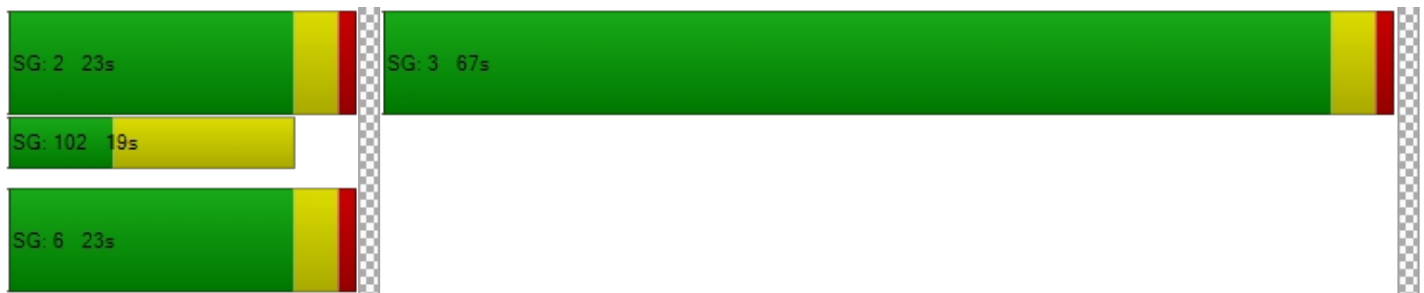
d_M, Delay for Movement [s/veh]	0.00	8.14	8.93	0.00	33.97	36.30
Movement LOS		A	A		C	D
d_A, Approach Delay [s/veh]	8.14		8.93		35.10	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	15.29					
Intersection LOS	B					
Intersection V/C	0.567					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.113
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.138	2.308	2.908
Bicycle LOS	B	B	C

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	519	1019	68	78	1605	127	85	62	561	43	61	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	519	1019	68	78	1605	127	85	62	561	43	61	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	130	255	17	20	401	32	21	16	140	11	15	12
Total Analysis Volume [veh/h]	519	1019	68	78	1605	127	85	62	561	43	61	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.21	0.21	0.05	0.34	0.34	0.05	0.04	0.18	0.03	0.04	0.03
Intersection LOS	C											
Intersection V/C	0.745											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.795

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	76	1023	88	501	1555	75	24	197	99	99	180	511
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	1023	88	501	1555	75	24	197	99	99	180	511
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	256	22	125	389	19	6	49	25	25	45	128
Total Analysis Volume [veh/h]	76	1023	88	501	1555	75	24	197	99	99	180	511
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.22	0.22	0.29	0.32	0.32	0.01	0.17	0.17	0.06	0.11	0.01
Intersection LOS	C											
Intersection V/C	0.795											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.586

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵						↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	382	202	0	0	204	18	0	0	0	516	0	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	382	202	0	0	204	18	0	0	0	516	0	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	51	0	0	51	5	0	0	0	129	0	21
Total Analysis Volume [veh/h]	382	202	0	0	204	18	0	0	0	516	0	84
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.12	0.00	0.00	0.12	0.01	0.00	0.00	0.00	0.30	0.00	0.05
Intersection LOS	A											
Intersection V/C	0.586											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	30.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		



**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	382	202	0	0	204	18	0	0	0	516	0	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	382	202	0	0	204	18	0	0	0	516	0	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	51	0	0	51	5	0	0	0	129	0	21
Total Analysis Volume [veh/h]	382	202	0	0	204	18	0	0	0	516	0	84
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	41	0	0	25	0	0	0	0	49	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	53	38	38		29	29
g / C, Green / Cycle	0.13	0.59	0.42	0.42		0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.11	0.01		0.29	0.05
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	454	1110	781	664		566	505
d1, Uniform Delay [s]	38.20	8.34	17.12	15.43		29.51	22.13
k, delay calibration	0.11	0.50	0.50	0.50		0.15	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.30	0.36	0.81	0.08		8.26	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.84	0.18	0.26	0.03		0.91	0.17
d, Delay for Lane Group [s/veh]	42.51	8.70	17.94	15.51		37.78	22.29
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	4.32	1.76	2.85	0.23		11.60	1.28
50th-Percentile Queue Length [ft/ln]	107.96	43.98	71.16	5.66		290.06	31.99
95th-Percentile Queue Length [veh/ln]	7.73	3.17	5.12	0.41		17.19	2.30
95th-Percentile Queue Length [ft/ln]	193.16	79.16	128.09	10.18		429.72	57.57

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	42.51	8.70	0.00	0.00	17.94	15.51	0.00	0.00	0.00	37.78	0.00	22.29
Movement LOS	D	A			B	B				D		C
d_A, Approach Delay [s/veh]	30.81				17.74		0.00		35.61			
Approach LOS	C				B		A		D			
d_I, Intersection Delay [s/veh]	30.80											
Intersection LOS	C											
Intersection V/C	0.588											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		34.67		34.67	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.909		2.007	
Crosswalk LOS	F		F		A		B	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	822		467		0		1000	
d_b, Bicycle Delay [s]	15.61		26.45		45.00		11.25	
I_b,int, Bicycle LOS Score for Intersection	2.523		1.926		4.132		1.560	
Bicycle LOS	B		A		D		A	

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	571	441	24	618	0	15	0	809	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	571	441	24	618	0	15	0	809	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	143	110	6	155	0	4	0	202	0	0	0
Total Analysis Volume [veh/h]	0	571	441	24	618	0	15	0	809	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.30	0.30	0.01	0.18	0.00	0.01	0.00	0.24	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.604											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	20.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	571	441	24	618	0	15	0	809	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	571	441	24	618	0	15	0	809	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	143	110	6	155	0	4	0	202	0	0	0
Total Analysis Volume [veh/h]	0	571	441	24	618	0	15	0	809	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	54	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	49	49	3	55	27	27	
g / C, Green / Cycle	0.54	0.54	0.03	0.62	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.27	0.31	0.01	0.17	0.26	0.26	
s, saturation flow rate [veh/h]	1870	1621	1781	3560	1596	1589	
c, Capacity [veh/h]	1008	874	56	2189	473	471	
d1, Uniform Delay [s]	13.11	13.90	42.82	8.08	30.07	30.09	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.78	2.79	5.16	0.32	5.17	5.25	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.50	0.58	0.43	0.28	0.87	0.87	
d, Delay for Lane Group [s/veh]	14.89	16.69	47.98	8.40	35.24	35.34	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.48	7.02	0.60	2.62	8.86	8.86	
50th-Percentile Queue Length [ft/ln]	162.01	175.50	14.99	65.48	221.62	221.49	
95th-Percentile Queue Length [veh/ln]	10.66	11.37	1.08	4.71	13.75	13.74	
95th-Percentile Queue Length [ft/ln]	266.38	284.14	26.98	117.86	343.70	343.53	

**Movement, Approach, & Intersection Results**

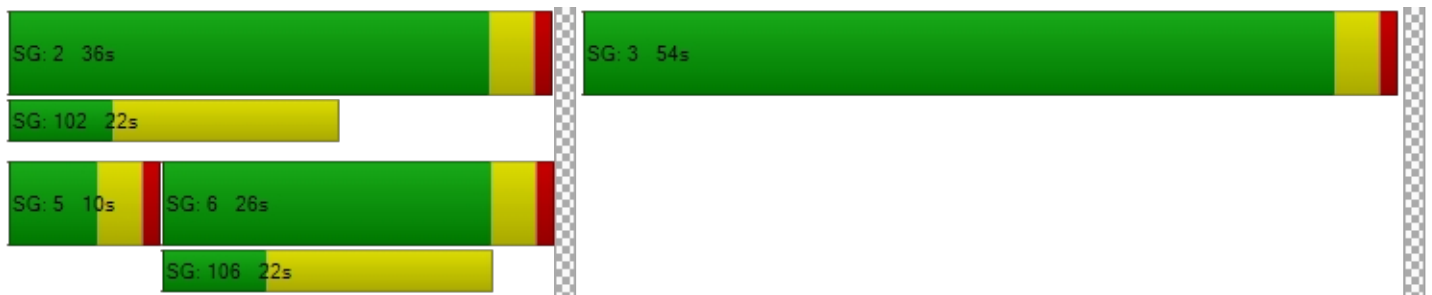
d_M, Delay for Movement [s/veh]	0.00	15.10	16.69	47.98	8.40	0.00	35.24	0.00	35.29	0.00	0.00	0.00
Movement LOS		B	B	D	A		D		D			
d_A, Approach Delay [s/veh]	15.79			9.88			35.29			0.00		
Approach LOS	B			A			D			A		
d_I, Intersection Delay [s/veh]	20.74											
Intersection LOS	C											
Intersection V/C	0.675											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			2.116			1.876		
Crosswalk LOS	F			F			B			A		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	489			711			1111			0		
d_b, Bicycle Delay [s]	25.69			18.69			8.89			45.00		
I_b,int, Bicycle LOS Score for Intersection	2.395			2.089			2.919			4.132		
Bicycle LOS	B			B			C			D		

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.754

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	474	550	162	134	817	412	387	85	308	240	90	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	474	550	162	134	817	412	387	85	308	240	90	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	138	41	34	204	103	97	21	77	60	23	9
Total Analysis Volume [veh/h]	474	550	162	134	817	412	387	85	308	240	90	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.21	0.21	0.08	0.24	0.24	0.11	0.14	0.18	0.14	0.07	0.07
Intersection LOS	C											
Intersection V/C	0.754											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

**Intersection Setup**

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

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	309	0	572	0	0	0	0	2948	836	0	2076	1405
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	309	0	572	0	0	0	0	2948	836	0	2076	1405
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	0	143	0	0	0	0	737	209	0	519	351
Total Analysis Volume [veh/h]	309	0	572	0	0	0	0	2948	836	0	2076	1405
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.00	0.17	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.41	0.00
Intersection LOS	B											
Intersection V/C	0.656											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

**Intersection Setup**

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



**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	309	0	572	0	0	0	0	2948	836	0	2076	1405
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	309	0	572	0	0	0	0	2948	836	0	2076	1405
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	0	143	0	0	0	0	737	209	0	519	351
Total Analysis Volume [veh/h]	309	0	572	0	0	0	0	2948	836	0	2076	1405
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	35	0	0	0	0	0	0	70	0	0	70	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	50	50	50		50	50
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	13	13		29	29
g / C, Green / Cycle	0.25	0.25	0.25		0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.17	0.18	0.18		0.43	0.41
s, saturation flow rate [veh/h]	1781	1594	1589		6792	5094
c, Capacity [veh/h]	455	407	406		3974	2980
d1, Uniform Delay [s]	16.73	16.98	16.99		7.62	7.28
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.67	2.32	2.34		0.28	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.66	0.71	0.71		0.74	0.70
d, Delay for Lane Group [s/veh]	18.40	19.31	19.33		7.90	7.58
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	2.93	2.91	2.91		3.82	3.44
50th-Percentile Queue Length [ft/ln]	73.18	72.75	72.74		95.52	86.00
95th-Percentile Queue Length [veh/ln]	5.27	5.24	5.24		6.88	6.19
95th-Percentile Queue Length [ft/ln]	131.73	130.95	130.94		171.94	154.80

**Movement, Approach, & Intersection Results**

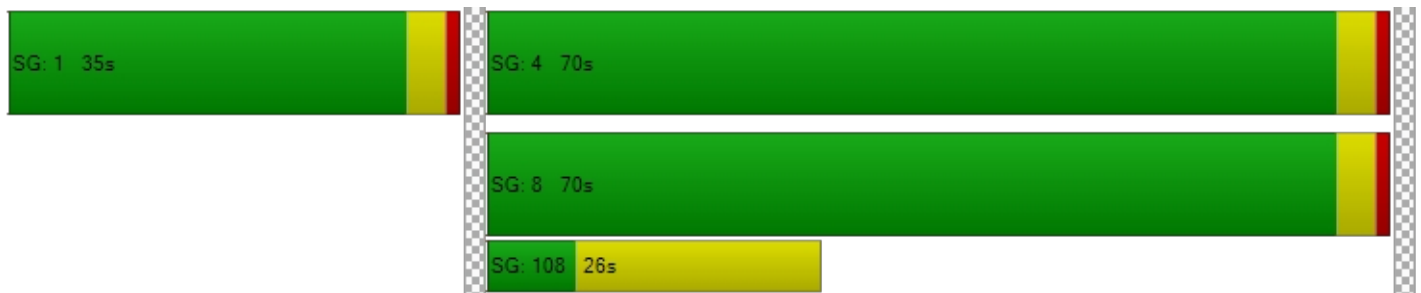
d_M, Delay for Movement [s/veh]	18.44	0.00	19.32	0.00	0.00	0.00	0.00	7.90	0.00	0.00	7.58	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	19.00			0.00			7.90			7.58		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	9.45											
Intersection LOS	A											
Intersection V/C	0.733											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.353	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	590	0	1257	1257
d_b, Bicycle Delay [s]	26.08	52.50	7.24	7.24
I_b,int, Bicycle LOS Score for Intersection	3.013	4.132	2.776	2.701
Bicycle LOS	C	D	C	B

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.822

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1458	1	1094	0	2282	426	618	1766	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1458	1	1094	0	2282	426	618	1766	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	365	0	274	0	571	107	155	442	0
Total Analysis Volume [veh/h]	0	0	0	1458	1	1094	0	2282	426	618	1766	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.29	0.29	0.32	0.00	0.27	0.25	0.18	0.35	0.00
Intersection LOS	D											
Intersection V/C	0.822											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	36.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.944

**Intersection Setup**

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

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1458	1	1094	0	2282	426	618	1766	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1458	1	1094	0	2282	426	618	1766	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	365	0	274	0	571	107	155	442	0
Total Analysis Volume [veh/h]	0	0	0	1458	1	1094	0	2282	426	618	1766	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	60	0	0	35	0	10	45	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	C	R	L	C
C, Cycle Length [s]	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	30	30	22	56
g / C, Green / Cycle	0.39	0.39	0.39	0.29	0.29	0.21	0.53
(v / s)_i Volume / Saturation Flow Rate	0.28	0.28	0.39	0.27	0.27	0.18	0.35
s, saturation flow rate [veh/h]	3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]	1364	702	1109	2426	454	711	2697
d1, Uniform Delay [s]	26.70	26.70	31.52	36.62	36.59	40.32	17.78
k, delay calibration	0.50	0.50	0.50	0.11	0.41	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.10	5.90	23.94	2.34	25.42	3.42	0.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.71	0.71	0.99	0.94	0.94	0.87	0.65
d, Delay for Lane Group [s/veh]	29.80	32.60	55.46	38.96	62.01	43.74	18.06
Lane Group LOS	C	C	E	D	E	D	B
Critical Lane Group	No	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	10.45	11.31	16.92	11.52	13.65	7.97	9.83
50th-Percentile Queue Length [ft/ln]	261.34	282.78	423.00	287.94	341.31	199.19	245.79
95th-Percentile Queue Length [veh/ln]	15.76	16.83	23.67	17.08	19.71	12.60	14.97
95th-Percentile Queue Length [ft/ln]	393.90	420.67	591.64	427.08	492.80	314.91	374.34

**Movement, Approach, & Intersection Results**

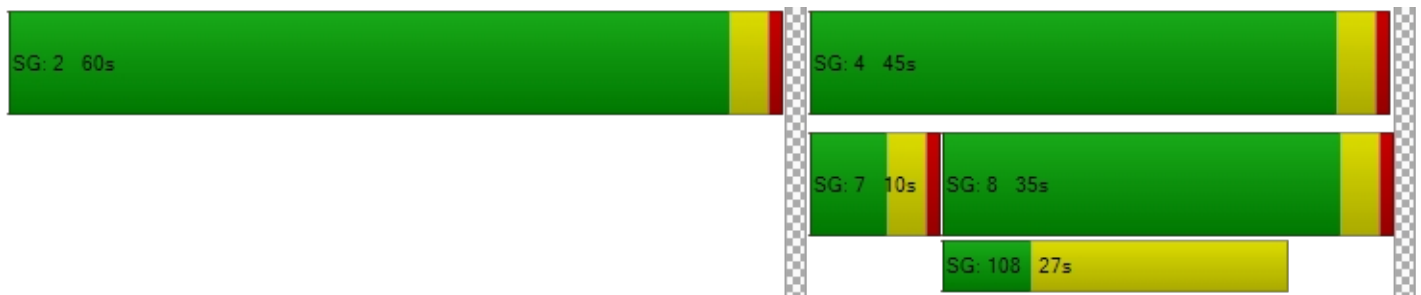
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	30.75	32.60	55.46	0.00	38.96	62.01	43.74	18.06	0.00
Movement LOS				C	C	E		D	E	D	B	
d_A, Approach Delay [s/veh]	0.00			41.34			42.59			24.71		
Approach LOS	A			D			D			C		
d_I, Intersection Delay [s/veh]	36.60											
Intersection LOS	D											
Intersection V/C	0.944											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.232	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1067	590	781
d_b, Bicycle Delay [s]	52.50	11.43	26.08	19.50
I_b,int, Bicycle LOS Score for Intersection	4.132	5.772	2.453	2.871
Bicycle LOS	D	F	B	C

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.891

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	180	260	399	254	273	298	288	1727	125	655	1788	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	260	399	254	273	298	288	1727	125	655	1788	264
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	65	100	64	68	75	72	432	31	164	447	66
Total Analysis Volume [veh/h]	180	260	399	254	273	298	288	1727	125	655	1788	264
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.08	0.23	0.07	0.17	0.17	0.08	0.34	0.07	0.19	0.35	0.16
Intersection LOS	D											
Intersection V/C	0.891											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	343	1078	28	47	1408	895	990	112	337	27	35	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	343	1078	28	47	1408	895	990	112	337	27	35	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	270	7	12	352	224	248	28	84	7	9	7
Total Analysis Volume [veh/h]	343	1078	28	47	1408	895	990	112	337	27	35	28
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.22	0.22	0.03	0.28	0.24	0.29	0.07	0.20	0.02	0.03	0.03
Intersection LOS	C											
Intersection V/C	0.745											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	163	965	201	468	1012	179	204	1274	144	206	740	268
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	965	201	468	1012	179	204	1274	144	206	740	268
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	241	50	117	253	45	51	319	36	52	185	67
Total Analysis Volume [veh/h]	163	965	201	468	1012	179	204	1274	144	206	740	268
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.19	0.12	0.14	0.20	0.11	0.06	0.25	0.08	0.06	0.15	0.02
Intersection LOS	B											
Intersection V/C	0.687											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.565

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	252	1159	1201	110	110	372
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	252	1159	1201	110	110	372
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	290	300	28	28	93
Total Analysis Volume [veh/h]	252	1159	1201	110	110	372
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.23	0.26	0.26	0.03	0.09
Intersection LOS	A					
Intersection V/C	0.565					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.552

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	101	762	113	380	838	300	287	465	50	114	453	256
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	762	113	380	838	300	287	465	50	114	453	256
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	191	28	95	210	75	72	116	13	29	113	64
Total Analysis Volume [veh/h]	101	762	113	380	838	300	287	465	50	114	453	256
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.17	0.17	0.11	0.16	0.09	0.08	0.15	0.15	0.07	0.13	0.08
Intersection LOS	A											
Intersection V/C	0.552											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

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

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	511	680	45	92	689	151	149	77	621	41	84	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	511	680	45	92	689	151	149	77	621	41	84	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	128	170	11	23	172	38	37	19	155	10	21	15
Total Analysis Volume [veh/h]	511	680	45	92	689	151	149	77	621	41	84	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.14	0.14	0.05	0.16	0.16	0.09	0.05	0.03	0.02	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.507											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.360

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	8	1151	32	41	1278	31	37	3	7	42	2	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	1151	32	41	1278	31	37	3	7	42	2	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	288	8	10	320	8	9	1	2	11	1	11
Total Analysis Volume [veh/h]	8	1151	32	41	1278	31	37	3	7	42	2	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.23	0.23	0.02	0.26	0.26	0.02	0.02	0.00	0.02	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.360											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	84	952	253	293	811	12	11	88	87	182	89	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	952	253	293	811	12	11	88	87	182	89	180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	238	63	73	203	3	3	22	22	46	22	45
Total Analysis Volume [veh/h]	84	952	253	293	811	12	11	88	87	182	89	180
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.19	0.15	0.17	0.24	0.01	0.01	0.05	0.05	0.05	0.05	0.11
Intersection LOS	A											
Intersection V/C	0.521											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↕↔			↔↔↔			↔↔↔			↔↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	16	32	31	286	51	660	878	1263	16	25	993	254
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	32	31	286	51	660	878	1263	16	25	993	254
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	8	8	72	13	165	220	316	4	6	248	64
Total Analysis Volume [veh/h]	16	32	31	286	51	660	878	1263	16	25	993	254
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.03	0.02	0.08	0.10	0.00	0.26	0.38	0.38	0.01	0.29	0.07
Intersection LOS	C											
Intersection V/C	0.728											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.476

**Intersection Setup**

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

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	546	260	327	527	207	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	546	260	327	527	207	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	137	65	82	132	52	67
Total Analysis Volume [veh/h]	546	260	327	527	207	267
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.24	0.24	0.10	0.16	0.06	0.09
Intersection LOS	A					
Intersection V/C	0.476					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.548

**Intersection Setup**

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

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	175	391	154	286	358	39	72	457	122	180	385	286
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	391	154	286	358	39	72	457	122	180	385	286
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	98	39	72	90	10	18	114	31	45	96	72
Total Analysis Volume [veh/h]	175	391	154	286	358	39	72	457	122	180	385	286
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.11	0.11	0.17	0.08	0.08	0.04	0.17	0.17	0.05	0.11	0.17
Intersection LOS	A											
Intersection V/C	0.548											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	6	431	352	238	402	1	5	3	7	216	11	227
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	431	352	238	402	1	5	3	7	216	11	227
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	108	88	60	101	0	1	1	2	54	3	57
Total Analysis Volume [veh/h]	6	431	352	238	402	1	5	3	7	216	11	227
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.23	0.23	0.14	0.12	0.00	0.00	0.01	0.01	0.13	0.01	0.13
Intersection LOS	A											
Intersection V/C	0.557											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	47	121	73	207	63	227	366	1119	20	45	900	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	121	73	207	63	227	366	1119	20	45	900	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	30	18	52	16	57	92	280	5	11	225	63
Total Analysis Volume [veh/h]	47	121	73	207	63	227	366	1119	20	45	900	251
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.04	0.04	0.12	0.09	0.09	0.11	0.33	0.01	0.03	0.26	0.15
Intersection LOS	A											
Intersection V/C	0.587											

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	300	1443	55	362	1304	135	138	1032	479	59	713	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	300	1443	55	362	1304	135	138	1032	479	59	713	483
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	361	14	91	326	34	35	258	120	15	178	121
Total Analysis Volume [veh/h]	300	1443	55	362	1304	135	138	1032	479	59	713	483
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.28	0.03	0.11	0.26	0.08	0.04	0.20	0.19	0.02	0.14	0.00
Intersection LOS	B											
Intersection V/C	0.659											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	393	1117	200	448	1091	420	427	1062	231	227	917	311
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	393	1117	200	448	1091	420	427	1062	231	227	917	311
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	98	279	50	112	273	105	107	266	58	57	229	78
Total Analysis Volume [veh/h]	393	1117	200	448	1091	420	427	1062	231	227	917	311
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.22	0.12	0.13	0.21	0.12	0.13	0.21	0.00	0.07	0.18	0.05
Intersection LOS	C											
Intersection V/C	0.706											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	448	979	245	144	850	231	248	634	626	280	571	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	448	979	245	144	850	231	248	634	626	280	571	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	112	245	61	36	213	58	62	159	157	70	143	32
Total Analysis Volume [veh/h]	448	979	245	144	850	231	248	634	626	280	571	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.19	0.14	0.04	0.17	0.14	0.07	0.19	0.19	0.08	0.14	0.14
Intersection LOS	B											
Intersection V/C	0.616											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	70	726	33	429	894	106	82	140	71	89	130	500
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	726	33	429	894	106	82	140	71	89	130	500
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	182	8	107	224	27	21	35	18	22	33	125
Total Analysis Volume [veh/h]	70	726	33	429	894	106	82	140	71	89	130	500
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.15	0.15	0.13	0.20	0.20	0.05	0.06	0.06	0.05	0.04	0.17
Intersection LOS	A											
Intersection V/C	0.541											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.270

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↶		↵↷		↵↶	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	82	60	50	300	384	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	60	50	300	384	101
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	15	13	75	96	25
Total Analysis Volume [veh/h]	82	60	50	300	384	101
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.04	0.03	0.09	0.14	0.14
Intersection LOS	A					
Intersection V/C	0.270					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	150	523	48	29	642	237	187	41	133	23	44	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	523	48	29	642	237	187	41	133	23	44	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	131	12	7	161	59	47	10	33	6	11	9
Total Analysis Volume [veh/h]	150	523	48	29	642	237	187	41	133	23	44	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.11	0.11	0.02	0.17	0.17	0.06	0.07	0.08	0.01	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.436											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Two-way stop	Delay (sec / veh):	27.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.169

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	28	605	33	53	770	0	0	0	1	34	0	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	605	33	53	770	0	0	0	1	34	0	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	151	8	13	193	0	0	0	0	9	0	19
Total Analysis Volume [veh/h]	28	605	33	53	770	0	0	0	1	34	0	76
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.09	0.01	0.00	0.00	0.00	0.00	0.17	0.00	0.13
d_M, Delay for Movement [s/veh]	12.55	0.00	0.00	11.79	0.00	0.00	28.05	43.26	11.88	27.10	46.55	15.41
Movement LOS	B	A	A	B	A	A	D	E	B	D	E	C
95th-Percentile Queue Length [veh/ln]	0.18	0.00	0.00	0.30	0.00	0.00	0.01	0.01	0.01	1.24	1.24	1.24
95th-Percentile Queue Length [ft/ln]	4.39	0.00	0.00	7.47	0.00	0.00	0.14	0.14	0.14	31.06	31.06	31.06
d_A, Approach Delay [s/veh]	0.53			0.76			11.88			19.03		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.93											
Intersection LOS	D											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.330

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	18	962	97	98	720	11	12	0	23	70	1	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	962	97	98	720	11	12	0	23	70	1	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	241	24	25	180	3	3	0	6	18	0	18
Total Analysis Volume [veh/h]	18	962	97	98	720	11	12	0	23	70	1	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.19	0.06	0.03	0.14	0.14	0.01	0.00	0.02	0.04	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.330											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.329

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	18	962	97	98	720	11	12	0	23	70	1	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	962	97	98	720	11	12	0	23	70	1	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	241	24	25	180	3	3	0	6	18	0	18
Total Analysis Volume [veh/h]	18	962	97	98	720	11	12	0	23	70	1	70
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	22	45	0	10	33	0	10	0	0	0	50	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	82	82	6	85	85	4	7	7
g / C, Green / Cycle	0.02	0.71	0.71	0.05	0.74	0.74	0.04	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.01	0.19	0.06	0.03	0.13	0.14	0.02	0.04	0.04
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1856	1650	1781	1593
c, Capacity [veh/h]	42	3624	1131	174	2629	1370	59	113	101
d1, Uniform Delay [s]	55.43	5.91	5.10	53.39	4.55	4.55	54.66	52.50	52.79
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.97	0.18	0.15	2.84	0.15	0.29	9.28	5.37	8.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.43	0.27	0.09	0.56	0.18	0.18	0.60	0.62	0.70
d, Delay for Lane Group [s/veh]	62.40	6.09	5.25	56.23	4.70	4.85	63.94	57.87	61.23
Lane Group LOS	E	A	A	E	A	A	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.60	2.56	0.70	1.45	1.57	1.69	1.15	2.14	2.25
50th-Percentile Queue Length [ft/ln]	14.89	63.95	17.49	36.34	39.25	42.32	28.76	53.48	56.17
95th-Percentile Queue Length [veh/ln]	1.07	4.60	1.26	2.62	2.83	3.05	2.07	3.85	4.04
95th-Percentile Queue Length [ft/ln]	26.80	115.12	31.48	65.42	70.66	76.18	51.77	96.27	101.11

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	62.40	6.09	5.25	56.23	4.75	4.85	63.94	0.00	63.94	57.87	61.23	61.23
Movement LOS	E	A	A	E	A	A	E		E	E	E	E
d_A, Approach Delay [s/veh]	6.95		10.84		63.94		59.56					
Approach LOS	A		B		E		E					
d_I, Intersection Delay [s/veh]	13.02											
Intersection LOS	B											
Intersection V/C	0.329											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0					
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00					
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00					
d_p, Pedestrian Delay [s]	0.00		0.00		47.03		47.03					
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.758		2.225					
Crosswalk LOS	F		F		A		B					
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000					
c_b, Capacity of the bicycle lane [bicycles/h]	713		504		104		800					
d_b, Bicycle Delay [s]	23.81		32.16		51.66		20.70					
I_b,int, Bicycle LOS Score for Intersection	2.152		2.016		1.617		1.792					
Bicycle LOS	B		B		A		A					

**Sequence**

Ring 1	1	2	4	3	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	77	739	57	180	606	25	318	16	213	80	10	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	739	57	180	606	25	318	16	213	80	10	120
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	185	14	45	152	6	80	4	53	20	3	30
Total Analysis Volume [veh/h]	77	739	57	180	606	25	318	16	213	80	10	120
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.16	0.16	0.11	0.12	0.12	0.19	0.13	0.13	0.05	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.575											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	33.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.592

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐   ⇐			⇐   ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	77	739	57	180	606	25	318	16	213	80	10	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	739	57	180	606	25	318	16	213	80	10	120
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	185	14	45	152	6	80	4	53	20	3	30
Total Analysis Volume [veh/h]	77	739	57	180	606	25	318	16	213	80	10	120
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	31	0	19	40	0	0	50	0	0	15	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	51	51	13	59	59	23	23	11	11
g / C, Green / Cycle	0.05	0.44	0.44	0.12	0.51	0.51	0.20	0.20	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.15	0.10	0.12	0.12	0.18	0.14	0.04	0.08
s, saturation flow rate [veh/h]	3459	3560	1802	1781	3560	1832	1781	1606	1781	1608
c, Capacity [veh/h]	168	1581	801	209	1827	940	362	326	171	155
d1, Uniform Delay [s]	53.27	20.87	20.89	49.86	15.45	15.46	44.48	42.61	49.21	51.13
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.94	0.57	1.13	9.93	0.29	0.57	6.92	2.75	1.97	11.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.46	0.33	0.34	0.86	0.23	0.23	0.88	0.70	0.47	0.84
d, Delay for Lane Group [s/veh]	55.22	21.44	22.02	59.79	15.74	16.03	51.40	45.36	51.18	62.53
Lane Group LOS	E	C	C	E	B	B	D	D	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.13	4.72	4.94	5.65	3.05	3.23	9.44	6.28	2.27	4.17
50th-Percentile Queue Length [ft/ln]	28.24	118.09	123.49	141.21	76.33	80.72	235.98	157.03	56.80	104.20
95th-Percentile Queue Length [veh/ln]	2.03	8.29	8.58	9.55	5.50	5.81	14.48	10.39	4.09	7.50
95th-Percentile Queue Length [ft/ln]	50.83	207.20	214.62	238.65	137.40	145.30	361.95	259.79	102.25	187.57



**Movement, Approach, & Intersection Results**

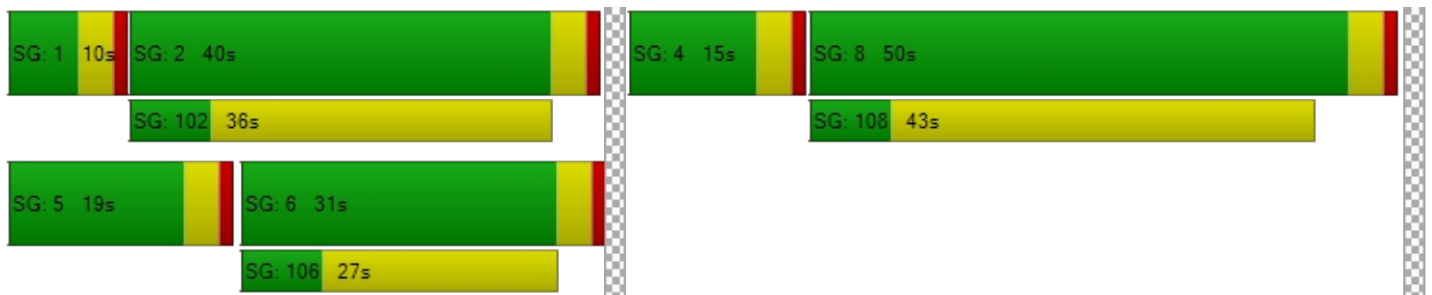
d_M, Delay for Movement [s/veh]	55.22	21.60	22.02	59.79	15.83	16.03	51.40	45.36	45.36	51.18	62.53	62.53
Movement LOS	E	C	C	E	B	B	D	D	D	D	E	E
d_A, Approach Delay [s/veh]	24.60			25.59			48.87			58.21		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	33.26											
Intersection LOS	C											
Intersection V/C	0.592											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	47.03	47.03
I_p,int, Pedestrian LOS Score for Intersection	2.953	0.000	2.303	2.102
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	470	626	800	191
d_b, Bicycle Delay [s]	33.67	27.13	20.70	47.03
I_b,int, Bicycle LOS Score for Intersection	2.040	2.006	2.462	1.906
Bicycle LOS	B	B	B	A

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.695

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	233	580	222	57	621	326	446	840	300	326	886	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	233	580	222	57	621	326	446	840	300	326	886	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	145	56	14	155	82	112	210	75	82	222	14
Total Analysis Volume [veh/h]	233	580	222	57	621	326	446	840	300	326	886	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.11	0.13	0.03	0.12	0.19	0.13	0.16	0.18	0.10	0.18	0.18
Intersection LOS	B											
Intersection V/C	0.695											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	206	368	30	172	491	226	234	472	237	65	467	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	206	368	30	172	491	226	234	472	237	65	467	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	92	8	43	123	57	59	118	59	16	117	27
Total Analysis Volume [veh/h]	206	368	30	172	491	226	234	472	237	65	467	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.07	0.02	0.05	0.14	0.13	0.07	0.09	0.14	0.02	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.436											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.548

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1135	1333	0	403	398
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1135	1333	0	403	398
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	284	333	0	101	100
Total Analysis Volume [veh/h]	0	1135	1333	0	403	398
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.22	0.26	0.00	0.24	0.23
Intersection LOS	A					
Intersection V/C	0.548					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.555

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	



**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1135	1333	0	403	398
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1135	1333	0	403	398
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	284	333	0	101	100
Total Analysis Volume [veh/h]	0	1135	1333	0	403	398
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	57	57	25	25
g / C, Green / Cycle	0.63	0.63	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.22	0.26	0.23	0.24
s, saturation flow rate [veh/h]	5094	5094	1775	1589
c, Capacity [veh/h]	3224	3224	494	442
d1, Uniform Delay [s]	7.79	8.20	30.53	30.95
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.30	0.39	3.89	5.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.35	0.41	0.84	0.88
d, Delay for Lane Group [s/veh]	8.09	8.59	34.42	36.59
Lane Group LOS	A	A	C	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	3.16	3.91	8.70	8.43
50th-Percentile Queue Length [ft/ln]	78.90	97.68	217.55	210.87
95th-Percentile Queue Length [veh/ln]	5.68	7.03	13.54	13.20
95th-Percentile Queue Length [ft/ln]	142.02	175.82	338.50	329.94

**Movement, Approach, & Intersection Results**

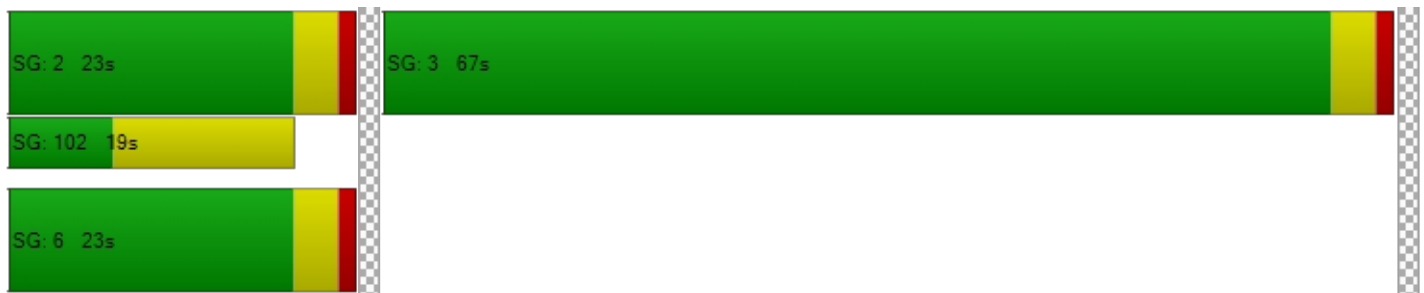
d_M, Delay for Movement [s/veh]	0.00	8.09	8.59	0.00	34.42	36.59
Movement LOS		A	A		C	D
d_A, Approach Delay [s/veh]	8.09		8.59		35.47	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	15.00					
Intersection LOS	B					
Intersection V/C	0.555					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.105
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.184	2.293	2.881
Bicycle LOS	B	B	C

**Sequence**

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	450	1196	58	60	1291	102	78	62	451	76	52	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	450	1196	58	60	1291	102	78	62	451	76	52	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	299	15	15	323	26	20	16	113	19	13	12
Total Analysis Volume [veh/h]	450	1196	58	60	1291	102	78	62	451	76	52	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.25	0.25	0.04	0.27	0.27	0.05	0.04	0.13	0.04	0.03	0.03
Intersection LOS	B											
Intersection V/C	0.633											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	63	1223	73	417	1293	62	36	184	91	82	150	425
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	1223	73	417	1293	62	36	184	91	82	150	425
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	306	18	104	323	16	9	46	23	21	38	106
Total Analysis Volume [veh/h]	63	1223	73	417	1293	62	36	184	91	82	150	425
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.25	0.25	0.25	0.27	0.27	0.02	0.16	0.16	0.05	0.09	0.00
Intersection LOS	C											
Intersection V/C	0.759											



**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.522

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵						↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	380	95	0	0	98	9	0	0	0	514	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	380	95	0	0	98	9	0	0	0	514	0	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	24	0	0	25	2	0	0	0	129	0	18
Total Analysis Volume [veh/h]	380	95	0	0	98	9	0	0	0	514	0	73
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.06	0.00	0.00	0.06	0.01	0.00	0.00	0.00	0.30	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.522											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	34.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.520

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	380	95	0	0	98	9	0	0	0	514	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	380	95	0	0	98	9	0	0	0	514	0	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	24	0	0	25	2	0	0	0	129	0	18
Total Analysis Volume [veh/h]	380	95	0	0	98	9	0	0	0	514	0	73
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	17	42	0	0	25	0	0	0	0	48	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	54	38	38		28	28
g / C, Green / Cycle	0.13	0.60	0.42	0.42		0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.11	0.05	0.05	0.01		0.29	0.05
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	457	1113	783	665		563	503
d1, Uniform Delay [s]	38.11	7.78	16.06	15.31		29.60	22.07
k, delay calibration	0.11	0.50	0.50	0.50		0.16	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.01	0.15	0.33	0.04		8.71	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.83	0.09	0.13	0.01		0.91	0.15
d, Delay for Lane Group [s/veh]	42.12	7.93	16.39	15.34		38.31	22.20
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	4.27	0.77	1.28	0.11		11.64	1.11
50th-Percentile Queue Length [ft/ln]	106.83	19.28	31.90	2.81		290.94	27.66
95th-Percentile Queue Length [veh/ln]	7.66	1.39	2.30	0.20		17.23	1.99
95th-Percentile Queue Length [ft/ln]	191.59	34.71	57.41	5.05		430.81	49.79

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	42.12	7.93	0.00	0.00	16.39	15.34	0.00	0.00	0.00	38.31	0.00	22.20
Movement LOS	D	A			B	B				D		C
d_A, Approach Delay [s/veh]	35.28				16.30		0.00		36.31			
Approach LOS	D				B		A		D			
d_I, Intersection Delay [s/veh]	34.06											
Intersection LOS	C											
Intersection V/C	0.520											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.904	2.001
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	844	467	0	978
d_b, Bicycle Delay [s]	15.02	26.45	45.00	11.76
I_b,int, Bicycle LOS Score for Intersection	2.343	1.736	4.132	1.560
Bicycle LOS	B	A	D	A

**Sequence**

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.463

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	464	345	20	523	0	10	0	546	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	464	345	20	523	0	10	0	546	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	116	86	5	131	0	3	0	137	0	0	0
Total Analysis Volume [veh/h]	0	464	345	20	523	0	10	0	546	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.24	0.24	0.01	0.15	0.00	0.01	0.00	0.16	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.463											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	17.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	464	345	20	523	0	10	0	546	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	464	345	20	523	0	10	0	546	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	116	86	5	131	0	3	0	137	0	0	0
Total Analysis Volume [veh/h]	0	464	345	20	523	0	10	0	546	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	54	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	57	57	2	63	19	19	
g / C, Green / Cycle	0.63	0.63	0.03	0.70	0.21	0.21	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.25	0.01	0.15	0.17	0.17	
s, saturation flow rate [veh/h]	1870	1625	1781	3560	1596	1589	
c, Capacity [veh/h]	1181	1026	49	2504	332	330	
d1, Uniform Delay [s]	7.80	8.14	43.07	4.64	34.23	34.23	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.79	1.14	5.38	0.19	5.70	5.72	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.34	0.39	0.41	0.21	0.84	0.84	
d, Delay for Lane Group [s/veh]	8.60	9.28	48.44	4.83	39.93	39.95	
Lane Group LOS	A	A	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	3.52	3.72	0.51	1.45	6.24	6.22	
50th-Percentile Queue Length [ft/ln]	87.97	93.10	12.68	36.37	155.94	155.41	
95th-Percentile Queue Length [veh/ln]	6.33	6.70	0.91	2.62	10.33	10.31	
95th-Percentile Queue Length [ft/ln]	158.34	167.58	22.82	65.46	258.34	257.63	

**Movement, Approach, & Intersection Results**

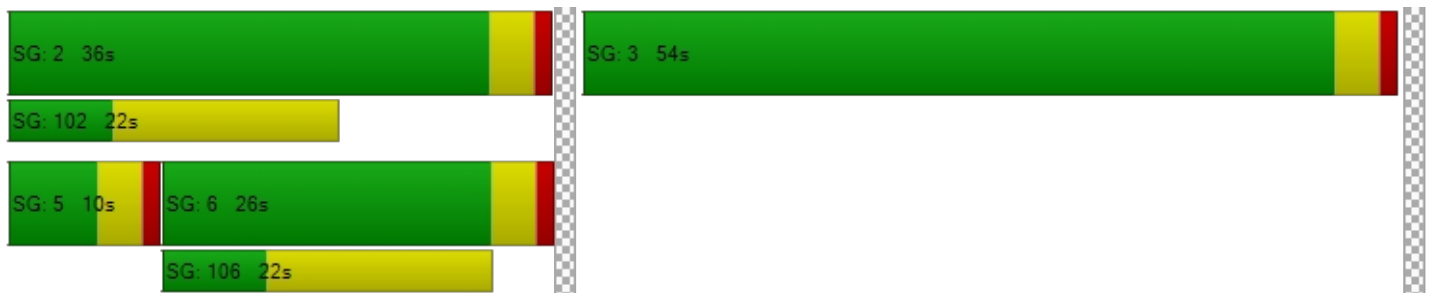
d_M, Delay for Movement [s/veh]	0.00	8.68	9.28	48.44	4.83	0.00	39.93	0.00	39.94	0.00	0.00	0.00
Movement LOS		A	A	D	A		D		D			
d_A, Approach Delay [s/veh]		8.94		6.44			39.94		0.00			
Approach LOS		A		A			D		A			
d_I, Intersection Delay [s/veh]	17.26											
Intersection LOS	B											
Intersection V/C	0.502											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]		0.0		0.0		11.0		11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]		0.00		0.00		34.67		34.67
I_p,int, Pedestrian LOS Score for Intersection		0.000		0.000		1.985		1.779
Crosswalk LOS		F		F		A		A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]		2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]		489		711		1111		0
d_b, Bicycle Delay [s]		25.69		18.69		8.89		45.00
I_b,int, Bicycle LOS Score for Intersection		2.227		2.008		2.477		4.132
Bicycle LOS		B		B		B		D

**Sequence**

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	415	486	127	90	640	322	303	90	315	218	94	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	415	486	127	90	640	322	303	90	315	218	94	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	122	32	23	160	81	76	23	79	55	24	11
Total Analysis Volume [veh/h]	415	486	127	90	640	322	303	90	315	218	94	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.18	0.18	0.05	0.19	0.19	0.09	0.12	0.19	0.13	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.675											



**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

**Intersection Setup**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵						↵			↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	373	0	686	0	0	0	0	2817	958	0	1984	1342
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	373	0	686	0	0	0	0	2817	958	0	1984	1342
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	0	172	0	0	0	0	704	240	0	496	336
Total Analysis Volume [veh/h]	373	0	686	0	0	0	0	2817	958	0	1984	1342
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign	
Signal Group	1	0	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.00	0.21	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.39	0.00
Intersection LOS	B											
Intersection V/C	0.672											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

**Intersection Setup**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	←←←						←			←		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	373	0	686	0	0	0	0	2817	958	0	1984	1342
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	373	0	686	0	0	0	0	2817	958	0	1984	1342
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	0	172	0	0	0	0	704	240	0	496	336
Total Analysis Volume [veh/h]	373	0	686	0	0	0	0	2817	958	0	1984	1342
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	39	0	0	0	0	0	0	66	0	0	66	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	52	52	52		52	52
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	15	15	15		28	28
g / C, Green / Cycle	0.30	0.30	0.30		0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.20	0.22	0.22		0.41	0.39
s, saturation flow rate [veh/h]	1781	1599	1589		6792	5094
c, Capacity [veh/h]	530	476	473		3725	2794
d1, Uniform Delay [s]	15.99	16.45	16.48		9.05	8.67
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.45	2.30	2.37		0.32	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.67	0.74	0.75		0.76	0.71
d, Delay for Lane Group [s/veh]	17.44	18.75	18.85		9.37	9.01
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	3.40	3.58	3.60		4.43	4.00
50th-Percentile Queue Length [ft/ln]	85.04	89.62	89.93		110.69	99.96
95th-Percentile Queue Length [veh/ln]	6.12	6.45	6.48		7.88	7.20
95th-Percentile Queue Length [ft/ln]	153.07	161.31	161.88		196.96	179.93

**Movement, Approach, & Intersection Results**

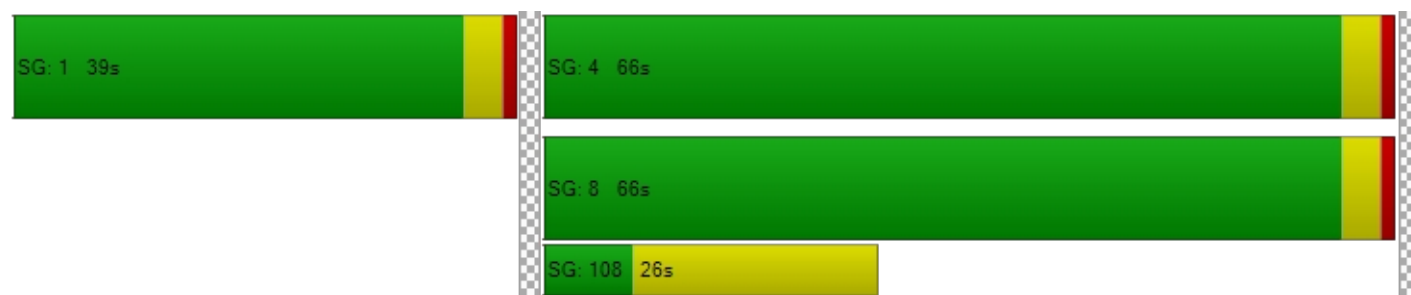
d_M, Delay for Movement [s/veh]	17.51	0.00	18.80	0.00	0.00	0.00	0.00	9.37	0.00	0.00	9.01	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	18.35			0.00			9.37			9.01		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	10.87											
Intersection LOS	B											
Intersection V/C	0.753											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.396	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	0	1181	1181
d_b, Bicycle Delay [s]	23.33	52.50	8.80	8.80
I_b,int, Bicycle LOS Score for Intersection	3.307	4.132	2.722	2.651
Bicycle LOS	C	D	B	B

**Sequence**

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.822

**Intersection Setup**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1383	3	1038	0	2164	463	662	1675	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1383	3	1038	0	2164	463	662	1675	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	346	1	260	0	541	116	166	419	0
Total Analysis Volume [veh/h]	0	0	0	1383	3	1038	0	2164	463	662	1675	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.27	0.27	0.31	0.00	0.25	0.27	0.19	0.33	0.00
Intersection LOS	D											
Intersection V/C	0.822											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	37.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.962

**Intersection Setup**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐⇐⇐			⇐⇐⇐⇐⇐⇐			⇐⇐⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1383	3	1038	0	2164	463	662	1675	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1383	3	1038	0	2164	463	662	1675	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	346	1	260	0	541	116	166	419	0
Total Analysis Volume [veh/h]	0	0	0	1383	3	1038	0	2164	463	662	1675	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	58	0	0	37	0	10	47	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group		L	C	R	C	R	L	C
C, Cycle Length [s]		105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		40	40	40	30	30	23	57
g / C, Green / Cycle		0.38	0.38	0.38	0.29	0.29	0.22	0.54
(v / s)_i Volume / Saturation Flow Rate		0.26	0.26	0.37	0.25	0.29	0.19	0.33
s, saturation flow rate [veh/h]		3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]		1320	680	1074	2426	454	755	2761
d1, Uniform Delay [s]		27.28	27.27	31.79	35.94	37.49	39.68	16.41
k, delay calibration		0.50	0.50	0.50	0.11	0.47	0.11	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		3.01	5.73	20.47	1.29	45.73	3.47	0.22
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity		0.69	0.69	0.97	0.89	1.02	0.88	0.61
d, Delay for Lane Group [s/veh]		30.29	33.00	52.26	37.23	83.22	43.15	16.62
Lane Group LOS		C	C	D	D	F	D	B
Critical Lane Group		No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		9.97	10.78	15.51	10.60	17.18	8.52	8.77
50th-Percentile Queue Length [ft/ln]		249.32	269.58	387.76	264.97	429.54	212.91	219.18
95th-Percentile Queue Length [veh/ln]		15.15	16.17	21.97	15.94	24.27	13.30	13.62
95th-Percentile Queue Length [ft/ln]		378.80	404.21	549.23	398.45	606.79	332.57	340.57

**Movement, Approach, & Intersection Results**

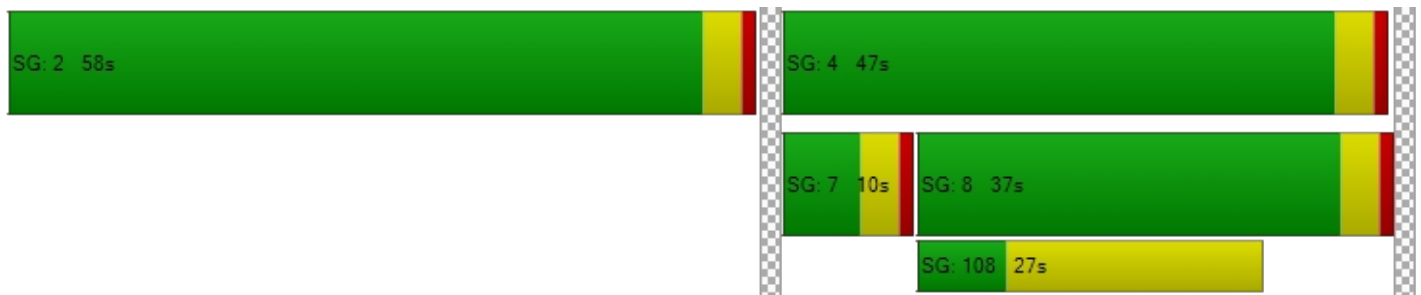
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	31.21	33.00	52.26	0.00	37.23	83.22	43.15	16.62	0.00
Movement LOS				C	C	D		D	F	D	B	
d_A, Approach Delay [s/veh]	0.00			40.22			45.34			24.14		
Approach LOS	A			D			D			C		
d_I, Intersection Delay [s/veh]	36.95											
Intersection LOS	D											
Intersection V/C	0.962											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.272	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1029	629	819
d_b, Bicycle Delay [s]	52.50	12.39	24.69	18.30
I_b,int, Bicycle LOS Score for Intersection	4.132	5.559	2.427	2.845
Bicycle LOS	D	F	B	C

**Sequence**

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.889

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	190	509	453	240	258	282	272	1632	130	619	1689	459
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	509	453	240	258	282	272	1632	130	619	1689	459
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	127	113	60	65	71	68	408	33	155	422	115
Total Analysis Volume [veh/h]	190	509	453	240	258	282	272	1632	130	619	1689	459
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.15	0.27	0.07	0.16	0.16	0.08	0.32	0.08	0.18	0.33	0.27
Intersection LOS	D											
Intersection V/C	0.889											



**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	373	1061	24	36	1190	756	836	70	285	29	32	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	373	1061	24	36	1190	756	836	70	285	29	32	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	265	6	9	298	189	209	18	71	7	8	8
Total Analysis Volume [veh/h]	373	1061	24	36	1190	756	836	70	285	29	32	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.21	0.21	0.02	0.23	0.20	0.25	0.04	0.17	0.02	0.03	0.03
Intersection LOS	B											
Intersection V/C	0.666											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	198	920	225	446	965	213	222	1215	137	235	862	363
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	920	225	446	965	213	222	1215	137	235	862	363
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	230	56	112	241	53	56	304	34	59	216	91
Total Analysis Volume [veh/h]	198	920	225	446	965	213	222	1215	137	235	862	363
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.18	0.13	0.13	0.19	0.13	0.07	0.24	0.08	0.07	0.17	0.08
Intersection LOS	B											
Intersection V/C	0.669											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.512

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	245	1004	1041	95	131	322
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	1004	1041	95	131	322
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	251	260	24	33	81
Total Analysis Volume [veh/h]	245	1004	1041	95	131	322
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.20	0.22	0.22	0.04	0.09
Intersection LOS	A					
Intersection V/C	0.512					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	94	709	105	353	779	279	267	432	55	119	513	328
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	709	105	353	779	279	267	432	55	119	513	328
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	177	26	88	195	70	67	108	14	30	128	82
Total Analysis Volume [veh/h]	94	709	105	353	779	279	267	432	55	119	513	328
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.16	0.16	0.10	0.15	0.09	0.08	0.14	0.14	0.07	0.15	0.10
Intersection LOS	A											
Intersection V/C	0.543											



**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	468	622	51	87	677	138	152	73	568	56	85	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	468	622	51	87	677	138	152	73	568	56	85	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	156	13	22	169	35	38	18	142	14	21	18
Total Analysis Volume [veh/h]	468	622	51	87	677	138	152	73	568	56	85	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.13	0.13	0.05	0.16	0.16	0.09	0.04	0.03	0.03	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.500											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.335

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	7	1048	31	37	1237	29	14	6	11	29	2	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	1048	31	37	1237	29	14	6	11	29	2	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	262	8	9	309	7	4	2	3	7	1	11
Total Analysis Volume [veh/h]	7	1048	31	37	1237	29	14	6	11	29	2	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.21	0.21	0.02	0.25	0.25	0.01	0.01	0.01	0.02	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.335											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.501

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	77	871	232	268	889	18	10	93	92	230	89	186
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	871	232	268	889	18	10	93	92	230	89	186
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	218	58	67	222	5	3	23	23	58	22	47
Total Analysis Volume [veh/h]	77	871	232	268	889	18	10	93	92	230	89	186
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.17	0.14	0.16	0.26	0.01	0.01	0.05	0.05	0.07	0.05	0.11
Intersection LOS	A											
Intersection V/C	0.501											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↕↔			↔↕↔			↔↕↔			↔↕↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	21	44	41	295	29	810	906	1384	11	44	1082	291
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	44	41	295	29	810	906	1384	11	44	1082	291
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	11	10	74	7	203	227	346	3	11	271	73
Total Analysis Volume [veh/h]	21	44	41	295	29	810	906	1384	11	44	1082	291
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.04	0.02	0.09	0.10	0.00	0.27	0.41	0.41	0.03	0.32	0.08
Intersection LOS	C											
Intersection V/C	0.768											



**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.474

**Intersection Setup**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	551	247	311	501	197	300
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	551	247	311	501	197	300
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	138	62	78	125	49	75
Total Analysis Volume [veh/h]	551	247	311	501	197	300
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.23	0.23	0.09	0.15	0.06	0.10
Intersection LOS	A					
Intersection V/C	0.474					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

**Intersection Setup**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	177	444	211	289	362	49	73	462	123	196	389	289
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	177	444	211	289	362	49	73	462	123	196	389	289
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	111	53	72	91	12	18	116	31	49	97	72
Total Analysis Volume [veh/h]	177	444	211	289	362	49	73	462	123	196	389	289
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.13	0.13	0.17	0.08	0.08	0.04	0.17	0.17	0.06	0.11	0.17
Intersection LOS	A											
Intersection V/C	0.578											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	14	507	359	243	446	18	9	10	9	279	8	231
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	507	359	243	446	18	9	10	9	279	8	231
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	127	90	61	112	5	2	3	2	70	2	58
Total Analysis Volume [veh/h]	14	507	359	243	446	18	9	10	9	279	8	231
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.25	0.25	0.14	0.13	0.01	0.01	0.01	0.01	0.16	0.00	0.14
Intersection LOS	B											
Intersection V/C	0.623											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.750

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	96	134	141	260	148	263	423	1294	76	122	1154	319
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	134	141	260	148	263	423	1294	76	122	1154	319
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	34	35	65	37	66	106	324	19	31	289	80
Total Analysis Volume [veh/h]	96	134	141	260	148	263	423	1294	76	122	1154	319
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.04	0.08	0.15	0.12	0.12	0.12	0.38	0.04	0.07	0.34	0.19
Intersection LOS	C											
Intersection V/C	0.750											



*APPENDIX A-VI*

**2040 BUILDOUT PLUS PROJECT  
TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	465	1374	85	299	1365	151	131	678	284	54	1492	494
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	465	1374	85	299	1365	151	131	678	284	54	1492	494
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	344	21	75	341	38	33	170	71	14	373	124
Total Analysis Volume [veh/h]	465	1374	85	299	1365	151	131	678	284	54	1492	494
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.27	0.05	0.09	0.27	0.09	0.04	0.13	0.03	0.02	0.29	0.00
Intersection LOS	C											
Intersection V/C	0.785											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	303	1198	102	143	1041	525	391	819	154	121	858	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	303	1198	102	143	1041	525	391	819	154	121	858	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	300	26	36	260	131	98	205	39	30	215	21
Total Analysis Volume [veh/h]	303	1198	102	143	1041	525	391	819	154	121	858	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.23	0.06	0.04	0.20	0.19	0.12	0.16	0.00	0.04	0.17	0.01
Intersection LOS	B											
Intersection V/C	0.626											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.725

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	630	1284	255	94	717	318	357	940	480	133	936	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	630	1284	255	94	717	318	357	940	480	133	936	71
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	158	321	64	24	179	80	89	235	120	33	234	18
Total Analysis Volume [veh/h]	630	1284	255	94	717	318	357	940	480	133	936	71
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.19	0.25	0.15	0.03	0.14	0.19	0.11	0.21	0.21	0.04	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.725											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.644

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	26	849	19	349	740	79	144	226	73	40	122	577
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	849	19	349	740	79	144	226	73	40	122	577
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	212	5	87	185	20	36	57	18	10	31	144
Total Analysis Volume [veh/h]	26	849	19	349	740	79	144	226	73	40	122	577
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.17	0.17	0.10	0.16	0.16	0.08	0.09	0.09	0.02	0.04	0.24
Intersection LOS	B											
Intersection V/C	0.644											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.317

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↶		↵↷		↷↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	185	91	106	407	186	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	91	106	407	186	140
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	23	27	102	47	35
Total Analysis Volume [veh/h]	185	91	106	407	186	140
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.05	0.06	0.12	0.10	0.10
Intersection LOS	A					
Intersection V/C	0.317					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↵			↵ ↑ ↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	118	485	25	17	584	202	353	43	169	11	15	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	485	25	17	584	202	353	43	169	11	15	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	121	6	4	146	51	88	11	42	3	4	2
Total Analysis Volume [veh/h]	118	485	25	17	584	202	353	43	169	11	15	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.10	0.10	0.01	0.15	0.15	0.10	0.12	0.10	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.404											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.244

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	3	577	48	58	660	50	31	0	30	8	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	577	48	58	660	50	31	0	30	8	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	144	12	15	165	13	8	0	8	2	0	6
Total Analysis Volume [veh/h]	3	577	48	58	660	50	31	0	30	8	0	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.12	0.12	0.03	0.14	0.14	0.02	0.00	0.02	0.00	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.244											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	2	554	376	451	543	8	33	0	16	47	0	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	554	376	451	543	8	33	0	16	47	0	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	139	94	113	136	2	8	0	4	12	0	17
Total Analysis Volume [veh/h]	2	554	376	451	543	8	33	0	16	47	0	66
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.11	0.22	0.13	0.11	0.11	0.02	0.00	0.03	0.03	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.471											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	21.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	2	554	376	451	543	8	33	0	16	47	0	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	554	376	451	543	8	33	0	16	47	0	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	139	94	113	136	2	8	0	4	12	0	17
Total Analysis Volume [veh/h]	2	554	376	451	543	8	33	0	16	47	0	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	64	54	0	36	26	0	10	0	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	66	66	17	83	83	5	6	6
g / C, Green / Cycle	0.00	0.60	0.60	0.16	0.75	0.75	0.04	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.00	0.11	0.24	0.13	0.10	0.10	0.03	0.03	0.04
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1856	1714	1781	1589
c, Capacity [veh/h]	8	3064	956	541	2683	1399	71	99	88
d1, Uniform Delay [s]	54.64	9.81	11.46	45.05	3.72	3.72	52.06	50.46	51.25
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.05	0.13	1.22	3.45	0.10	0.20	11.18	3.54	12.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.26	0.18	0.39	0.83	0.13	0.14	0.69	0.48	0.75
d, Delay for Lane Group [s/veh]	71.69	9.94	12.67	48.50	3.83	3.93	63.25	54.00	63.25
Lane Group LOS	E	A	B	D	A	A	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.09	1.96	4.90	6.20	0.97	1.05	1.55	1.35	2.08
50th-Percentile Queue Length [ft/ln]	2.29	49.06	122.50	155.02	24.34	26.33	38.82	33.81	52.10
95th-Percentile Queue Length [veh/ln]	0.16	3.53	8.53	10.28	1.75	1.90	2.80	2.43	3.75
95th-Percentile Queue Length [ft/ln]	4.12	88.31	213.26	257.12	43.81	47.40	69.88	60.86	93.78

**Movement, Approach, & Intersection Results**

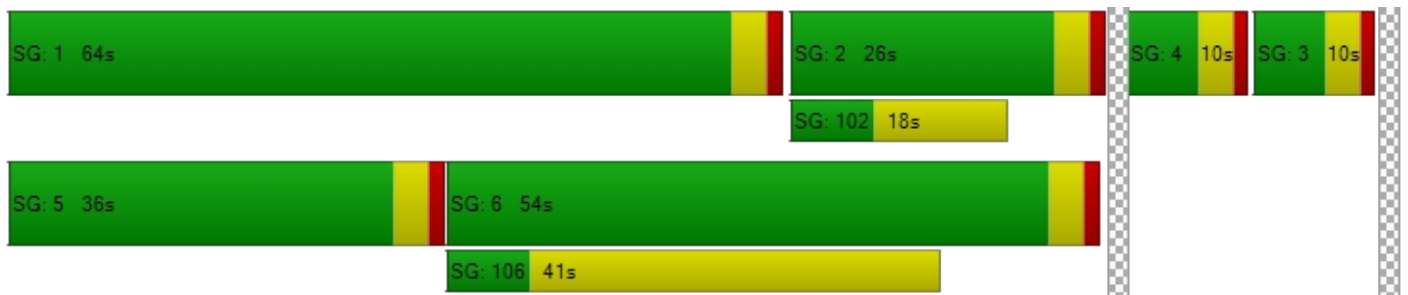
d_M, Delay for Movement [s/veh]	71.69	9.94	12.67	48.50	3.86	3.93	63.25	0.00	63.25	54.00	63.25	63.25
Movement LOS	E	A	B	D	A	A	E		E	D	E	E
d_A, Approach Delay [s/veh]	11.18			23.96			63.25			59.40		
Approach LOS	B			C			E			E		
d_I, Intersection Delay [s/veh]	21.10											
Intersection LOS	C											
Intersection V/C	0.511											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			44.55			44.55		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			1.753			2.370		
Crosswalk LOS	F			F			A			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	909			400			109			109		
d_b, Bicycle Delay [s]	16.36			35.20			49.16			49.16		
I_b,int, Bicycle LOS Score for Intersection	2.072			2.111			1.640			1.746		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	4	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.344

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	36	814	29	92	501	25	47	9	83	11	1	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	814	29	92	501	25	47	9	83	11	1	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	204	7	23	125	6	12	2	21	3	0	8
Total Analysis Volume [veh/h]	36	814	29	92	501	25	47	9	83	11	1	33
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.17	0.17	0.05	0.10	0.10	0.03	0.05	0.05	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.344											



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.335

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	36	814	29	92	501	25	47	9	83	11	1	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	814	29	92	501	25	47	9	83	11	1	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	204	7	23	125	6	12	2	21	3	0	8
Total Analysis Volume [veh/h]	36	814	29	92	501	25	47	9	83	11	1	33
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	40	0	13	43	0	0	47	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	74	74	7	77	77	8	8	5	5
g / C, Green / Cycle	0.04	0.67	0.67	0.07	0.70	0.70	0.08	0.08	0.04	0.04
(v / s)_i Volume / Saturation Flow Rate	0.01	0.16	0.16	0.05	0.10	0.10	0.03	0.06	0.01	0.02
s, saturation flow rate [veh/h]	3459	3560	1837	1781	3560	1825	1781	1613	1781	1597
c, Capacity [veh/h]	128	2391	1234	117	2493	1278	136	123	73	66
d1, Uniform Delay [s]	51.58	7.04	7.04	50.67	5.48	5.49	48.22	49.78	50.89	51.68
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.19	0.23	0.44	11.10	0.12	0.23	1.50	8.67	0.93	6.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.28	0.23	0.23	0.79	0.14	0.14	0.35	0.75	0.15	0.52
d, Delay for Lane Group [s/veh]	52.77	7.26	7.48	61.77	5.60	5.72	49.72	58.45	51.82	57.81
Lane Group LOS	D	A	A	E	A	A	D	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.50	2.42	2.58	2.85	1.24	1.33	1.28	2.77	0.31	1.03
50th-Percentile Queue Length [ft/ln]	12.61	60.62	64.61	71.29	31.08	33.14	32.01	69.25	7.79	25.75
95th-Percentile Queue Length [veh/ln]	0.91	4.36	4.65	5.13	2.24	2.39	2.31	4.99	0.56	1.85
95th-Percentile Queue Length [ft/ln]	22.69	109.12	116.29	128.32	55.95	59.66	57.63	124.64	14.02	46.35

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	52.77	7.33	7.48	61.77	5.64	5.72	49.72	58.45	58.45	51.82	57.81	57.81
Movement LOS	D	A	A	E	A	A	D	E	E	D	E	E
d_A, Approach Delay [s/veh]	9.20		14.00		55.50		56.34					
Approach LOS	A		B		E		E					
d_I, Intersection Delay [s/veh]	16.05											
Intersection LOS	B											
Intersection V/C	0.335											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	0.00	44.55	44.55
I_p,int, Pedestrian LOS Score for Intersection	2.915	0.000	2.190	2.007
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	709	782	109
d_b, Bicycle Delay [s]	24.89	22.91	20.40	49.16
I_b,int, Bicycle LOS Score for Intersection	2.043	1.900	1.789	1.634
Bicycle LOS	B	A	A	A

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	122	661	149	25	422	137	211	641	113	185	800	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	661	149	25	422	137	211	641	113	185	800	58
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	165	37	6	106	34	53	160	28	46	200	15
Total Analysis Volume [veh/h]	122	661	149	25	422	137	211	641	113	185	800	58
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.13	0.09	0.01	0.08	0.08	0.06	0.13	0.07	0.05	0.17	0.17
Intersection LOS	A											
Intersection V/C	0.435											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	336	539	33	59	245	130	207	461	355	48	669	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	336	539	33	59	245	130	207	461	355	48	669	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	135	8	15	61	33	52	115	89	12	167	27
Total Analysis Volume [veh/h]	336	539	33	59	245	130	207	461	355	48	669	109
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.11	0.02	0.02	0.07	0.08	0.06	0.09	0.21	0.01	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.448											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1868	741	0	70	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1868	741	0	70	112
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	467	185	0	18	28
Total Analysis Volume [veh/h]	0	1868	741	0	70	112
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.37	0.15	0.00	0.04	0.05
Intersection LOS	A					
Intersection V/C	0.470					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	5.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.464

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1868	741	0	70	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1868	741	0	70	112
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	467	185	0	18	28
Total Analysis Volume [veh/h]	0	1868	741	0	70	112
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	7	7
g / C, Green / Cycle	0.83	0.83	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.37	0.15	0.05	0.06
s, saturation flow rate [veh/h]	5094	5094	1729	1589
c, Capacity [veh/h]	4228	4228	140	129
d1, Uniform Delay [s]	2.05	1.52	40.14	40.21
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.34	0.09	5.37	6.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.44	0.18	0.67	0.69
d, Delay for Lane Group [s/veh]	2.39	1.61	45.51	46.57
Lane Group LOS	A	A	D	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.47	0.43	2.19	2.11
50th-Percentile Queue Length [ft/ln]	36.67	10.70	54.82	52.78
95th-Percentile Queue Length [veh/ln]	2.64	0.77	3.95	3.80
95th-Percentile Queue Length [ft/ln]	66.00	19.25	98.67	95.01

**Movement, Approach, & Intersection Results**

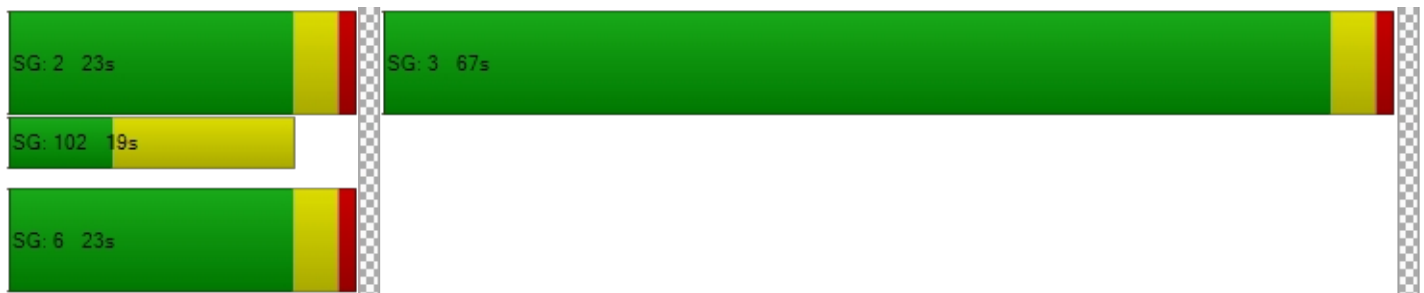
d_M, Delay for Movement [s/veh]	0.00	2.39	1.61	0.00	45.51	46.36
Movement LOS		A	A		D	D
d_A, Approach Delay [s/veh]	2.39		1.61		46.02	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	5.03					
Intersection LOS	A					
Intersection V/C	0.464					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.803
Crosswalk LOS	F	F	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.587	1.967	1.860
Bicycle LOS	B	A	A

**Sequence**

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	517	1789	35	46	652	102	126	84	424	98	136	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	517	1789	35	46	652	102	126	84	424	98	136	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	447	9	12	163	26	32	21	106	25	34	20
Total Analysis Volume [veh/h]	517	1789	35	46	652	102	126	84	424	98	136	80
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.36	0.36	0.03	0.15	0.15	0.07	0.05	0.10	0.06	0.08	0.05
Intersection LOS	A											
Intersection V/C	0.590											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.844

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	98	1739	103	397	739	19	55	176	91	72	188	512
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	1739	103	397	739	19	55	176	91	72	188	512
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	435	26	99	185	5	14	44	23	18	47	128
Total Analysis Volume [veh/h]	98	1739	103	397	739	19	55	176	91	72	188	512
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.36	0.36	0.23	0.15	0.15	0.03	0.16	0.16	0.04	0.11	0.07
Intersection LOS	D											
Intersection V/C	0.844											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔						↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	1058	117	0	0	231	36	0	0	0	488	0	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1058	117	0	0	231	36	0	0	0	488	0	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	265	29	0	0	58	9	0	0	0	122	0	19
Total Analysis Volume [veh/h]	1058	117	0	0	231	36	0	0	0	488	0	75
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.31	0.07	0.00	0.00	0.14	0.02	0.00	0.00	0.00	0.29	0.00	0.04
Intersection LOS	C											
Intersection V/C	0.784											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	36.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.812

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	1058	117	0	0	231	36	0	0	0	488	0	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1058	117	0	0	231	36	0	0	0	488	0	75
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	265	29	0	0	58	9	0	0	0	122	0	19
Total Analysis Volume [veh/h]	1058	117	0	0	231	36	0	0	0	488	0	75
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	33	58	0	0	25	0	0	0	0	32	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	29	56	23	23		26	26
g / C, Green / Cycle	0.32	0.62	0.25	0.25		0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.31	0.06	0.12	0.02		0.27	0.05
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	1113	1155	470	399		523	467
d1, Uniform Delay [s]	29.83	7.02	28.80	25.82		30.95	23.58
k, delay calibration	0.11	0.50	0.50	0.50		0.32	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	5.40	0.18	3.65	0.45		18.93	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.95	0.10	0.49	0.09		0.93	0.16
d, Delay for Lane Group [s/veh]	35.23	7.20	32.44	26.27		49.88	23.74
Lane Group LOS	D	A	C	C		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	11.56	0.89	4.65	0.63		12.69	1.18
50th-Percentile Queue Length [ft/ln]	289.06	22.24	116.22	15.82		317.19	29.61
95th-Percentile Queue Length [veh/ln]	17.14	1.60	8.19	1.14		18.53	2.13
95th-Percentile Queue Length [ft/ln]	428.47	40.03	204.63	28.47		463.24	53.30

**Movement, Approach, & Intersection Results**

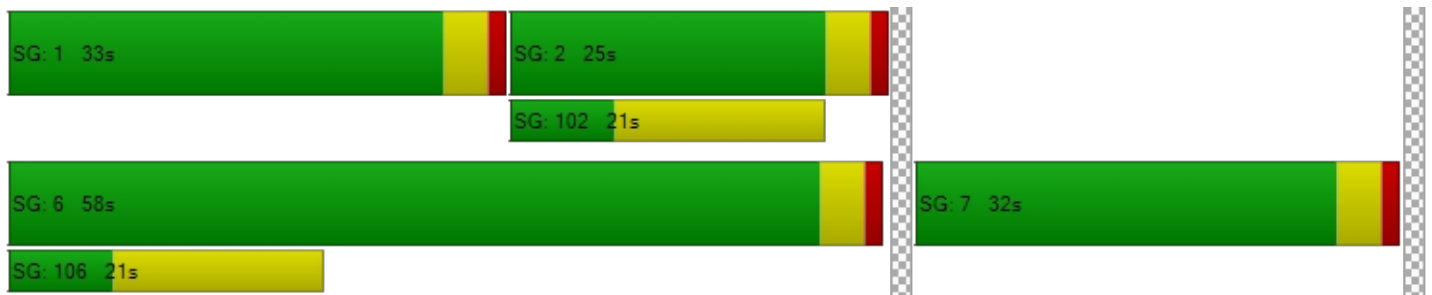
d_M, Delay for Movement [s/veh]	35.23	7.20	0.00	0.00	32.44	26.27	0.00	0.00	0.00	49.88	0.00	23.74
Movement LOS	D	A			C	C				D		C
d_A, Approach Delay [s/veh]	32.44		31.61		0.00		46.40					
Approach LOS	C		C		A		D					
d_I, Intersection Delay [s/veh]	36.25											
Intersection LOS	D											
Intersection V/C	0.812											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0					
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00					
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00					
d_p, Pedestrian Delay [s]	0.00		0.00		34.67		34.67					
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		2.248		1.989					
Crosswalk LOS	F		F		B		A					
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000					
c_b, Capacity of the bicycle lane [bicycles/h]	1200		467		0		622					
d_b, Bicycle Delay [s]	7.20		26.45		45.00		21.36					
I_b,int, Bicycle LOS Score for Intersection	3.498		2.000		4.132		1.560					
Bicycle LOS	C		B		D		A					

**Sequence**

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	1069	418	43	653	0	8	0	250	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1069	418	43	653	0	8	0	250	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	267	105	11	163	0	2	0	63	0	0	0
Total Analysis Volume [veh/h]	0	1069	418	43	653	0	8	0	250	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0	0
Auxiliary Signal Groups													
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.44	0.44	0.03	0.19	0.00	0.00	0.00	0.08	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.589											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	1069	418	43	653	0	8	0	250	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1069	418	43	653	0	8	0	250	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	267	105	11	163	0	2	0	63	0	0	0
Total Analysis Volume [veh/h]	0	1069	418	43	653	0	8	0	250	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	54	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	64	64	4	72	10	10	
g / C, Green / Cycle	0.71	0.71	0.04	0.80	0.11	0.11	
(v / s)_i Volume / Saturation Flow Rate	0.40	0.44	0.02	0.18	0.08	0.08	
s, saturation flow rate [veh/h]	1870	1701	1781	3560	1600	1589	
c, Capacity [veh/h]	1333	1213	80	2857	174	173	
d1, Uniform Delay [s]	6.17	6.60	42.07	2.15	38.90	38.90	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.69	2.32	5.43	0.19	6.12	6.19	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.56	0.61	0.54	0.23	0.74	0.74	
d, Delay for Lane Group [s/veh]	7.85	8.92	47.50	2.34	45.02	45.09	
Lane Group LOS	A	A	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.90	6.43	1.05	0.89	3.03	3.01	
50th-Percentile Queue Length [ft/ln]	147.61	160.77	26.18	22.37	75.68	75.35	
95th-Percentile Queue Length [veh/ln]	9.89	10.59	1.88	1.61	5.45	5.43	
95th-Percentile Queue Length [ft/ln]	247.23	264.74	47.12	40.26	136.22	135.64	

**Movement, Approach, & Intersection Results**

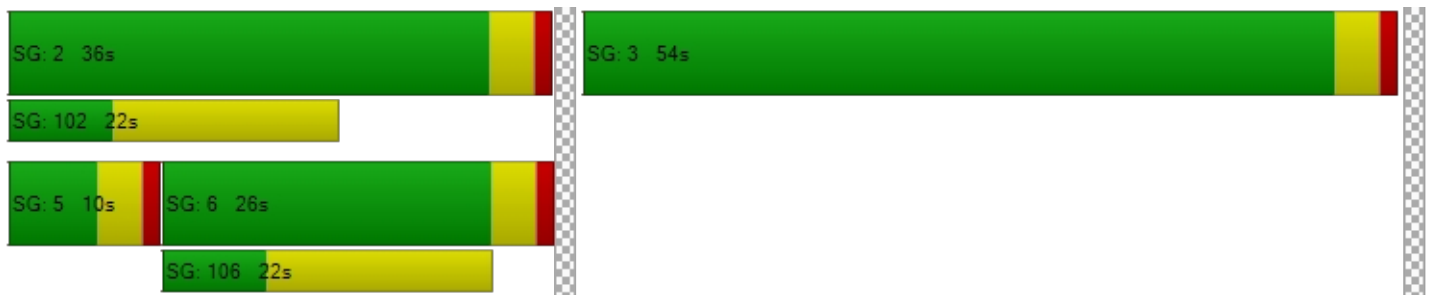
d_M, Delay for Movement [s/veh]	0.00	8.18	8.92	47.50	2.34	0.00	45.02	0.00	45.06	0.00	0.00	0.00
Movement LOS		A	A	D	A		D		D			
d_A, Approach Delay [s/veh]		8.39		5.13			45.06		0.00			
Approach LOS		A		A			D		A			
d_I, Intersection Delay [s/veh]	11.33											
Intersection LOS	B											
Intersection V/C	0.626											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]		0.0		0.0		11.0		11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]		0.00		0.00		34.67		34.67
I_p,int, Pedestrian LOS Score for Intersection		0.000		0.000		1.840		1.872
Crosswalk LOS		F		F		A		A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]		2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]		489		711		1111		0
d_b, Bicycle Delay [s]		25.69		18.69		8.89		45.00
I_b,int, Bicycle LOS Score for Intersection		2.786		2.134		1.985		4.132
Bicycle LOS		C		B		A		D

**Sequence**

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	198	1007	210	101	458	352	442	118	341	113	48	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	1007	210	101	458	352	442	118	341	113	48	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	252	53	25	115	88	111	30	85	28	12	6
Total Analysis Volume [veh/h]	198	1007	210	101	458	352	442	118	341	113	48	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.36	0.36	0.06	0.13	0.21	0.13	0.16	0.20	0.07	0.04	0.04
Intersection LOS	C											
Intersection V/C	0.734											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

**Intersection Setup**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵						↵			↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	235	0	617	0	0	0	0	2625	859	0	1862	1430
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	235	0	617	0	0	0	0	2625	859	0	1862	1430
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	0	154	0	0	0	0	656	215	0	466	358
Total Analysis Volume [veh/h]	235	0	617	0	0	0	0	2625	859	0	1862	1430
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.00	0.17	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.37	0.00
Intersection LOS	B											
Intersection V/C	0.618											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.702

**Intersection Setup**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	←←←						←			←		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	235	0	617	0	0	0	0	2625	859	0	1862	1430
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	235	0	617	0	0	0	0	2625	859	0	1862	1430
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	0	154	0	0	0	0	656	215	0	466	358
Total Analysis Volume [veh/h]	235	0	617	0	0	0	0	2625	859	0	1862	1430
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	41	0	0	0	0	0	0	74	0	0	74	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	46	46	46		46	46
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	13	13		26	26
g / C, Green / Cycle	0.27	0.27	0.27		0.56	0.56
(v / s)_i Volume / Saturation Flow Rate	0.13	0.19	0.19		0.39	0.37
s, saturation flow rate [veh/h]	1781	1589	1589		6792	5094
c, Capacity [veh/h]	483	432	432		3777	2832
d1, Uniform Delay [s]	14.18	15.27	15.27		7.45	7.20
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.76	2.22	2.22		0.23	0.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.49	0.71	0.71		0.70	0.66
d, Delay for Lane Group [s/veh]	14.94	17.50	17.50		7.69	7.47
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	1.86	2.75	2.75		3.07	2.82
50th-Percentile Queue Length [ft/ln]	46.42	68.70	68.70		76.83	70.58
95th-Percentile Queue Length [veh/ln]	3.34	4.95	4.95		5.53	5.08
95th-Percentile Queue Length [ft/ln]	83.56	123.65	123.65		138.29	127.05

**Movement, Approach, & Intersection Results**

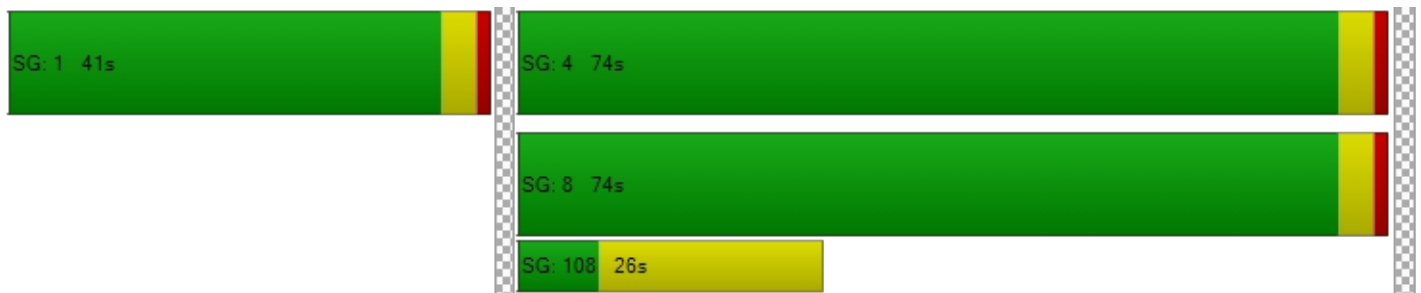
d_M, Delay for Movement [s/veh]	14.94	0.00	17.50	0.00	0.00	0.00	0.00	7.69	0.00	0.00	7.47	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	16.79			0.00			7.69			7.47		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	9.06											
Intersection LOS	A											
Intersection V/C	0.702											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.350	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	643	0	1217	1217
d_b, Bicycle Delay [s]	26.45	57.50	8.80	8.80
I_b,int, Bicycle LOS Score for Intersection	2.965	4.132	2.642	2.584
Bicycle LOS	C	D	B	B

**Sequence**

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.758

**Intersection Setup**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1521	2	977	0	1956	415	563	1528	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1521	2	977	0	1956	415	563	1528	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	380	1	244	0	489	104	141	382	0
Total Analysis Volume [veh/h]	0	0	0	1521	2	977	0	1956	415	563	1528	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.30	0.30	0.29	0.00	0.23	0.24	0.17	0.30	0.00
Intersection LOS	C											
Intersection V/C	0.758											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	36.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.861

**Intersection Setup**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐⇐⇐			⇐⇐⇐⇐⇐⇐			⇐⇐⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1521	2	977	0	1956	415	563	1528	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1521	2	977	0	1956	415	563	1528	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	380	1	244	0	489	104	141	382	0
Total Analysis Volume [veh/h]	0	0	0	1521	2	977	0	1956	415	563	1528	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	40	0	0	32	0	43	75	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



**Lane Group Calculations**

Lane Group	L	C	R	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	52	52	52	30	30	21	55
g / C, Green / Cycle	0.45	0.45	0.45	0.26	0.26	0.19	0.48
(v / s)_i Volume / Saturation Flow Rate	0.29	0.29	0.35	0.23	0.26	0.16	0.30
s, saturation flow rate [veh/h]	3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]	1549	798	1260	2216	415	646	2458
d1, Uniform Delay [s]	24.69	24.69	26.84	40.79	42.47	45.41	21.99
k, delay calibration	0.50	0.50	0.50	0.11	0.45	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.12	4.06	4.71	1.29	42.08	3.85	0.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.65	0.65	0.78	0.88	1.00	0.87	0.62
d, Delay for Lane Group [s/veh]	26.81	28.76	31.54	42.08	84.56	49.26	22.25
Lane Group LOS	C	C	C	D	F	D	C
Critical Lane Group	No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	10.91	11.66	11.86	10.69	16.48	8.11	9.99
50th-Percentile Queue Length [ft/ln]	272.67	291.57	296.52	267.28	412.00	202.70	249.65
95th-Percentile Queue Length [veh/ln]	16.32	17.26	17.51	16.05	23.14	12.78	15.17
95th-Percentile Queue Length [ft/ln]	408.07	431.58	437.73	401.33	578.58	319.44	379.22

**Movement, Approach, & Intersection Results**

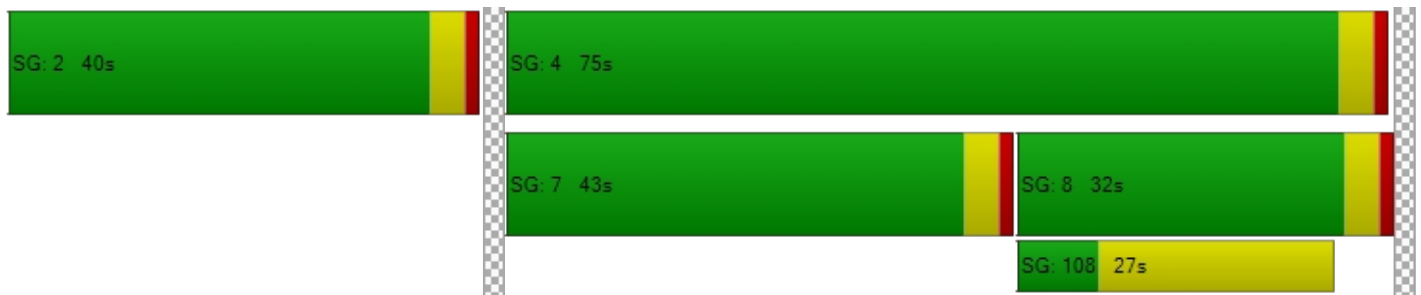
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	27.47	28.76	31.54	0.00	42.08	84.56	49.26	22.25	0.00
Movement LOS				C	C	C		D	F	D	C	
d_A, Approach Delay [s/veh]	0.00			29.06			49.51			29.52		
Approach LOS	A			C			D			C		
d_I, Intersection Delay [s/veh]	36.17											
Intersection LOS	D											
Intersection V/C	0.861											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.204	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	626	487	1235
d_b, Bicycle Delay [s]	57.50	27.13	32.91	8.42
I_b,int, Bicycle LOS Score for Intersection	4.132	5.685	2.342	2.710
Bicycle LOS	D	F	B	B

**Sequence**

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	130	384	417	166	163	233	353	1386	107	410	1686	281
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	384	417	166	163	233	353	1386	107	410	1686	281
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	96	104	42	41	58	88	347	27	103	422	70
Total Analysis Volume [veh/h]	130	384	417	166	163	233	353	1386	107	410	1686	281
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.11	0.25	0.05	0.12	0.12	0.10	0.27	0.06	0.12	0.33	0.17
Intersection LOS	C											
Intersection V/C	0.779											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	545	1153	19	15	1242	878	672	37	232	45	70	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	545	1153	19	15	1242	878	672	37	232	45	70	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	136	288	5	4	311	220	168	9	58	11	18	13
Total Analysis Volume [veh/h]	545	1153	19	15	1242	878	672	37	232	45	70	51
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.16	0.23	0.23	0.01	0.24	0.32	0.20	0.02	0.14	0.03	0.05	0.05
Intersection LOS	C											
Intersection V/C	0.776											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	200	1096	196	300	883	160	193	639	118	185	1323	436
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	1096	196	300	883	160	193	639	118	185	1323	436
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	274	49	75	221	40	48	160	30	46	331	109
Total Analysis Volume [veh/h]	200	1096	196	300	883	160	193	639	118	185	1323	436
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.21	0.12	0.09	0.17	0.09	0.06	0.13	0.07	0.05	0.26	0.17
Intersection LOS	B											
Intersection V/C	0.669											



**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.585

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	333	1235	1020	273	217	221
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	333	1235	1020	273	217	221
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	309	255	68	54	55
Total Analysis Volume [veh/h]	333	1235	1020	273	217	221
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.20	0.24	0.25	0.25	0.06	0.09
Intersection LOS	A					
Intersection V/C	0.585					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.526

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	67	759	51	246	773	219	261	305	30	95	572	416
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	759	51	246	773	219	261	305	30	95	572	416
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	190	13	62	193	55	65	76	8	24	143	104
Total Analysis Volume [veh/h]	67	759	51	246	773	219	261	305	30	95	572	416
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.16	0.16	0.07	0.15	0.05	0.08	0.10	0.10	0.06	0.17	0.12
Intersection LOS	A											
Intersection V/C	0.526											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	488	636	19	30	725	107	167	35	477	10	22	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	488	636	19	30	725	107	167	35	477	10	22	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	159	5	8	181	27	42	9	119	3	6	5
Total Analysis Volume [veh/h]	488	636	19	30	725	107	167	35	477	10	22	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.13	0.13	0.02	0.16	0.16	0.10	0.02	0.00	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.470											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.342

**Intersection Setup**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Base Volume Input [veh/h]	56	1059	23	21	1079	131	43	2	36	28	0	35
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	1059	23	21	1079	131	43	2	36	28	0	35
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	14	265	6	5	270	33	11	1	9	7	0	9
Total Analysis Volume [veh/h]	56	1059	23	21	1079	131	43	2	36	28	0	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.21	0.21	0.01	0.21	0.08	0.03	0.03	0.02	0.02	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.342											



**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	68	626	130	224	872	8	9	101	90	354	75	281
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	626	130	224	872	8	9	101	90	354	75	281
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	157	33	56	218	2	2	25	23	89	19	70
Total Analysis Volume [veh/h]	68	626	130	224	872	8	9	101	90	354	75	281
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.12	0.08	0.13	0.26	0.00	0.01	0.06	0.05	0.10	0.04	0.17
Intersection LOS	A											
Intersection V/C	0.517											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.722

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↻			↻↵↻			↻↵↻			↻↵↻		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	18	45	37	236	28	940	560	639	21	41	1126	199
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	45	37	236	28	940	560	639	21	41	1126	199
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	11	9	59	7	235	140	160	5	10	282	50
Total Analysis Volume [veh/h]	18	45	37	236	28	940	560	639	21	41	1126	199
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.04	0.02	0.14	0.02	0.11	0.16	0.19	0.19	0.02	0.33	0.00
Intersection LOS	C											
Intersection V/C	0.722											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.491

**Intersection Setup**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	690	252	195	418	263	283
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	690	252	195	418	263	283
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	173	63	49	105	66	71
Total Analysis Volume [veh/h]	690	252	195	418	263	283
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.28	0.28	0.06	0.12	0.08	0.11
Intersection LOS	A					
Intersection V/C	0.491					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.664

**Intersection Setup**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	133	490	158	367	498	75	69	425	156	180	444	391
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	490	158	367	498	75	69	425	156	180	444	391
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	123	40	92	125	19	17	106	39	45	111	98
Total Analysis Volume [veh/h]	133	490	158	367	498	75	69	425	156	180	444	391
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.13	0.13	0.22	0.11	0.11	0.04	0.17	0.17	0.05	0.13	0.23
Intersection LOS	B											
Intersection V/C	0.664											



**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.630

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	6	333	222	296	422	3	10	14	7	306	1	403
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	333	222	296	422	3	10	14	7	306	1	403
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	83	56	74	106	1	3	4	2	77	0	101
Total Analysis Volume [veh/h]	6	333	222	296	422	3	10	14	7	306	1	403
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.16	0.16	0.17	0.12	0.00	0.01	0.01	0.01	0.18	0.00	0.24
Intersection LOS	B											
Intersection V/C	0.630											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	38	70	56	229	80	360	204	655	17	81	1008	223
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	70	56	229	80	360	204	655	17	81	1008	223
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	18	14	57	20	90	51	164	4	20	252	56
Total Analysis Volume [veh/h]	38	70	56	229	80	360	204	655	17	81	1008	223
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.02	0.03	0.13	0.13	0.13	0.06	0.19	0.01	0.05	0.30	0.13
Intersection LOS	A											
Intersection V/C	0.574											

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	411	1598	71	468	1528	152	179	1334	642	76	748	448
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	411	1598	71	468	1528	152	179	1334	642	76	748	448
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	400	18	117	382	38	45	334	161	19	187	112
Total Analysis Volume [veh/h]	411	1598	71	468	1528	152	179	1334	642	76	748	448
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.31	0.04	0.14	0.30	0.09	0.05	0.26	0.26	0.02	0.15	0.00
Intersection LOS	C											
Intersection V/C	0.785											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	335	1250	162	345	1220	452	459	1039	206	187	915	335
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	335	1250	162	345	1220	452	459	1039	206	187	915	335
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	313	41	86	305	113	115	260	52	47	229	84
Total Analysis Volume [veh/h]	335	1250	162	345	1220	452	459	1039	206	187	915	335
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.25	0.10	0.10	0.24	0.13	0.14	0.20	0.00	0.06	0.18	0.10
Intersection LOS	C											
Intersection V/C	0.711											



**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.755

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	563	895	219	174	1076	280	300	769	778	346	692	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	563	895	219	174	1076	280	300	769	778	346	692	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	141	224	55	44	269	70	75	192	195	87	173	36
Total Analysis Volume [veh/h]	563	895	219	174	1076	280	300	769	778	346	692	144
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.17	0.18	0.13	0.05	0.21	0.16	0.09	0.23	0.23	0.10	0.16	0.16
Intersection LOS	C											
Intersection V/C	0.755											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	78	848	37	480	1082	107	86	116	45	100	145	485
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	848	37	480	1082	107	86	116	45	100	145	485
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	212	9	120	271	27	22	29	11	25	36	121
Total Analysis Volume [veh/h]	78	848	37	480	1082	107	86	116	45	100	145	485
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.17	0.17	0.14	0.23	0.23	0.05	0.05	0.05	0.06	0.04	0.14
Intersection LOS	A											
Intersection V/C	0.559											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.275

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↶		↵↷		↷↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	67	66	43	304	430	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	66	43	304	430	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	17	11	76	108	29
Total Analysis Volume [veh/h]	67	66	43	304	430	116
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.04	0.03	0.09	0.16	0.16
Intersection LOS	A					
Intersection V/C	0.275					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	176	664	49	34	801	312	222	44	132	40	37	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	664	49	34	801	312	222	44	132	40	37	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	166	12	9	200	78	56	11	33	10	9	8
Total Analysis Volume [veh/h]	176	664	49	34	801	312	222	44	132	40	37	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.14	0.14	0.02	0.22	0.22	0.07	0.08	0.08	0.02	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.489											







**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.384

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	31	674	39	76	815	84	74	0	69	36	0	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	674	39	76	815	84	74	0	69	36	0	127
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	169	10	19	204	21	19	0	17	9	0	32
Total Analysis Volume [veh/h]	31	674	39	76	815	84	74	0	69	36	0	127
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.14	0.14	0.04	0.18	0.18	0.04	0.00	0.04	0.02	0.00	0.10
Intersection LOS	A											
Intersection V/C	0.384											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.365

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	20	1169	117	119	787	12	10	0	12	65	2	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	1169	117	119	787	12	10	0	12	65	2	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	292	29	30	197	3	3	0	3	16	1	9
Total Analysis Volume [veh/h]	20	1169	117	119	787	12	10	0	12	65	2	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.23	0.07	0.04	0.16	0.16	0.01	0.00	0.01	0.04	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.365											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.364

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	20	1169	117	119	787	12	10	0	12	65	2	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	1169	117	119	787	12	10	0	12	65	2	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	292	29	30	197	3	3	0	3	16	1	9
Total Analysis Volume [veh/h]	20	1169	117	119	787	12	10	0	12	65	2	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	29	47	0	13	31	0	10	0	0	0	45	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	84	84	6	87	87	3	6	6
g / C, Green / Cycle	0.02	0.73	0.73	0.05	0.76	0.76	0.03	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.01	0.23	0.07	0.03	0.15	0.15	0.01	0.04	0.02
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1856	1671	1781	1602
c, Capacity [veh/h]	45	3714	1159	178	2690	1402	45	95	86
d1, Uniform Delay [s]	55.29	5.47	4.55	53.60	4.03	4.03	55.20	53.49	52.75
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.83	0.22	0.17	4.30	0.16	0.31	8.07	8.30	3.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.45	0.31	0.10	0.67	0.20	0.20	0.49	0.68	0.43
d, Delay for Lane Group [s/veh]	62.12	5.70	4.73	57.90	4.20	4.35	63.27	61.79	56.16
Lane Group LOS	E	A	A	E	A	A	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.66	2.98	0.78	1.80	1.57	1.70	0.73	2.07	1.12
50th-Percentile Queue Length [ft/ln]	16.42	74.59	19.55	44.91	39.29	42.46	18.24	51.64	27.94
95th-Percentile Queue Length [veh/ln]	1.18	5.37	1.41	3.23	2.83	3.06	1.31	3.72	2.01
95th-Percentile Queue Length [ft/ln]	29.55	134.25	35.19	80.84	70.73	76.43	32.83	92.95	50.28



**Movement, Approach, & Intersection Results**

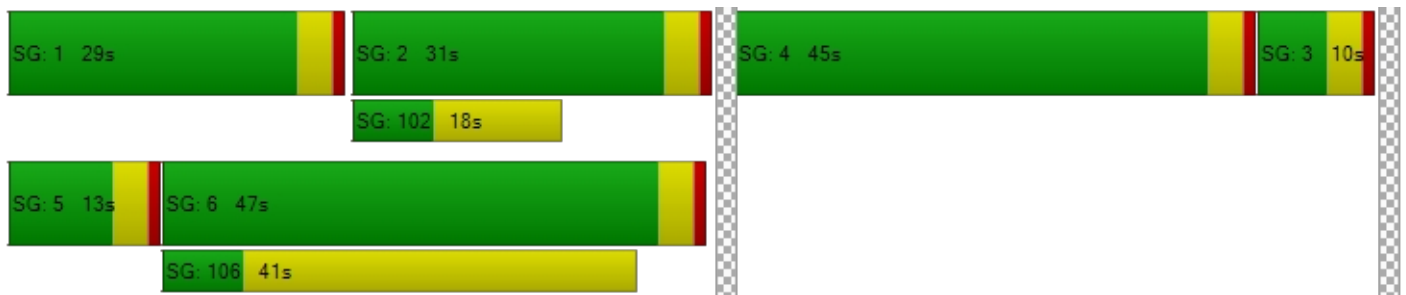
d_M, Delay for Movement [s/veh]	62.12	5.70	4.73	57.90	4.25	4.35	63.27	0.00	63.27	61.79	56.16	56.16
Movement LOS	E	A	A	E	A	A	E		E	E	E	E
d_A, Approach Delay [s/veh]	6.47		11.20		63.27		59.75					
Approach LOS	A		B		E		E					
d_I, Intersection Delay [s/veh]	11.17											
Intersection LOS	B											
Intersection V/C	0.364											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0					
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00					
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00					
d_p, Pedestrian Delay [s]	0.00		0.00		47.03		47.03					
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.754		2.225					
Crosswalk LOS	F		F		A		B					
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000					
c_b, Capacity of the bicycle lane [bicycles/h]	748		470		104		713					
d_b, Bicycle Delay [s]	22.54		33.67		51.66		23.81					
I_b,int, Bicycle LOS Score for Intersection	2.278		2.065		1.596		1.728					
Bicycle LOS	B		B		A		A					

**Sequence**

Ring 1	1	2	4	3	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	67	737	54	148	667	29	408	56	274	73	5	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	737	54	148	667	29	408	56	274	73	5	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	184	14	37	167	7	102	14	69	18	1	31
Total Analysis Volume [veh/h]	67	737	54	148	667	29	408	56	274	73	5	122
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.16	0.16	0.09	0.14	0.14	0.24	0.19	0.19	0.04	0.07	0.07
Intersection LOS	B											
Intersection V/C	0.607											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	34.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.627

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	67	737	54	148	667	29	408	56	274	73	5	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	737	54	148	667	29	408	56	274	73	5	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	184	14	37	167	7	102	14	69	18	1	31
Total Analysis Volume [veh/h]	67	737	54	148	667	29	408	56	274	73	5	122
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	31	0	19	40	0	0	51	0	0	14	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	48	48	11	54	54	29	29	10	10
g / C, Green / Cycle	0.05	0.42	0.42	0.10	0.47	0.47	0.26	0.26	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.15	0.08	0.13	0.13	0.23	0.20	0.04	0.08
s, saturation flow rate [veh/h]	3459	3560	1806	1781	3560	1830	1781	1631	1781	1599
c, Capacity [veh/h]	162	1489	755	177	1676	862	455	417	156	140
d1, Uniform Delay [s]	53.30	22.84	22.86	50.88	18.50	18.51	41.36	39.97	49.95	52.04
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.14	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.68	0.65	1.30	9.76	0.40	0.79	8.10	3.42	2.17	18.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.41	0.35	0.35	0.83	0.27	0.27	0.90	0.79	0.47	0.91
d, Delay for Lane Group [s/veh]	54.98	23.49	24.16	60.64	18.90	19.30	49.46	43.39	52.13	70.75
Lane Group LOS	D	C	C	E	B	B	D	D	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.98	4.95	5.19	4.66	3.78	4.00	12.09	9.05	2.09	4.35
50th-Percentile Queue Length [ft/ln]	24.50	123.80	129.79	116.54	94.57	99.95	302.25	226.14	52.37	108.85
95th-Percentile Queue Length [veh/ln]	1.76	8.60	8.93	8.20	6.81	7.20	17.79	13.98	3.77	7.78
95th-Percentile Queue Length [ft/ln]	44.11	215.04	223.21	205.06	170.22	179.92	444.82	349.45	94.27	194.40

**Movement, Approach, & Intersection Results**

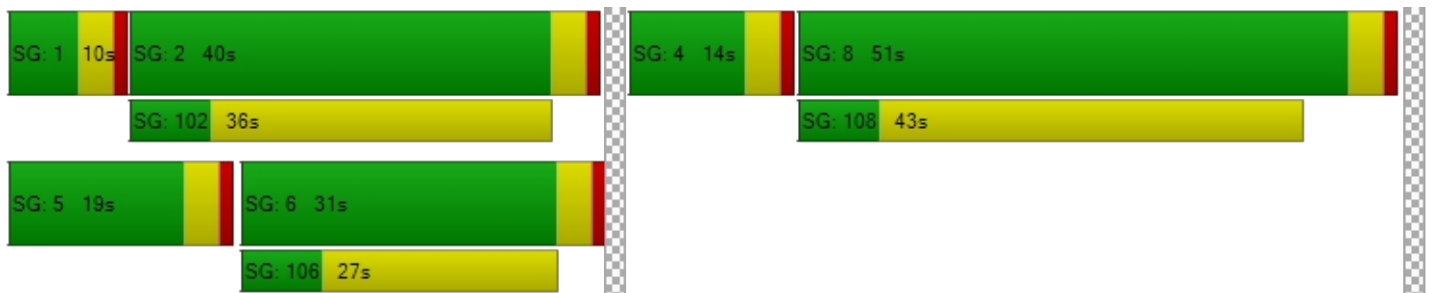
d_M, Delay for Movement [s/veh]	54.98	23.69	24.16	60.64	19.02	19.30	49.46	43.39	43.39	52.13	70.75	70.75
Movement LOS	D	C	C	E	B	B	D	D	D	D	E	E
d_A, Approach Delay [s/veh]	26.16			26.33			46.74			63.95		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	34.83											
Intersection LOS	C											
Intersection V/C	0.627											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			0.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	47.03			0.00			47.03			47.03		
I_p,int, Pedestrian LOS Score for Intersection	2.965			0.000			2.347			2.101		
Crosswalk LOS	C			F			B			B		
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	470			626			817			174		
d_b, Bicycle Delay [s]	33.67			27.13			20.10			47.93		
I_b,int, Bicycle LOS Score for Intersection	2.032			2.024			2.777			1.890		
Bicycle LOS	B			B			C			A		

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	172	528	213	58	639	333	392	858	200	333	905	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	528	213	58	639	333	392	858	200	333	905	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	132	53	15	160	83	98	215	50	83	226	14
Total Analysis Volume [veh/h]	172	528	213	58	639	333	392	858	200	333	905	56
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.10	0.13	0.03	0.13	0.20	0.12	0.17	0.12	0.10	0.19	0.19
Intersection LOS	B											
Intersection V/C	0.651											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	238	301	32	162	567	243	226	545	274	75	539	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	238	301	32	162	567	243	226	545	274	75	539	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	75	8	41	142	61	57	136	69	19	135	21
Total Analysis Volume [veh/h]	238	301	32	162	567	243	226	545	274	75	539	84
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.06	0.02	0.05	0.17	0.14	0.07	0.11	0.16	0.02	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.475											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1051	1361	0	411	430
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1051	1361	0	411	430
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	263	340	0	103	108
Total Analysis Volume [veh/h]	0	1051	1361	0	411	430
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.21	0.27	0.00	0.24	0.25
Intersection LOS	A					
Intersection V/C	0.564					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	15.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1051	1361	0	411	430
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1051	1361	0	411	430
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	263	340	0	103	108
Total Analysis Volume [veh/h]	0	1051	1361	0	411	430
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	56	56	26	26
g / C, Green / Cycle	0.62	0.62	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.21	0.27	0.24	0.26
s, saturation flow rate [veh/h]	5094	5094	1771	1589
c, Capacity [veh/h]	3150	3150	518	465
d1, Uniform Delay [s]	8.24	8.92	29.73	30.28
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	0.43	3.59	5.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.33	0.43	0.83	0.88
d, Delay for Lane Group [s/veh]	8.53	9.36	33.32	35.85
Lane Group LOS	A	A	C	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	3.02	4.25	8.95	8.86
50th-Percentile Queue Length [ft/ln]	75.57	106.23	223.75	221.50
95th-Percentile Queue Length [veh/ln]	5.44	7.63	13.86	13.74
95th-Percentile Queue Length [ft/ln]	136.03	190.75	346.41	343.54

**Movement, Approach, & Intersection Results**

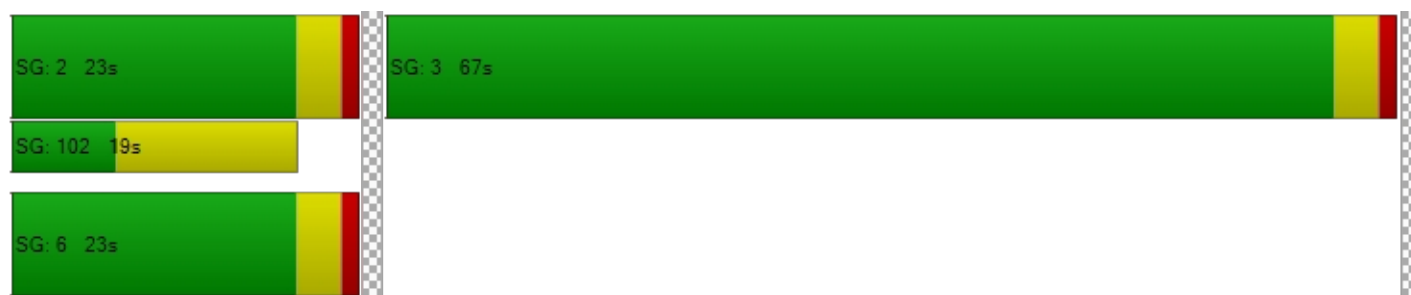
d_M, Delay for Movement [s/veh]	0.00	8.53	9.36	0.00	33.32	35.79
Movement LOS		A	A		C	D
d_A, Approach Delay [s/veh]	8.53		9.36		34.55	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	15.60					
Intersection LOS	B					
Intersection V/C	0.576					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.124
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.138	2.308	2.947
Bicycle LOS	B	B	C

**Sequence**

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.750

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	519	1019	68	78	1629	127	85	62	561	43	61	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	519	1019	68	78	1629	127	85	62	561	43	61	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	130	255	17	20	407	32	21	16	140	11	15	12
Total Analysis Volume [veh/h]	519	1019	68	78	1629	127	85	62	561	43	61	46
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.21	0.21	0.05	0.34	0.34	0.05	0.04	0.18	0.03	0.04	0.03
Intersection LOS	C											
Intersection V/C	0.750											

**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.795

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↵			↵ ↑ ↵			↵ ↑			↵ ↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	76	1023	88	501	1579	75	24	197	99	99	180	511
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	1023	88	501	1579	75	24	197	99	99	180	511
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	256	22	125	395	19	6	49	25	25	45	128
Total Analysis Volume [veh/h]	76	1023	88	501	1579	75	24	197	99	99	180	511
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.22	0.22	0.29	0.32	0.32	0.01	0.17	0.17	0.06	0.11	0.01
Intersection LOS	C											
Intersection V/C	0.795											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.593

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵						↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	407	202	0	0	204	18	0	0	0	516	0	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	407	202	0	0	204	18	0	0	0	516	0	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	51	0	0	51	5	0	0	0	129	0	21
Total Analysis Volume [veh/h]	407	202	0	0	204	18	0	0	0	516	0	84
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.12	0.00	0.00	0.12	0.01	0.00	0.00	0.00	0.30	0.00	0.05
Intersection LOS	A											
Intersection V/C	0.593											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	31.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.596

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	407	202	0	0	204	18	0	0	0	516	0	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	407	202	0	0	204	18	0	0	0	516	0	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	51	0	0	51	5	0	0	0	129	0	21
Total Analysis Volume [veh/h]	407	202	0	0	204	18	0	0	0	516	0	84
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	16	41	0	0	25	0	0	0	0	49	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	53	37	37		29	29
g / C, Green / Cycle	0.13	0.59	0.42	0.42		0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.12	0.11	0.11	0.01		0.29	0.05
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	464	1110	776	660		566	505
d1, Uniform Delay [s]	38.27	8.34	17.29	15.58		29.51	22.13
k, delay calibration	0.11	0.50	0.50	0.50		0.15	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	5.48	0.36	0.82	0.08		8.26	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.88	0.18	0.26	0.03		0.91	0.17
d, Delay for Lane Group [s/veh]	43.75	8.70	18.12	15.66		37.78	22.29
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	4.68	1.76	2.86	0.23		11.60	1.28
50th-Percentile Queue Length [ft/ln]	117.11	43.98	71.60	5.69		290.06	31.99
95th-Percentile Queue Length [veh/ln]	8.23	3.17	5.16	0.41		17.19	2.30
95th-Percentile Queue Length [ft/ln]	205.85	79.16	128.88	10.24		429.72	57.57

**Movement, Approach, & Intersection Results**

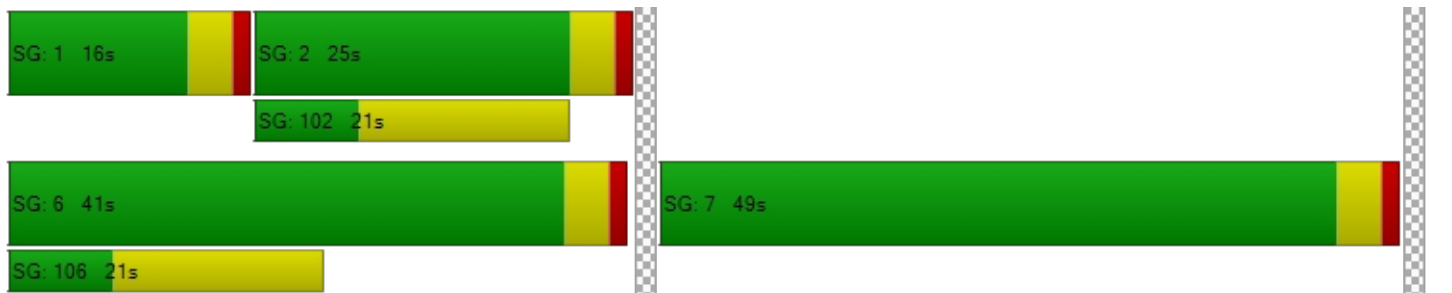
d_M, Delay for Movement [s/veh]	43.75	8.70	0.00	0.00	18.12	15.66	0.00	0.00	0.00	37.78	0.00	22.29
Movement LOS	D	A			B	B				D		C
d_A, Approach Delay [s/veh]	32.12				17.92		0.00				35.61	
Approach LOS	C				B		A				D	
d_I, Intersection Delay [s/veh]	31.38											
Intersection LOS	C											
Intersection V/C	0.596											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		34.67		34.67	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.922		2.007	
Crosswalk LOS	F		F		A		B	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	822		467		0		1000	
d_b, Bicycle Delay [s]	15.61		26.45		45.00		11.25	
I_b,int, Bicycle LOS Score for Intersection	2.564		1.926		4.132		1.560	
Bicycle LOS	B		A		D		A	

**Sequence**

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	596	441	24	618	0	15	0	809	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	596	441	24	618	0	15	0	809	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	149	110	6	155	0	4	0	202	0	0	0
Total Analysis Volume [veh/h]	0	596	441	24	618	0	15	0	809	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.00	0.31	0.31	0.01	0.18	0.00	0.01	0.00	0.24	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.611											



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	596	441	24	618	0	15	0	809	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	596	441	24	618	0	15	0	809	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	149	110	6	155	0	4	0	202	0	0	0
Total Analysis Volume [veh/h]	0	596	441	24	618	0	15	0	809	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stree		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	54	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	49	49	3	55	27	27	
g / C, Green / Cycle	0.54	0.54	0.03	0.62	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.28	0.32	0.01	0.17	0.26	0.26	
s, saturation flow rate [veh/h]	1870	1626	1781	3560	1596	1589	
c, Capacity [veh/h]	1008	877	56	2189	473	471	
d1, Uniform Delay [s]	13.23	14.04	42.82	8.08	30.07	30.09	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.87	2.93	5.16	0.32	5.17	5.25	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.51	0.59	0.43	0.28	0.87	0.87	
d, Delay for Lane Group [s/veh]	15.10	16.96	47.98	8.40	35.24	35.34	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.71	7.28	0.60	2.62	8.86	8.86	
50th-Percentile Queue Length [ft/ln]	167.74	181.88	14.99	65.48	221.62	221.49	
95th-Percentile Queue Length [veh/ln]	10.96	11.70	1.08	4.71	13.75	13.74	
95th-Percentile Queue Length [ft/ln]	273.95	292.47	26.98	117.86	343.70	343.53	

**Movement, Approach, & Intersection Results**

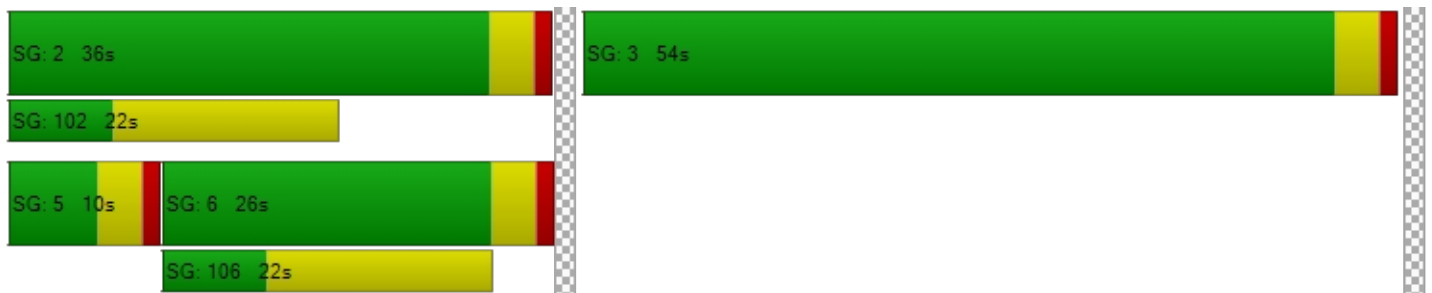
d_M, Delay for Movement [s/veh]	0.00	15.35	16.96	47.98	8.40	0.00	35.24	0.00	35.29	0.00	0.00	0.00
Movement LOS		B	B	D	A		D		D			
d_A, Approach Delay [s/veh]		16.03		9.88			35.29		0.00			
Approach LOS		B		A			D		A			
d_I, Intersection Delay [s/veh]	20.79											
Intersection LOS	C											
Intersection V/C	0.682											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]		0.0		0.0		11.0		11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]		0.00		0.00		34.67		34.67
I_p,int, Pedestrian LOS Score for Intersection		0.000		0.000		2.116		1.876
Crosswalk LOS		F		F		B		A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]		2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]		489		711		1111		0
d_b, Bicycle Delay [s]		25.69		18.69		8.89		45.00
I_b,int, Bicycle LOS Score for Intersection		2.415		2.089		2.919		4.132
Bicycle LOS		B		B		C		D

**Sequence**

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.754

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	474	575	162	134	817	412	387	85	308	240	90	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	474	575	162	134	817	412	387	85	308	240	90	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	144	41	34	204	103	97	21	77	60	23	9
Total Analysis Volume [veh/h]	474	575	162	134	817	412	387	85	308	240	90	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.22	0.22	0.08	0.24	0.24	0.11	0.14	0.18	0.14	0.07	0.07
Intersection LOS	C											
Intersection V/C	0.754											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

**Intersection Setup**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵						↵			↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	321	0	572	0	0	0	0	2958	851	0	2086	1405
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	321	0	572	0	0	0	0	2958	851	0	2086	1405
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	0	143	0	0	0	0	740	213	0	522	351
Total Analysis Volume [veh/h]	321	0	572	0	0	0	0	2958	851	0	2086	1405
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign	
Signal Group	1	0	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.00	0.18	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.41	0.00
Intersection LOS	B											
Intersection V/C	0.660											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.738

**Intersection Setup**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	←←←						←			←		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	321	0	572	0	0	0	0	2958	851	0	2086	1405
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	321	0	572	0	0	0	0	2958	851	0	2086	1405
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	0	143	0	0	0	0	740	213	0	522	351
Total Analysis Volume [veh/h]	321	0	572	0	0	0	0	2958	851	0	2086	1405
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	35	0	0	0	0	0	0	70	0	0	70	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	50	50	50		50	50
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	13	13		29	29
g / C, Green / Cycle	0.26	0.26	0.26		0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.17	0.18	0.18		0.44	0.41
s, saturation flow rate [veh/h]	1781	1599	1589		6792	5094
c, Capacity [veh/h]	459	412	410		3963	2972
d1, Uniform Delay [s]	16.75	17.02	17.03		7.75	7.40
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.66	2.32	2.36		0.29	0.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.66	0.71	0.72		0.75	0.70
d, Delay for Lane Group [s/veh]	18.41	19.34	19.40		8.03	7.71
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	2.97	2.97	2.97		3.92	3.54
50th-Percentile Queue Length [ft/ln]	74.28	74.32	74.34		97.99	88.41
95th-Percentile Queue Length [veh/ln]	5.35	5.35	5.35		7.06	6.37
95th-Percentile Queue Length [ft/ln]	133.71	133.78	133.81		176.39	159.15

**Movement, Approach, & Intersection Results**

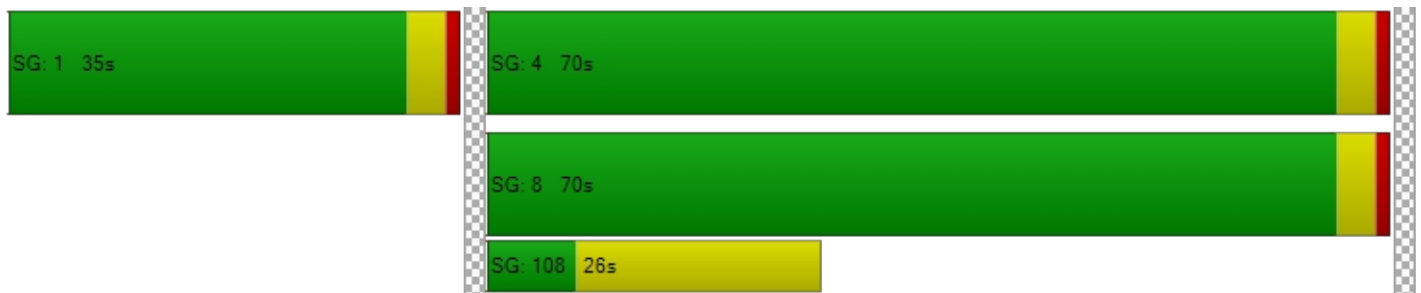
d_M, Delay for Movement [s/veh]	18.47	0.00	19.37	0.00	0.00	0.00	0.00	8.03	0.00	0.00	7.71	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	19.04			0.00			8.03			7.71		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	9.58											
Intersection LOS	A											
Intersection V/C	0.738											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.356	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	590	0	1257	1257
d_b, Bicycle Delay [s]	26.08	52.50	7.24	7.24
I_b,int, Bicycle LOS Score for Intersection	3.033	4.132	2.780	2.707
Bicycle LOS	C	D	C	B

**Sequence**

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

**Intersection Setup**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐⇐			⇐			⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1458	1	1108	0	2307	439	618	1788	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1458	1	1108	0	2307	439	618	1788	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	365	0	277	0	577	110	155	447	0
Total Analysis Volume [veh/h]	0	0	0	1458	1	1108	0	2307	439	618	1788	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.29	0.29	0.33	0.00	0.27	0.26	0.18	0.35	0.00
Intersection LOS	D											
Intersection V/C	0.829											



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	37.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.958

**Intersection Setup**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐⇐⇐			⇐⇐⇐⇐⇐⇐			⇐⇐⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1458	1	1108	0	2307	439	618	1788	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1458	1	1108	0	2307	439	618	1788	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	365	0	277	0	577	110	155	447	0
Total Analysis Volume [veh/h]	0	0	0	1458	1	1108	0	2307	439	618	1788	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	60	0	0	35	0	10	45	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group		L	C	R	C	R	L	C
C, Cycle Length [s]		105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		41	41	41	30	30	22	56
g / C, Green / Cycle		0.39	0.39	0.39	0.29	0.29	0.21	0.53
(v / s)_i Volume / Saturation Flow Rate		0.28	0.28	0.39	0.27	0.28	0.18	0.35
s, saturation flow rate [veh/h]		3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]		1364	702	1109	2426	454	711	2697
d1, Uniform Delay [s]		26.70	26.70	31.78	36.77	37.00	40.32	17.90
k, delay calibration		0.50	0.50	0.50	0.11	0.43	0.11	0.11
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		3.10	5.90	26.78	2.76	31.55	3.42	0.28
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity		0.71	0.71	1.00	0.95	0.97	0.87	0.66
d, Delay for Lane Group [s/veh]		29.80	32.60	58.55	39.54	68.55	43.74	18.18
Lane Group LOS		C	C	E	D	E	D	B
Critical Lane Group		No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		10.45	11.31	17.64	11.74	14.87	7.97	10.02
50th-Percentile Queue Length [ft/ln]		261.34	282.78	440.90	293.59	371.64	199.19	250.54
95th-Percentile Queue Length [veh/ln]		15.76	16.83	24.52	17.36	21.19	12.60	15.21
95th-Percentile Queue Length [ft/ln]		393.90	420.67	613.09	434.09	529.72	314.91	380.33

**Movement, Approach, & Intersection Results**

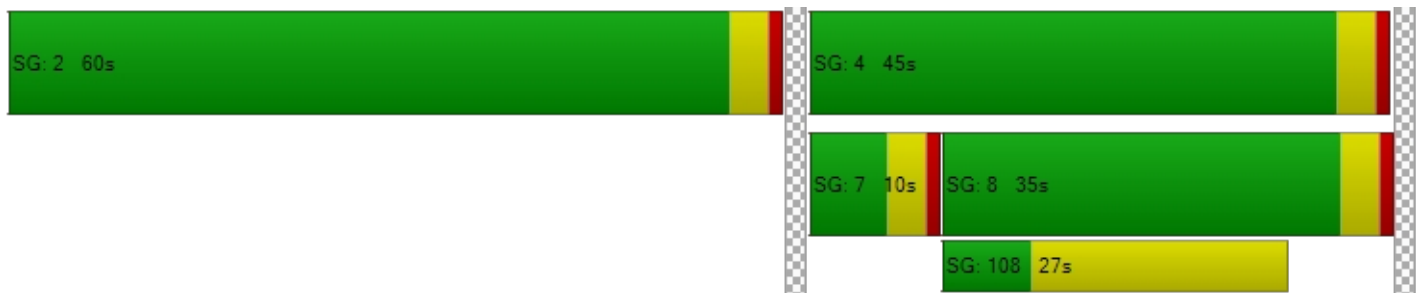
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	30.75	32.60	58.55	0.00	39.54	68.55	43.74	18.18	0.00
Movement LOS				C	C	E		D	E	D	B	
d_A, Approach Delay [s/veh]	0.00			42.75			44.18			24.75		
Approach LOS	A			D			D			C		
d_I, Intersection Delay [s/veh]	37.65											
Intersection LOS	D											
Intersection V/C	0.958											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.238	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	1067	590	781
d_b, Bicycle Delay [s]	52.50	11.43	26.08	19.50
I_b,int, Bicycle LOS Score for Intersection	4.132	5.795	2.466	2.883
Bicycle LOS	D	F	B	C

**Sequence**

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.898

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	180	260	399	254	273	305	296	1765	125	655	1824	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	260	399	254	273	305	296	1765	125	655	1824	264
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	65	100	64	68	76	74	441	31	164	456	66
Total Analysis Volume [veh/h]	180	260	399	254	273	305	296	1765	125	655	1824	264
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.08	0.23	0.07	0.17	0.17	0.09	0.35	0.07	0.19	0.36	0.16
Intersection LOS	D											
Intersection V/C	0.898											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	368	1123	28	47	1451	895	990	112	337	27	35	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	368	1123	28	47	1451	895	990	112	337	27	35	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	281	7	12	363	224	248	28	84	7	9	7
Total Analysis Volume [veh/h]	368	1123	28	47	1451	895	990	112	337	27	35	28
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.23	0.23	0.03	0.28	0.24	0.29	0.07	0.20	0.02	0.03	0.03
Intersection LOS	C											
Intersection V/C	0.760											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.702

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	163	1038	201	468	1058	179	204	1274	168	206	740	268
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	1038	201	468	1058	179	204	1274	168	206	740	268
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	260	50	117	265	45	51	319	42	52	185	67
Total Analysis Volume [veh/h]	163	1038	201	468	1058	179	204	1274	168	206	740	268
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.20	0.12	0.14	0.21	0.11	0.06	0.25	0.10	0.06	0.15	0.02
Intersection LOS	C											
Intersection V/C	0.702											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.581

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	255	1234	1273	110	110	374
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	1234	1273	110	110	374
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	309	318	28	28	94
Total Analysis Volume [veh/h]	255	1234	1273	110	110	374
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.24	0.27	0.27	0.03	0.09
Intersection LOS	A					
Intersection V/C	0.581					

**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.585

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	101	842	136	380	915	300	287	465	50	136	453	256
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	842	136	380	915	300	287	465	50	136	453	256
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	211	34	95	229	75	72	116	13	34	113	64
Total Analysis Volume [veh/h]	101	842	136	380	915	300	287	465	50	136	453	256
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.19	0.19	0.11	0.18	0.09	0.08	0.15	0.15	0.08	0.13	0.08
Intersection LOS	A											
Intersection V/C	0.585											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.550

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	493	733	45	92	805	133	199	77	609	41	84	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	493	733	45	92	805	133	199	77	609	41	84	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	123	183	11	23	201	33	50	19	152	10	21	15
Total Analysis Volume [veh/h]	493	733	45	92	805	133	199	77	609	41	84	59
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.15	0.15	0.05	0.18	0.18	0.12	0.05	0.03	0.02	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.550											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.442

**Intersection Setup**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Base Volume Input [veh/h]	99	1108	32	41	1242	171	106	3	81	42	2	45
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	1108	32	41	1242	171	106	3	81	42	2	45
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	25	277	8	10	311	43	27	1	20	11	1	11
Total Analysis Volume [veh/h]	99	1108	32	41	1242	171	106	3	81	42	2	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.22	0.22	0.02	0.24	0.10	0.06	0.06	0.05	0.02	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.442											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	84	978	253	306	839	12	11	88	87	182	89	192
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	978	253	306	839	12	11	88	87	182	89	192
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	245	63	77	210	3	3	22	22	46	22	48
Total Analysis Volume [veh/h]	84	978	253	306	839	12	11	88	87	182	89	192
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.19	0.15	0.18	0.25	0.01	0.01	0.05	0.05	0.05	0.05	0.11
Intersection LOS	A											
Intersection V/C	0.541											

**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↕↔			↔↔↔			↔↔↔			↔↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	16	32	31	304	51	670	888	1263	16	25	993	271
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	32	31	304	51	670	888	1263	16	25	993	271
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	8	8	76	13	168	222	316	4	6	248	68
Total Analysis Volume [veh/h]	16	32	31	304	51	670	888	1263	16	25	993	271
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.03	0.02	0.09	0.10	0.00	0.26	0.38	0.38	0.01	0.29	0.07
Intersection LOS	C											
Intersection V/C	0.736											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.485

**Intersection Setup**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	553	260	342	535	207	281
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	553	260	342	535	207	281
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	138	65	86	134	52	70
Total Analysis Volume [veh/h]	553	260	342	535	207	281
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.24	0.24	0.10	0.16	0.06	0.10
Intersection LOS	A					
Intersection V/C	0.485					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.552

**Intersection Setup**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	TTT			TTT			TT			TTT		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	180	391	154	286	358	39	72	465	127	180	392	286
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	391	154	286	358	39	72	465	127	180	392	286
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	98	39	72	90	10	18	116	32	45	98	72
Total Analysis Volume [veh/h]	180	391	154	286	358	39	72	465	127	180	392	286
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.11	0.11	0.17	0.08	0.08	0.04	0.17	0.17	0.05	0.12	0.17
Intersection LOS	A											
Intersection V/C	0.552											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.560

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	6	431	352	241	402	1	5	3	7	216	11	229
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	431	352	241	402	1	5	3	7	216	11	229
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	108	88	60	101	0	1	1	2	54	3	57
Total Analysis Volume [veh/h]	6	431	352	241	402	1	5	3	7	216	11	229
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.23	0.23	0.14	0.12	0.00	0.00	0.01	0.01	0.13	0.01	0.13
Intersection LOS	A											
Intersection V/C	0.560											

**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.592

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	47	121	73	207	63	227	366	1137	20	45	917	251
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	121	73	207	63	227	366	1137	20	45	917	251
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	30	18	52	16	57	92	284	5	11	229	63
Total Analysis Volume [veh/h]	47	121	73	207	63	227	366	1137	20	45	917	251
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.04	0.04	0.12	0.09	0.09	0.11	0.33	0.01	0.03	0.27	0.15
Intersection LOS	A											
Intersection V/C	0.592											

**Intersection Level Of Service Report**  
**Intersection 1: Alicia Parkway at Moulton Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

**Intersection Setup**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia parkway			Alicia parkway			Moulton Parkway			Moulton Parkway		
Base Volume Input [veh/h]	338	1486	55	362	1355	135	138	1032	525	59	713	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	338	1486	55	362	1355	135	138	1032	525	59	713	483
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	372	14	91	339	34	35	258	131	15	178	121
Total Analysis Volume [veh/h]	338	1486	55	362	1355	135	138	1032	525	59	713	483
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.29	0.03	0.11	0.27	0.08	0.04	0.20	0.21	0.02	0.14	0.00
Intersection LOS	B											
Intersection V/C	0.675											

**Intersection Level Of Service Report**  
**Intersection 2: Alicia Parkway at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.722

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	393	1198	200	448	1188	420	427	1062	231	227	917	311
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	393	1198	200	448	1188	420	427	1062	231	227	917	311
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	98	300	50	112	297	105	107	266	58	57	229	78
Total Analysis Volume [veh/h]	393	1198	200	448	1188	420	427	1062	231	227	917	311
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Unsign	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.23	0.12	0.13	0.23	0.12	0.13	0.21	0.00	0.07	0.18	0.05
Intersection LOS	C											
Intersection V/C	0.722											

**Intersection Level Of Service Report**  
**Intersection 3: Alicia Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	482	1060	258	144	947	231	248	634	667	295	571	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	482	1060	258	144	947	231	248	634	667	295	571	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	265	65	36	237	58	62	159	167	74	143	32
Total Analysis Volume [veh/h]	482	1060	258	144	947	231	248	634	667	295	571	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.21	0.15	0.04	0.19	0.14	0.07	0.19	0.19	0.09	0.14	0.14
Intersection LOS	B											
Intersection V/C	0.654											

**Intersection Level Of Service Report**  
**Intersection 4: Alicia Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.570

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	70	871	33	429	1068	106	82	140	71	89	130	500
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	871	33	429	1068	106	82	140	71	89	130	500
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	218	8	107	267	27	21	35	18	22	33	125
Total Analysis Volume [veh/h]	70	871	33	429	1068	106	82	140	71	89	130	500
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.18	0.18	0.13	0.23	0.23	0.05	0.06	0.06	0.05	0.04	0.17
Intersection LOS	A											
Intersection V/C	0.570											

**Intersection Level Of Service Report**  
**Intersection 5: Highlands Avenue at Pacific Island Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.283

**Intersection Setup**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵		↵		↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

**Volumes**

Name	Highlands Avenue		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	92	60	50	315	397	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	60	50	315	397	110
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	15	13	79	99	28
Total Analysis Volume [veh/h]	92	60	50	315	397	110
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.04	0.03	0.09	0.15	0.15
Intersection LOS	A					
Intersection V/C	0.283					

**Intersection Level Of Service Report**

**Intersection 6: Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵ ↑ ↵			↵ ↑ ↵			↵↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Pacific Island Drive			Ivy Glenn Drive		
Base Volume Input [veh/h]	150	608	48	29	745	309	247	41	133	23	44	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	608	48	29	745	309	247	41	133	23	44	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	152	12	7	186	77	62	10	33	6	11	9
Total Analysis Volume [veh/h]	150	608	48	29	745	309	247	41	133	23	44	37
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.09	0.13	0.13	0.02	0.21	0.21	0.07	0.08	0.08	0.01	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.477											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.361

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	28	588	33	53	753	120	99	0	95	34	0	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	588	33	53	753	120	99	0	95	34	0	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	147	8	13	188	30	25	0	24	9	0	19
Total Analysis Volume [veh/h]	28	588	33	53	753	120	99	0	95	34	0	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.12	0.12	0.03	0.17	0.17	0.06	0.00	0.06	0.02	0.00	0.06
Intersection LOS	A											
Intersection V/C	0.361											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.332

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	18	971	97	98	730	11	12	0	23	70	1	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	971	97	98	730	11	12	0	23	70	1	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	243	24	25	183	3	3	0	6	18	0	18
Total Analysis Volume [veh/h]	18	971	97	98	730	11	12	0	23	70	1	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.19	0.06	0.03	0.15	0.15	0.01	0.00	0.02	0.04	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.332											

**Intersection Level Of Service Report**  
**Intersection 8: La Paz Road at Merienda/SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.329

**Intersection Setup**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		



**Volumes**

Name	La Paz Road			La Paz Road			Merienda			SR-73 NB Ramps		
Base Volume Input [veh/h]	18	971	97	98	730	11	12	0	23	70	1	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	971	97	98	730	11	12	0	23	70	1	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	243	24	25	183	3	3	0	6	18	0	18
Total Analysis Volume [veh/h]	18	971	97	98	730	11	12	0	23	70	1	70
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Permis	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	6	0	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	30	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	21	45	0	10	34	0	10	0	0	0	55	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	34	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No		No				No	
Maximum Recall	No	No		No	No		No				No	
Pedestrian Recall	No	No		No	No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	C	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	87	87	6	90	90	4	8	8
g / C, Green / Cycle	0.02	0.72	0.72	0.05	0.75	0.75	0.03	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.01	0.19	0.06	0.03	0.14	0.14	0.02	0.04	0.04
s, saturation flow rate [veh/h]	1781	5094	1589	3459	3560	1856	1650	1781	1593
c, Capacity [veh/h]	41	3670	1145	168	2656	1384	58	112	100
d1, Uniform Delay [s]	57.87	5.80	5.00	55.92	4.49	4.49	57.11	54.85	55.16
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.21	0.18	0.15	3.21	0.15	0.29	9.92	5.58	8.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.44	0.26	0.08	0.58	0.18	0.18	0.61	0.62	0.71
d, Delay for Lane Group [s/veh]	65.08	5.97	5.14	59.13	4.64	4.78	67.04	60.44	63.97
Lane Group LOS	E	A	A	E	A	A	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.62	2.63	0.71	1.53	1.63	1.75	1.21	2.24	2.35
50th-Percentile Queue Length [ft/ln]	15.55	65.67	17.73	38.23	40.67	43.80	30.16	56.01	58.83
95th-Percentile Queue Length [veh/ln]	1.12	4.73	1.28	2.75	2.93	3.15	2.17	4.03	4.24
95th-Percentile Queue Length [ft/ln]	27.99	118.21	31.92	68.81	73.20	78.85	54.28	100.81	105.89

**Movement, Approach, & Intersection Results**

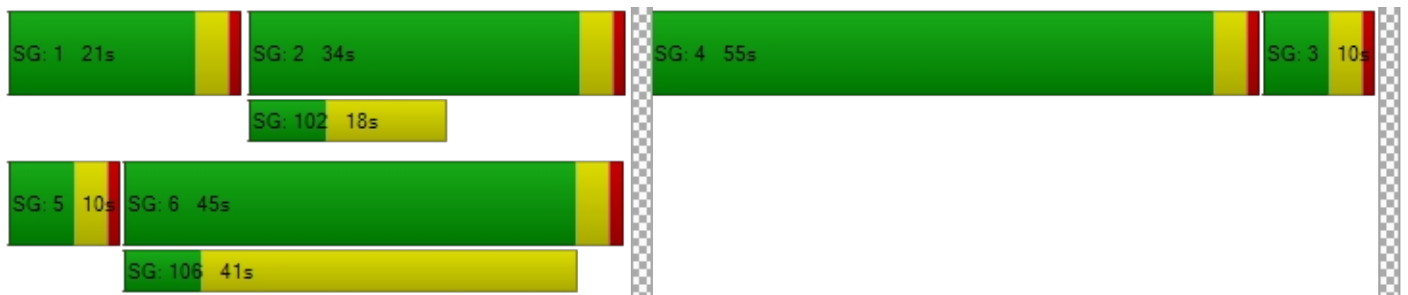
d_M, Delay for Movement [s/veh]	65.08	5.97	5.14	59.13	4.69	4.78	67.04	0.00	67.04	60.44	63.97	63.97
Movement LOS	E	A	A	E	A	A	E		E	E	E	E
d_A, Approach Delay [s/veh]	6.88		11.05		67.04		62.22					
Approach LOS	A		B		E		E					
d_I, Intersection Delay [s/veh]	13.26											
Intersection LOS	B											
Intersection V/C	0.329											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		49.50		49.50	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.760		2.227	
Crosswalk LOS	F		F		A		B	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	683		500		100		850	
d_b, Bicycle Delay [s]	26.00		33.75		54.15		19.84	
I_b,int, Bicycle LOS Score for Intersection	2.157		2.021		1.617		1.792	
Bicycle LOS	B		B		A		A	

**Sequence**

Ring 1	1	2	4	3	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	77	748	57	180	616	25	318	16	213	80	10	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	748	57	180	616	25	318	16	213	80	10	120
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	187	14	45	154	6	80	4	53	20	3	30
Total Analysis Volume [veh/h]	77	748	57	180	616	25	318	16	213	80	10	120
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.16	0.16	0.11	0.13	0.13	0.19	0.13	0.13	0.05	0.08	0.08
Intersection LOS	A											
Intersection V/C	0.577											

**Intersection Level Of Service Report**  
**Intersection 9: La Paz Road at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	34.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

**Intersection Setup**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			SR-73 SB Ramps			Aliso Viejo Plaza		
Base Volume Input [veh/h]	77	748	57	180	616	25	318	16	213	80	10	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	748	57	180	616	25	318	16	213	80	10	120
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	187	14	45	154	6	80	4	53	20	3	30
Total Analysis Volume [veh/h]	77	748	57	180	616	25	318	16	213	80	10	120
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	31	0	19	40	0	0	54	0	0	16	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	20	0	0	29	0	0	36	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	54	54	14	63	63	24	24	12	12
g / C, Green / Cycle	0.05	0.45	0.45	0.12	0.52	0.52	0.20	0.20	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.15	0.10	0.12	0.12	0.18	0.14	0.04	0.08
s, saturation flow rate [veh/h]	3459	3560	1803	1781	3560	1833	1781	1606	1781	1608
c, Capacity [veh/h]	162	1607	814	208	1854	955	360	325	172	156
d1, Uniform Delay [s]	55.77	21.26	21.28	52.12	15.64	15.65	46.52	44.57	51.28	53.28
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.14	0.56	1.10	10.40	0.29	0.56	7.19	2.81	1.94	11.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.47	0.33	0.33	0.87	0.23	0.23	0.88	0.71	0.46	0.84
d, Delay for Lane Group [s/veh]	57.90	21.82	22.39	62.52	15.93	16.21	53.72	47.38	53.21	64.31
Lane Group LOS	E	C	C	E	B	B	D	D	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.19	4.95	5.17	5.92	3.21	3.39	9.90	6.59	2.37	4.33
50th-Percentile Queue Length [ft/ln]	29.66	123.81	129.32	148.05	80.16	84.69	247.58	164.72	59.36	108.23
95th-Percentile Queue Length [veh/ln]	2.14	8.60	8.90	9.91	5.77	6.10	15.06	10.80	4.27	7.74
95th-Percentile Queue Length [ft/ln]	53.39	215.05	222.56	247.82	144.29	152.44	376.60	269.97	106.85	193.54

**Movement, Approach, & Intersection Results**

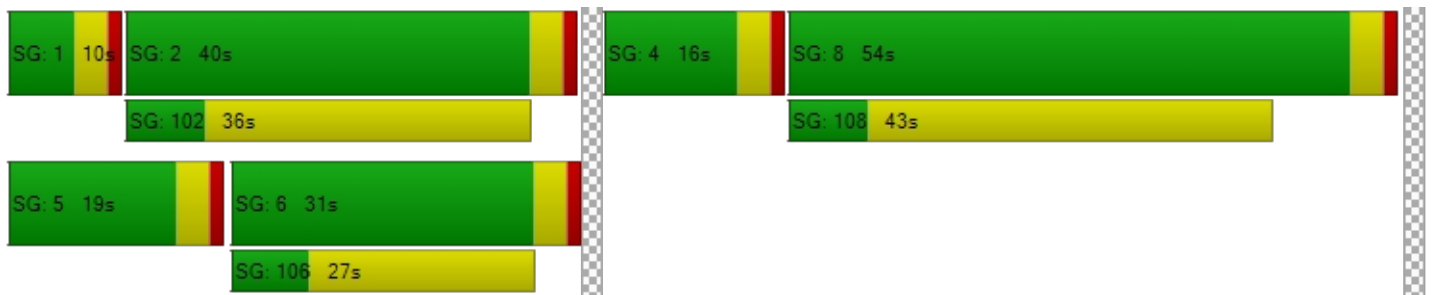
d_M, Delay for Movement [s/veh]	57.90	21.98	22.39	62.52	16.01	16.21	53.72	47.38	47.38	53.21	64.31	64.31
Movement LOS	E	C	C	E	B	B	D	D	D	D	E	E
d_A, Approach Delay [s/veh]	25.15			26.22			51.06			60.08		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	34.25											
Intersection LOS	C											
Intersection V/C	0.590											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	0.00	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.958	0.000	2.305	2.104
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	450	600	833	200
d_b, Bicycle Delay [s]	36.04	29.40	20.42	48.60
I_b,int, Bicycle LOS Score for Intersection	2.045	2.011	2.462	1.906
Bicycle LOS	B	B	B	A

**Sequence**

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 10: La Paz Road at Pacific Park Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.695

**Intersection Setup**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Pacific Park Drive			Pacific Park Drive		
Base Volume Input [veh/h]	233	589	222	57	631	326	446	840	300	326	886	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	233	589	222	57	631	326	446	840	300	326	886	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	147	56	14	158	82	112	210	75	82	222	14
Total Analysis Volume [veh/h]	233	589	222	57	631	326	446	840	300	326	886	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.12	0.13	0.03	0.12	0.19	0.13	0.16	0.18	0.10	0.18	0.18
Intersection LOS	B											
Intersection V/C	0.695											

**Intersection Level Of Service Report**  
**Intersection 11: La Paz Road at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

**Intersection Setup**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	La Paz Road			La Paz Road			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	206	368	30	172	491	241	247	472	237	65	467	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	206	368	30	172	491	241	247	472	237	65	467	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	92	8	43	123	60	62	118	59	16	117	27
Total Analysis Volume [veh/h]	206	368	30	172	491	241	247	472	237	65	467	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.07	0.02	0.05	0.14	0.14	0.07	0.09	0.14	0.02	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.440											

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1135	1333	0	403	449
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1135	1333	0	403	449
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	284	333	0	101	112
Total Analysis Volume [veh/h]	0	1135	1333	0	403	449
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.22	0.26	0.00	0.24	0.25
Intersection LOS	A					
Intersection V/C	0.562					

**Intersection Level Of Service Report**  
**Intersection 12: Moulton Parkway at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

**Intersection Setup**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑↑		↑↑↑		←↑↑	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

**Volumes**

Name	Moulton Parkway		Moulton Parkway		SR-73 SB Ramps	
Base Volume Input [veh/h]	0	1135	1333	0	403	449
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1135	1333	0	403	449
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	284	333	0	101	112
Total Analysis Volume [veh/h]	0	1135	1333	0	403	449
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	6	6	0	6	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	23	23	0	67	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	12	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	C	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	55	55	27	27
g / C, Green / Cycle	0.61	0.61	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.22	0.26	0.25	0.26
s, saturation flow rate [veh/h]	5094	5094	1765	1589
c, Capacity [veh/h]	3129	3129	524	472
d1, Uniform Delay [s]	8.60	9.06	29.51	30.08
k, delay calibration	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.33	0.43	3.54	5.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.36	0.43	0.83	0.88
d, Delay for Lane Group [s/veh]	8.93	9.48	33.05	35.62
Lane Group LOS	A	A	C	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	3.39	4.20	9.01	8.98
50th-Percentile Queue Length [ft/ln]	84.70	104.88	225.37	224.54
95th-Percentile Queue Length [veh/ln]	6.10	7.55	13.94	13.90
95th-Percentile Queue Length [ft/ln]	152.46	188.78	348.48	347.41

**Movement, Approach, & Intersection Results**

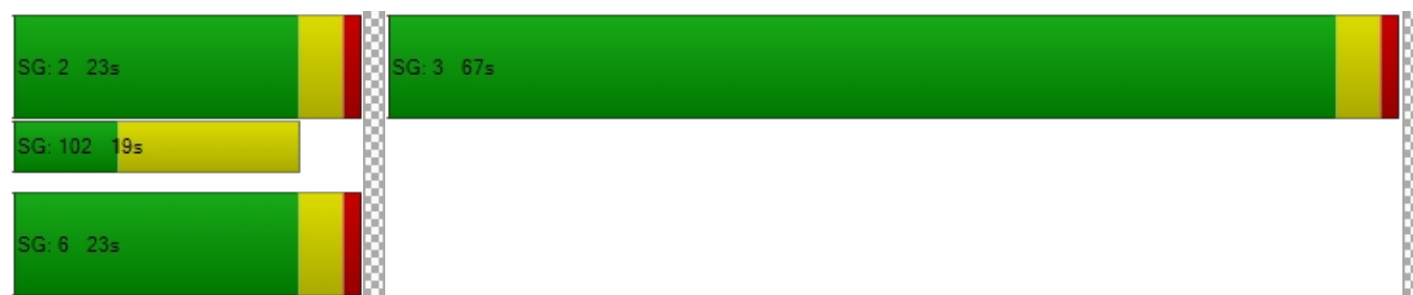
d_M, Delay for Movement [s/veh]	0.00	8.93	9.48	0.00	33.05	35.49
Movement LOS		A	A		C	D
d_A, Approach Delay [s/veh]	8.93		9.48		34.31	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	15.66					
Intersection LOS	B					
Intersection V/C	0.574					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.130
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1400
d_b, Bicycle Delay [s]	28.01	28.01	4.05
I_b,int, Bicycle LOS Score for Intersection	2.184	2.293	2.965
Bicycle LOS	B	B	C

**Sequence**

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 13: Moulton Parkway at Aliso Creek Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.643

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Aliso Creek Road			Aliso Creek Road		
Base Volume Input [veh/h]	450	1196	58	60	1342	102	78	62	451	76	52	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	450	1196	58	60	1342	102	78	62	451	76	52	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	299	15	15	336	26	20	16	113	19	13	12
Total Analysis Volume [veh/h]	450	1196	58	60	1342	102	78	62	451	76	52	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.25	0.25	0.04	0.28	0.28	0.05	0.04	0.13	0.04	0.03	0.03
Intersection LOS	B											
Intersection V/C	0.643											



**Intersection Level Of Service Report**  
**Intersection 14: Moulton Parkway at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

**Intersection Setup**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Moulton Parkway			Moulton Parkway			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	63	1223	73	417	1344	62	36	184	91	82	150	425
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	1223	73	417	1344	62	36	184	91	82	150	425
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	306	18	104	336	16	9	46	23	21	38	106
Total Analysis Volume [veh/h]	63	1223	73	417	1344	62	36	184	91	82	150	425
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.25	0.25	0.25	0.28	0.28	0.02	0.16	0.16	0.05	0.09	0.00
Intersection LOS	C											
Intersection V/C	0.759											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵						↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	423	95	0	0	98	9	0	0	0	514	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	423	95	0	0	98	9	0	0	0	514	0	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	106	24	0	0	25	2	0	0	0	129	0	18
Total Analysis Volume [veh/h]	423	95	0	0	98	9	0	0	0	514	0	73
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.06	0.00	0.00	0.06	0.01	0.00	0.00	0.00	0.30	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.534											

**Intersection Level Of Service Report**  
**Intersection 15: Greenfield Drive at SR-73 NB Ramps**

Control Type:	Signalized	Delay (sec / veh):	34.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.535

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐			⇐						⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 NB Ramps			SR-73 NB Ramps		
Base Volume Input [veh/h]	423	95	0	0	98	9	0	0	0	514	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	423	95	0	0	98	9	0	0	0	514	0	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	106	24	0	0	25	2	0	0	0	129	0	18
Total Analysis Volume [veh/h]	423	95	0	0	98	9	0	0	0	514	0	73
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	6	0	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	17	42	0	0	25	0	0	0	0	48	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall	No	No			No					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	13	54	37	37		28	28
g / C, Green / Cycle	0.14	0.60	0.41	0.41		0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.12	0.05	0.05	0.01		0.29	0.05
s, saturation flow rate [veh/h]	3459	1870	1870	1589		1781	1589
c, Capacity [veh/h]	494	1113	763	648		563	503
d1, Uniform Delay [s]	37.70	7.78	16.66	15.88		29.60	22.07
k, delay calibration	0.11	0.50	0.50	0.50		0.16	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.41	0.15	0.35	0.04		8.71	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.86	0.09	0.13	0.01		0.91	0.15
d, Delay for Lane Group [s/veh]	42.11	7.93	17.01	15.92		38.31	22.20
Lane Group LOS	D	A	B	B		D	C
Critical Lane Group	Yes	No	Yes	No		Yes	No
50th-Percentile Queue Length [veh/ln]	4.77	0.77	1.31	0.11		11.64	1.11
50th-Percentile Queue Length [ft/ln]	119.37	19.28	32.64	2.87		290.94	27.66
95th-Percentile Queue Length [veh/ln]	8.36	1.39	2.35	0.21		17.23	1.99
95th-Percentile Queue Length [ft/ln]	208.96	34.71	58.76	5.17		430.81	49.79



**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	42.11	7.93	0.00	0.00	17.01	15.92	0.00	0.00	0.00	38.31	0.00	22.20
Movement LOS	D	A			B	B				D		C
d_A, Approach Delay [s/veh]	35.84				16.92		0.00				36.31	
Approach LOS	D				B		A				D	
d_I, Intersection Delay [s/veh]	34.40											
Intersection LOS	C											
Intersection V/C	0.535											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0		0.0		11.0		11.0	
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00	
d_p, Pedestrian Delay [s]	0.00		0.00		34.67		34.67	
I_p,int, Pedestrian LOS Score for Intersection	0.000		0.000		1.925		2.001	
Crosswalk LOS	F		F		A		B	
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000		2000		2000		2000	
c_b, Capacity of the bicycle lane [bicycles/h]	844		467		0		978	
d_b, Bicycle Delay [s]	15.02		26.45		45.00		11.76	
I_b,int, Bicycle LOS Score for Intersection	2.414		1.736		4.132		1.560	
Bicycle LOS	B		A		D		A	

**Sequence**

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.476

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	507	345	20	523	0	10	0	546	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	507	345	20	523	0	10	0	546	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	127	86	5	131	0	3	0	137	0	0	0
Total Analysis Volume [veh/h]	0	507	345	20	523	0	10	0	546	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-




**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.25	0.25	0.01	0.15	0.00	0.01	0.00	0.16	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.476											

**Intersection Level Of Service Report**  
**Intersection 16: Greenfield Drive at SR-73 SB Ramps**

Control Type:	Signalized	Delay (sec / veh):	17.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.515

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			SR-73 SB Ramps			SR-73 SB Ramps		
Base Volume Input [veh/h]	0	507	345	20	523	0	10	0	546	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	507	345	20	523	0	10	0	546	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	127	86	5	131	0	3	0	137	0	0	0
Total Analysis Volume [veh/h]	0	507	345	20	523	0	10	0	546	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split
Signal Group	0	6	0	5	2	0	3	0	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	6	0	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	0	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	26	0	10	36	0	54	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	57	57	2	63	19	19	
g / C, Green / Cycle	0.63	0.63	0.03	0.70	0.21	0.21	
(v / s)_i Volume / Saturation Flow Rate	0.23	0.26	0.01	0.15	0.17	0.17	
s, saturation flow rate [veh/h]	1870	1636	1781	3560	1596	1589	
c, Capacity [veh/h]	1181	1033	49	2504	332	330	
d1, Uniform Delay [s]	7.92	8.27	43.07	4.64	34.23	34.23	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.86	1.22	5.38	0.19	5.70	5.72	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.36	0.41	0.41	0.21	0.84	0.84	
d, Delay for Lane Group [s/veh]	8.78	9.49	48.44	4.83	39.93	39.95	
Lane Group LOS	A	A	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	3.76	3.99	0.51	1.45	6.24	6.22	
50th-Percentile Queue Length [ft/ln]	94.11	99.64	12.68	36.37	155.94	155.41	
95th-Percentile Queue Length [veh/ln]	6.78	7.17	0.91	2.62	10.33	10.31	
95th-Percentile Queue Length [ft/ln]	169.40	179.36	22.82	65.46	258.34	257.63	

**Movement, Approach, & Intersection Results**

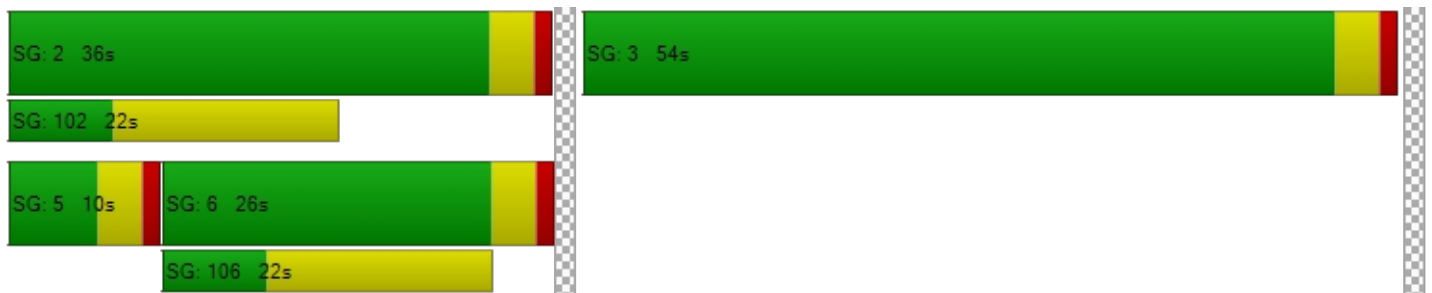
d_M, Delay for Movement [s/veh]	0.00	8.89	9.49	48.44	4.83	0.00	39.93	0.00	39.94	0.00	0.00	0.00
Movement LOS		A	A	D	A		D		D			
d_A, Approach Delay [s/veh]		9.13		6.44			39.94		0.00			
Approach LOS		A		A			D		A			
d_I, Intersection Delay [s/veh]	17.16											
Intersection LOS	B											
Intersection V/C	0.515											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]		0.0		0.0		11.0		11.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]		0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]		0.00		0.00		34.67		34.67
I_p,int, Pedestrian LOS Score for Intersection		0.000		0.000		1.985		1.779
Crosswalk LOS		F		F		A		A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]		2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]		489		711		1111		0
d_b, Bicycle Delay [s]		25.69		18.69		8.89		45.00
I_b,int, Bicycle LOS Score for Intersection		2.263		2.008		2.477		4.132
Bicycle LOS		B		B		B		D

**Sequence**

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report**  
**Intersection 17: Greenfield Drive at Rancho Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

**Intersection Setup**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Greenfield Drive			Greenfield Drive			Rancho Niguel Road			Rancho Niguel Road		
Base Volume Input [veh/h]	415	529	127	90	640	322	303	90	315	218	94	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	415	529	127	90	640	322	303	90	315	218	94	44
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	132	32	23	160	81	76	23	79	55	24	11
Total Analysis Volume [veh/h]	415	529	127	90	640	322	303	90	315	218	94	44
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.19	0.19	0.05	0.19	0.19	0.09	0.12	0.19	0.13	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.675											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.680

**Intersection Setup**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵						↵			↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	399	0	686	0	0	0	0	2834	984	0	2005	1342
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	399	0	686	0	0	0	0	2834	984	0	2005	1342
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	0	172	0	0	0	0	709	246	0	501	336
Total Analysis Volume [veh/h]	399	0	686	0	0	0	0	2834	984	0	2005	1342
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.00	0.21	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.39	0.00
Intersection LOS	B											
Intersection V/C	0.680											

**Intersection Level Of Service Report**  
**Intersection 18: I-5 NB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

**Intersection Setup**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	←←←						←			←		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 NB Ramps			I-5 NB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	399	0	686	0	0	0	0	2834	984	0	2005	1342
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	399	0	686	0	0	0	0	2834	984	0	2005	1342
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	0	172	0	0	0	0	709	246	0	501	336
Total Analysis Volume [veh/h]	399	0	686	0	0	0	0	2834	984	0	2005	1342
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Unsign
Signal Group	1	0	0	0	0	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	0	0	0	0	0	0	6	0	0	6	0
Maximum Green [s]	30	0	0	0	0	0	0	30	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	39	0	0	0	0	0	0	66	0	0	66	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	19	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No							No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No							No			No	
Maximum Recall	No							No			No	
Pedestrian Recall	No							No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R		C	C
C, Cycle Length [s]	53	53	53		53	53
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	16	16	16		29	29
g / C, Green / Cycle	0.30	0.30	0.30		0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.20	0.23	0.23		0.42	0.39
s, saturation flow rate [veh/h]	1781	1607	1589		6792	5094
c, Capacity [veh/h]	538	486	480		3710	2783
d1, Uniform Delay [s]	16.12	16.58	16.63		9.32	8.95
k, delay calibration	0.11	0.11	0.11		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.47	2.29	2.42		0.34	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

**Lane Group Results**

X, volume / capacity	0.67	0.74	0.75		0.76	0.72
d, Delay for Lane Group [s/veh]	17.59	18.87	19.05		9.66	9.31
Lane Group LOS	B	B	B		A	A
Critical Lane Group	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	3.55	3.73	3.76		4.64	4.22
50th-Percentile Queue Length [ft/ln]	88.66	93.27	93.88		115.97	105.47
95th-Percentile Queue Length [veh/ln]	6.38	6.72	6.76		8.17	7.59
95th-Percentile Queue Length [ft/ln]	159.60	167.88	168.99		204.28	189.69



**Movement, Approach, & Intersection Results**

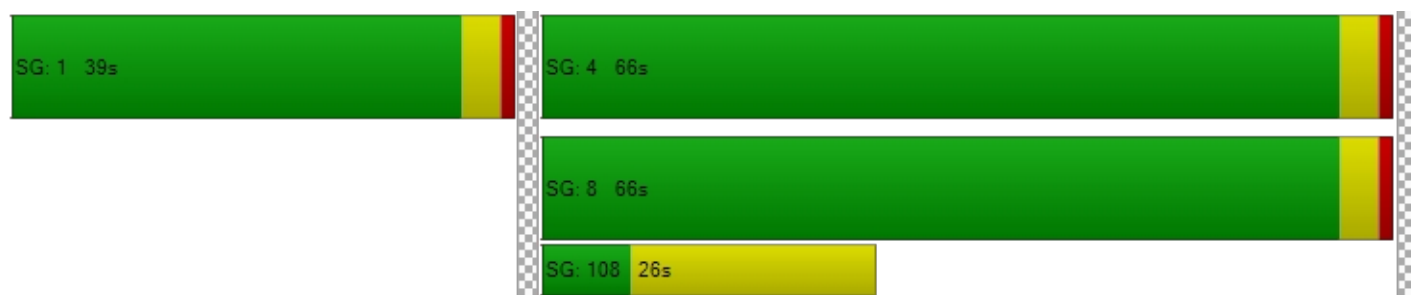
d_M, Delay for Movement [s/veh]	17.71	0.00	18.96	0.00	0.00	0.00	0.00	9.66	0.00	0.00	9.31	0.00
Movement LOS	B		B					A			A	
d_A, Approach Delay [s/veh]	18.50			0.00			9.66			9.31		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	11.16											
Intersection LOS	B											
Intersection V/C	0.760											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.403	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	0	1181	1181
d_b, Bicycle Delay [s]	23.33	52.50	8.80	8.80
I_b,int, Bicycle LOS Score for Intersection	3.350	4.132	2.729	2.662
Bicycle LOS	C	D	B	B

**Sequence**

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.844

**Intersection Setup**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1383	3	1069	0	2207	484	662	1721	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1383	3	1069	0	2207	484	662	1721	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	346	1	267	0	552	121	166	430	0
Total Analysis Volume [veh/h]	0	0	0	1383	3	1069	0	2207	484	662	1721	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.27	0.27	0.31	0.00	0.26	0.28	0.19	0.34	0.00
Intersection LOS	D											
Intersection V/C	0.844											

**Intersection Level Of Service Report**  
**Intersection 19: I-5 SB Ramps at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	39.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.989

**Intersection Setup**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⇐⇐⇐⇐⇐⇐			⇐⇐⇐⇐⇐⇐			⇐⇐⇐⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present				No			No			No		
Crosswalk	Yes			No			No			No		

**Volumes**

Name	I-5 SB Ramps			I-5 SB Ramps			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	0	0	0	1383	3	1069	0	2207	484	662	1721	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1383	3	1069	0	2207	484	662	1721	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	346	1	267	0	552	121	166	430	0
Total Analysis Volume [veh/h]	0	0	0	1383	3	1069	0	2207	484	662	1721	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0	
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	6	0	0	6	0	6	6	0	
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0	
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	
Split [s]	0	0	0	0	44	0	0	37	0	24	61	0	
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0	
Pedestrian Clearance [s]	0	0	0	0	0	0	0	20	0	0	0	0	
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rest In Walk					No			No			No		
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	
Minimum Recall					No			No		No	No		
Maximum Recall					No			No		No	No		
Pedestrian Recall					No			No		No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	C	R	L	C
C, Cycle Length [s]	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	30	30	23	57
g / C, Green / Cycle	0.38	0.38	0.38	0.29	0.29	0.22	0.54
(v / s)_i Volume / Saturation Flow Rate	0.26	0.26	0.38	0.26	0.30	0.19	0.34
s, saturation flow rate [veh/h]	3459	1781	2813	8490	1589	3459	5094
c, Capacity [veh/h]	1320	680	1074	2426	454	755	2761
d1, Uniform Delay [s]	27.29	27.28	32.37	36.19	37.49	39.68	16.62
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.01	5.73	26.40	1.56	60.76	3.46	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.69	0.69	1.00	0.91	1.07	0.88	0.62
d, Delay for Lane Group [s/veh]	30.30	33.01	58.76	37.74	98.26	43.13	16.86
Lane Group LOS	C	C	E	D	F	D	B
Critical Lane Group	No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	9.97	10.78	17.00	10.91	19.08	8.52	9.13
50th-Percentile Queue Length [ft/ln]	249.35	269.62	424.88	272.87	476.97	212.88	228.29
95th-Percentile Queue Length [veh/ln]	15.15	16.17	23.76	16.33	27.29	13.30	14.09
95th-Percentile Queue Length [ft/ln]	378.83	404.26	593.91	408.32	682.28	332.52	352.18

**Movement, Approach, & Intersection Results**

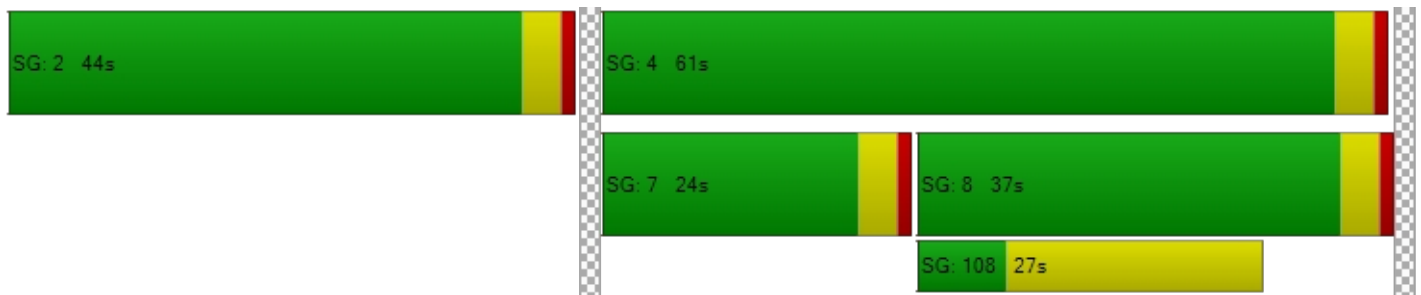
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	31.22	33.01	58.76	0.00	37.74	98.26	43.13	16.86	0.00
Movement LOS				C	C	E		D	F	D	B	
d_A, Approach Delay [s/veh]	0.00			43.21			48.63			24.16		
Approach LOS	A			D			D			C		
d_I, Intersection Delay [s/veh]	39.12											
Intersection LOS	D											
Intersection V/C	0.989											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.282	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	762	629	1086
d_b, Bicycle Delay [s]	52.50	20.12	24.69	10.97
I_b,int, Bicycle LOS Score for Intersection	4.132	5.610	2.448	2.870
Bicycle LOS	D	F	B	C

**Sequence**

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.902

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	190	509	453	240	258	297	285	1696	130	619	1766	459
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	509	453	240	258	297	285	1696	130	619	1766	459
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	127	113	60	65	74	71	424	33	155	442	115
Total Analysis Volume [veh/h]	190	509	453	240	258	297	285	1696	130	619	1766	459
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.15	0.27	0.07	0.16	0.16	0.08	0.33	0.08	0.18	0.35	0.27
Intersection LOS	E											
Intersection V/C	0.902											

**Intersection Level Of Service Report**  
**Intersection 21: Crown Valley Parkway at Greenfield Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐⇐⇐			⇐⇐⇐			⇐⇐⇐			⇐⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Greenfield Drive			Greenfield Drive		
Base Volume Input [veh/h]	416	1138	24	36	1282	756	836	70	285	29	32	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	416	1138	24	36	1282	756	836	70	285	29	32	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	285	6	9	321	189	209	18	71	7	8	8
Total Analysis Volume [veh/h]	416	1138	24	36	1282	756	836	70	285	29	32	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	2	0	8	0	0	4	0
Auxiliary Signal Groups						2,8						
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.23	0.23	0.02	0.25	0.20	0.25	0.04	0.17	0.02	0.03	0.03
Intersection LOS	B											
Intersection V/C	0.697											

**Intersection Level Of Service Report**

**Intersection 22: Crown Valley Parkway at Moulton Parkway/Golden Lantern Street**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Moulton Parkway			Golden Lantern Street		
Base Volume Input [veh/h]	198	1044	225	446	1062	213	222	1215	188	235	862	363
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	1044	225	446	1062	213	222	1215	188	235	862	363
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	261	56	112	266	53	56	304	47	59	216	91
Total Analysis Volume [veh/h]	198	1044	225	446	1062	213	222	1215	188	235	862	363
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.20	0.13	0.13	0.21	0.13	0.07	0.24	0.11	0.07	0.17	0.08
Intersection LOS	B											
Intersection V/C	0.693											

**Intersection Level Of Service Report**  
**Intersection 23: Crown Valley Parkway at La Paz Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.546

**Intersection Setup**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	⇐		⇐		⇐⇐⇐⇐	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Crown Valley Parkway		Crown Valley Parkway		La Paz Road	
Base Volume Input [veh/h]	249	1132	1195	95	131	327
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	249	1132	1195	95	131	327
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	283	299	24	33	82
Total Analysis Volume [veh/h]	249	1132	1195	95	131	327
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.22	0.25	0.25	0.04	0.09
Intersection LOS	A					
Intersection V/C	0.546					



**Intersection Level Of Service Report**  
**Intersection 24: Crown Valley Parkway at Niguel Road**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Niguel Road			Niguel Road		
Base Volume Input [veh/h]	94	845	143	353	943	279	267	432	55	165	513	328
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	845	143	353	943	279	267	432	55	165	513	328
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	211	36	88	236	70	67	108	14	41	128	82
Total Analysis Volume [veh/h]	94	845	143	353	943	279	267	432	55	165	513	328
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.19	0.19	0.10	0.18	0.09	0.08	0.14	0.14	0.10	0.15	0.10
Intersection LOS	A											
Intersection V/C	0.588											

**Intersection Level Of Service Report**  
**Intersection 25: Crown Valley Parkway at Alicia Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.540

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔↔			↔↔↔			↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Alicia Parkway			Alicia Parkway		
Base Volume Input [veh/h]	460	711	51	87	895	130	237	73	562	56	85	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	460	711	51	87	895	130	237	73	562	56	85	72
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	178	13	22	224	33	59	18	141	14	21	18
Total Analysis Volume [veh/h]	460	711	51	87	895	130	237	73	562	56	85	72
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Split	Split	Overla	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	8	0	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.14	0.15	0.15	0.05	0.20	0.20	0.07	0.09	0.03	0.03	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.540											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

**Intersection Setup**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cr Va			Cr Va			Pr Dr			Hillhurst Drive		
Base Volume Input [veh/h]	129	1029	31	37	1220	257	112	6	111	29	2	42
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	1029	31	37	1220	257	112	6	111	29	2	42
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	32	257	8	9	305	64	28	2	28	7	1	11
Total Analysis Volume [veh/h]	129	1029	31	37	1220	257	112	6	111	29	2	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.21	0.21	0.02	0.24	0.15	0.07	0.07	0.07	0.02	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.459											

**Intersection Level Of Service Report**

**Intersection 27: Crown Valley Parkway at Pacific Island Drive/Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Pacific Island Drive			Camino Del Avion		
Base Volume Input [veh/h]	77	927	232	289	936	18	10	93	92	230	89	212
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	927	232	289	936	18	10	93	92	230	89	212
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	232	58	72	234	5	3	23	23	58	22	53
Total Analysis Volume [veh/h]	77	927	232	289	936	18	10	93	92	230	89	212
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.18	0.14	0.17	0.28	0.01	0.01	0.05	0.05	0.07	0.05	0.12
Intersection LOS	A											
Intersection V/C	0.532											



**Intersection Level Of Service Report**

**Intersection 28: Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.783

**Intersection Setup**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↻			↻↵↻			↻↵↻			↻↵↻		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Monarch Bay Drive			Crown Valley Parkway			Pacific Coast Hgihway			Pacific Coast Hgihway		
Base Volume Input [veh/h]	21	44	41	325	29	827	927	1384	11	44	1082	327
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	44	41	325	29	827	927	1384	11	44	1082	327
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	11	10	81	7	207	232	346	3	11	271	82
Total Analysis Volume [veh/h]	21	44	41	325	29	827	927	1384	11	44	1082	327
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Split	Split	Split	Split	Split	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	0	6	0	0	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						2,4
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.04	0.02	0.10	0.10	0.00	0.27	0.41	0.41	0.03	0.32	0.10
Intersection LOS	C											
Intersection V/C	0.783											

**Intersection Level Of Service Report**  
**Intersection 29: Niguel Road at Marina Hills Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

**Intersection Setup**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Niguel Road		Niguel Road		Marina Hills Drive	
Base Volume Input [veh/h]	566	247	337	514	197	331
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	566	247	337	514	197	331
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	142	62	84	129	49	83
Total Analysis Volume [veh/h]	566	247	337	514	197	331
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.24	0.24	0.10	0.15	0.06	0.10
Intersection LOS	A					
Intersection V/C	0.492					

**Intersection Level Of Service Report**  
**Intersection 30: Niguel Road at Camino Del Avion**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.585

**Intersection Setup**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Camino Del Avion			Camino Del Avion		
Base Volume Input [veh/h]	187	444	211	289	362	49	73	475	132	196	404	289
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	444	211	289	362	49	73	475	132	196	404	289
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	111	53	72	91	12	18	119	33	49	101	72
Total Analysis Volume [veh/h]	187	444	211	289	362	49	73	475	132	196	404	289
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.13	0.13	0.17	0.08	0.08	0.04	0.18	0.18	0.06	0.12	0.17
Intersection LOS	A											
Intersection V/C	0.585											

**Intersection Level Of Service Report**  
**Intersection 31: Niguel Road at Stonehill Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.625

**Intersection Setup**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇌			⇌			⇌			⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Stonehill Drive			Stonehill Drive		
Base Volume Input [veh/h]	14	507	359	247	446	18	9	10	9	279	8	236
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	507	359	247	446	18	9	10	9	279	8	236
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	127	90	62	112	5	2	3	2	70	2	59
Total Analysis Volume [veh/h]	14	507	359	247	446	18	9	10	9	279	8	236
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.25	0.25	0.15	0.13	0.01	0.01	0.01	0.01	0.16	0.00	0.14
Intersection LOS	B											
Intersection V/C	0.625											



**Intersection Level Of Service Report**  
**Intersection 32: Niguel Road at Pacific Coast Highway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

**Intersection Setup**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Niguel Road			Niguel Road			Pacific Coast Highway			Pacific Coast Highway		
Base Volume Input [veh/h]	96	134	141	260	148	263	423	1324	76	122	1190	319
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	134	141	260	148	263	423	1324	76	122	1190	319
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	34	35	65	37	66	106	331	19	31	298	80
Total Analysis Volume [veh/h]	96	134	141	260	148	263	423	1324	76	122	1190	319
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.04	0.08	0.15	0.12	0.12	0.12	0.39	0.04	0.07	0.35	0.19
Intersection LOS	C											
Intersection V/C	0.760											

*APPENDIX A-VII*

**2040 BUILDOUT PLUS PROJECT WITH MITIGATION  
TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	130	384	417	166	163	233	353	1386	107	410	1686	281
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	384	417	166	163	233	353	1386	107	410	1686	281
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	96	104	42	41	58	88	347	27	103	422	70
Total Analysis Volume [veh/h]	130	384	417	166	163	233	353	1386	107	410	1686	281
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.11	0.25	0.05	0.12	0.12	0.10	0.22	0.22	0.12	0.33	0.17
Intersection LOS	C											
Intersection V/C	0.779											

**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

**Intersection Setup**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Crown Valley Parkway			Crown Valley Parkway		
Base Volume Input [veh/h]	180	260	399	254	273	305	296	1765	125	655	1824	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	260	399	254	273	305	296	1765	125	655	1824	264
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	65	100	64	68	76	74	441	31	164	456	66
Total Analysis Volume [veh/h]	180	260	399	254	273	305	296	1765	125	655	1824	264
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.08	0.23	0.07	0.17	0.17	0.09	0.28	0.28	0.19	0.36	0.16
Intersection LOS	D											
Intersection V/C	0.830											

**Intersection Level Of Service Report**  
**Intersection 20: Cabot Road at Crown Valley Parkway**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.838

**Intersection Setup**

Name	Cabot Road			Cabot Road			Cr Va			Cr Va		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Cabot Road			Cabot Road			Cr Va			Cr Va		
Base Volume Input [veh/h]	190	509	453	240	258	297	285	1696	130	619	1766	459
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	509	453	240	258	297	285	1696	130	619	1766	459
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	48	127	113	60	65	74	71	424	33	155	442	115
Total Analysis Volume [veh/h]	190	509	453	240	258	297	285	1696	130	619	1766	459
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi	Protec	Permi	Permi
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.15	0.27	0.07	0.16	0.16	0.08	0.27	0.27	0.18	0.35	0.27
Intersection LOS	D											
Intersection V/C	0.838											

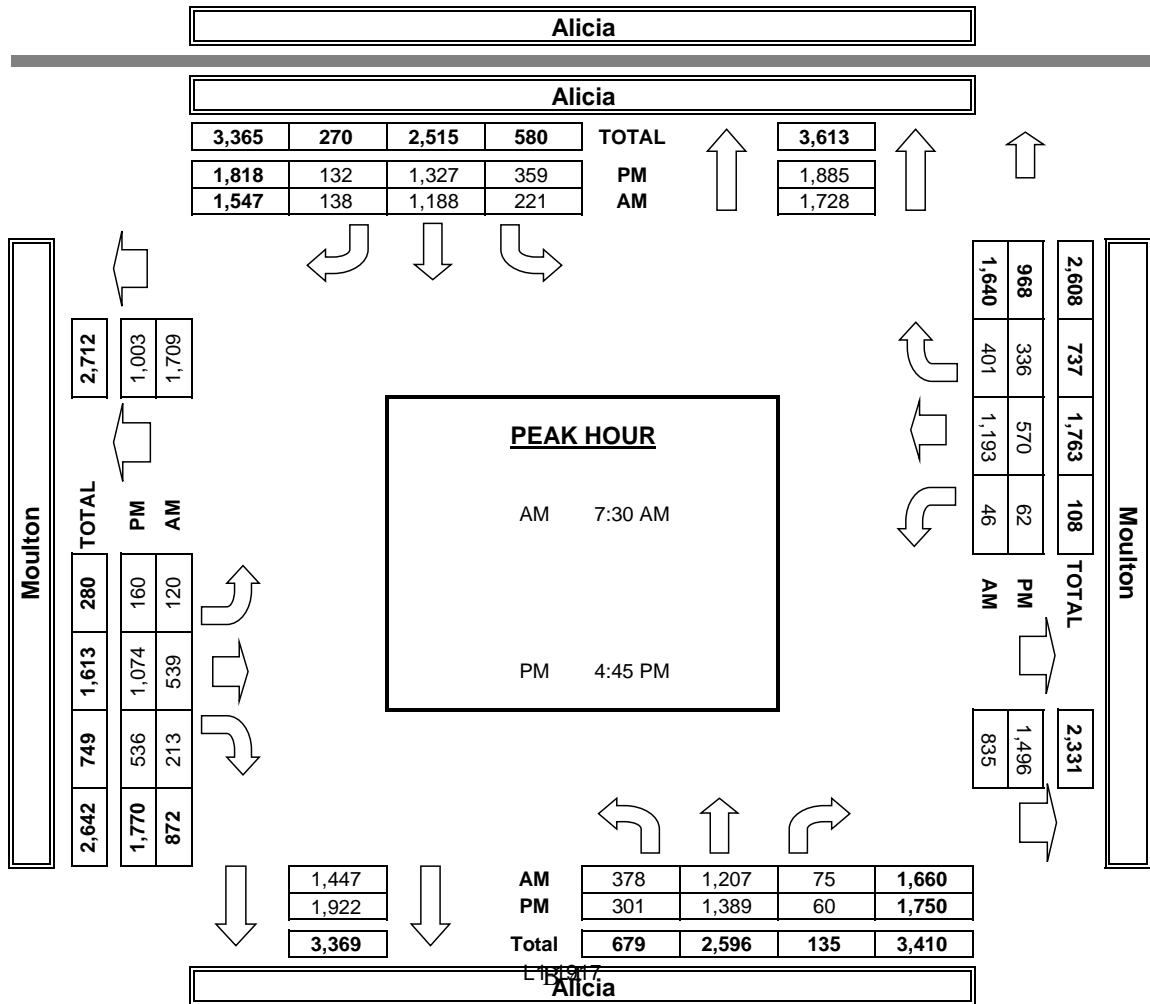
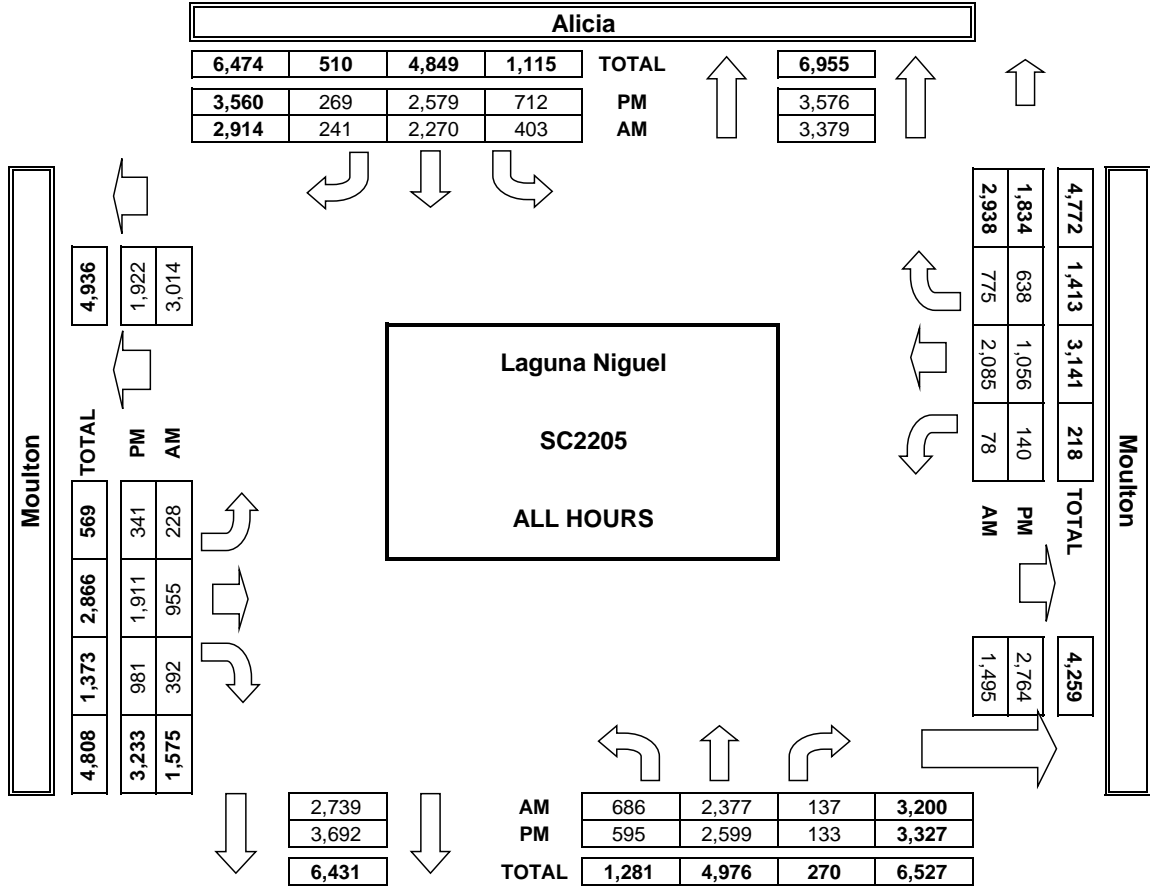
**APPENDIX B**  
**EXISTING TRAFFIC COUNT DATA**

*APPENDIX B-1*

**INTERSECTION COUNTS**

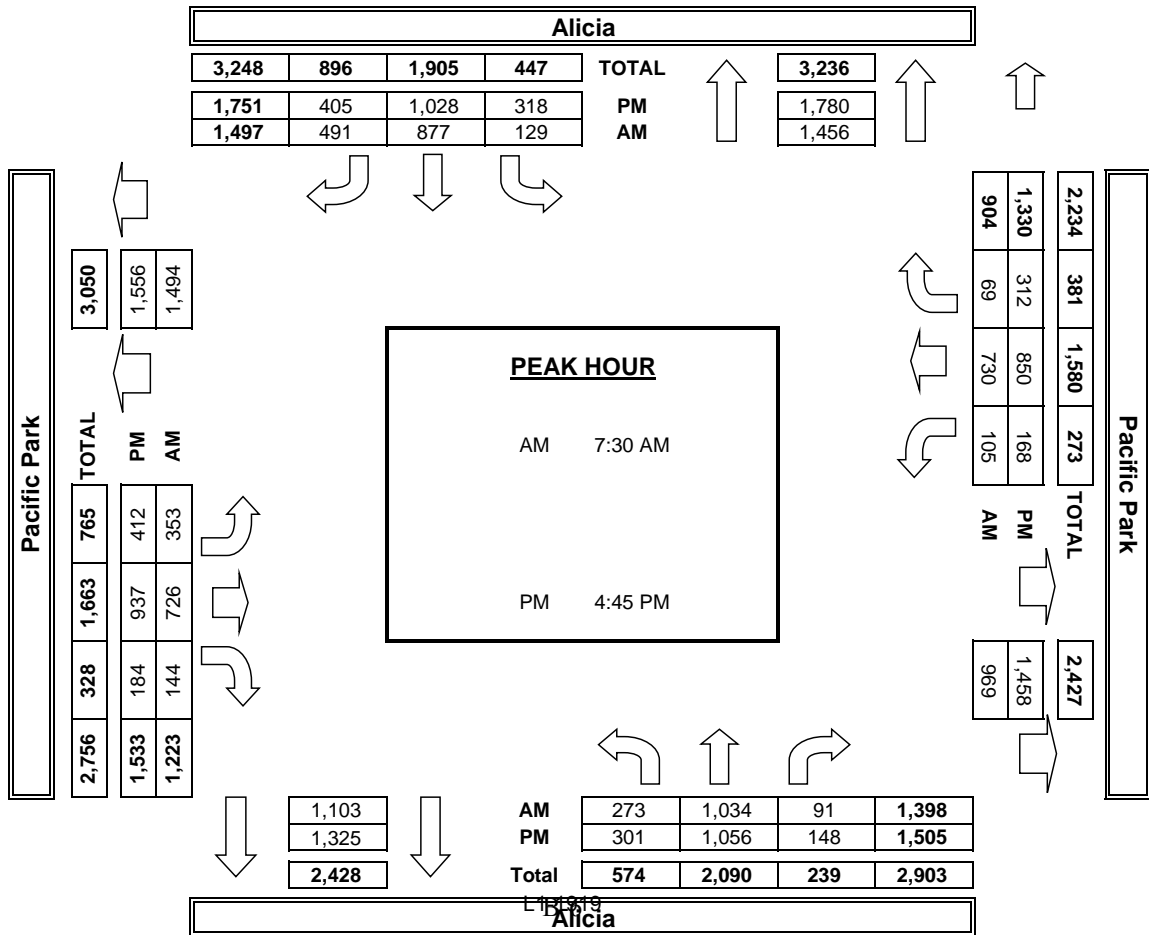
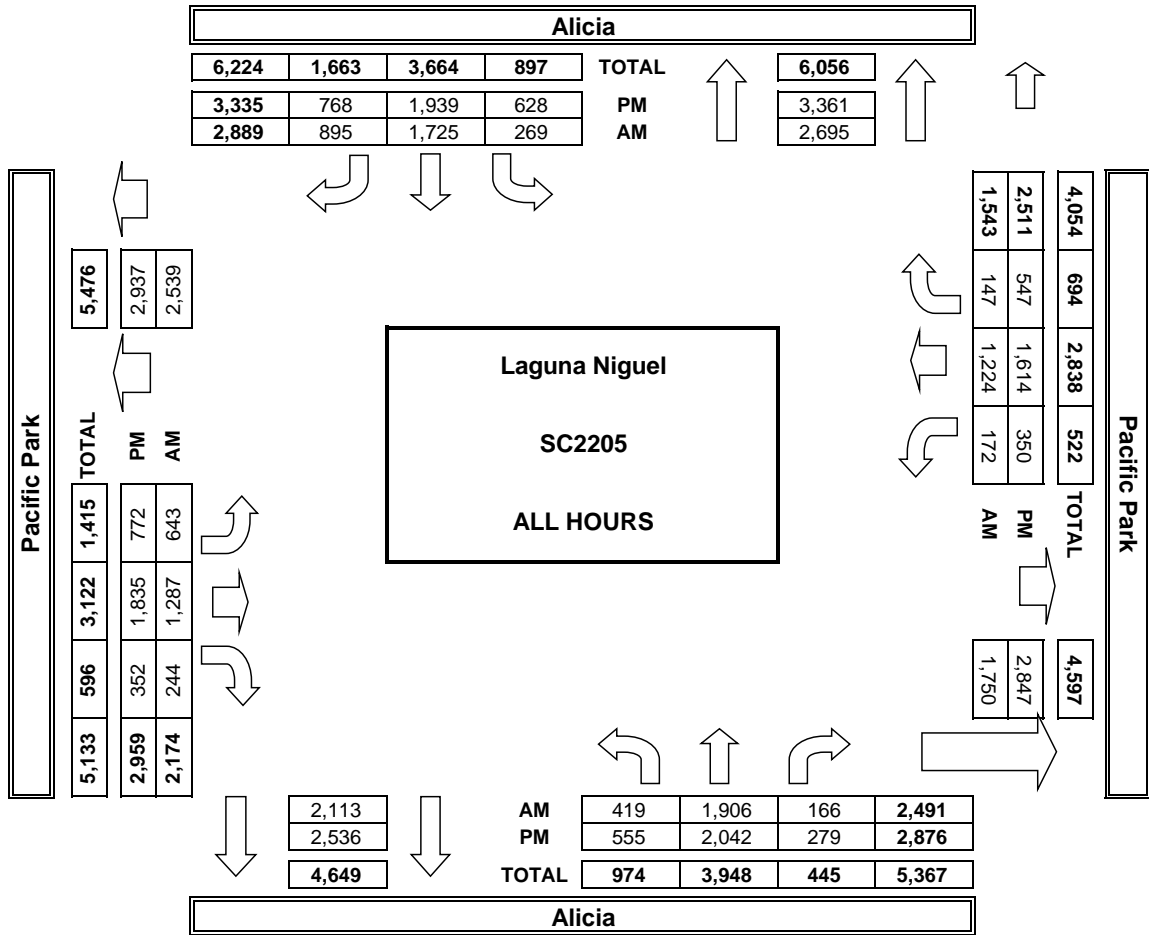


**AimTD LLC**  
TURNING MOVEMENT COUNTS





**AimTD LLC**  
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

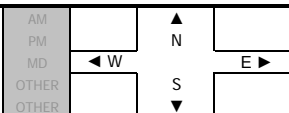
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 21, 19

LOCATION: Laguna Niguel, Alicia, Aliso Creek

PROJECT #: SC2205, LOCATION #: 3, CONTROL: SIGNAL

NOTES:



Add U-Turns to Left Turns

Table with columns: NORTHBOUND, SOUTHBOUND, EASTBOUND, WESTBOUND, TOTAL. Includes lane counts (NL, NT, NR, SL, ST, SR, EL, ET, ER, WL, WT, WR).

U-TURNS table with columns: NB, SB, EB, WB, TTL.

Main data table showing traffic volumes by time of day (7:00 AM - 5:45 PM) for AM and PM peak hours, including volume percentages and approach factors.

U-TURNS table for AM peak hour.

U-TURNS table for PM peak hour.

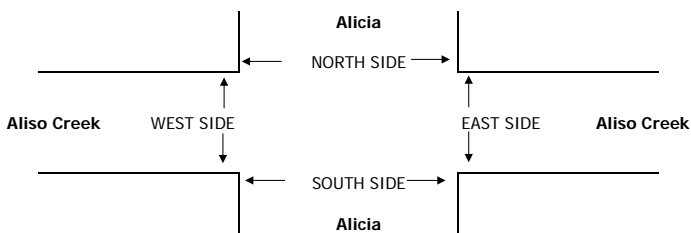


Table with columns for AM and PM time intervals (7:00 AM to 5:45 PM).

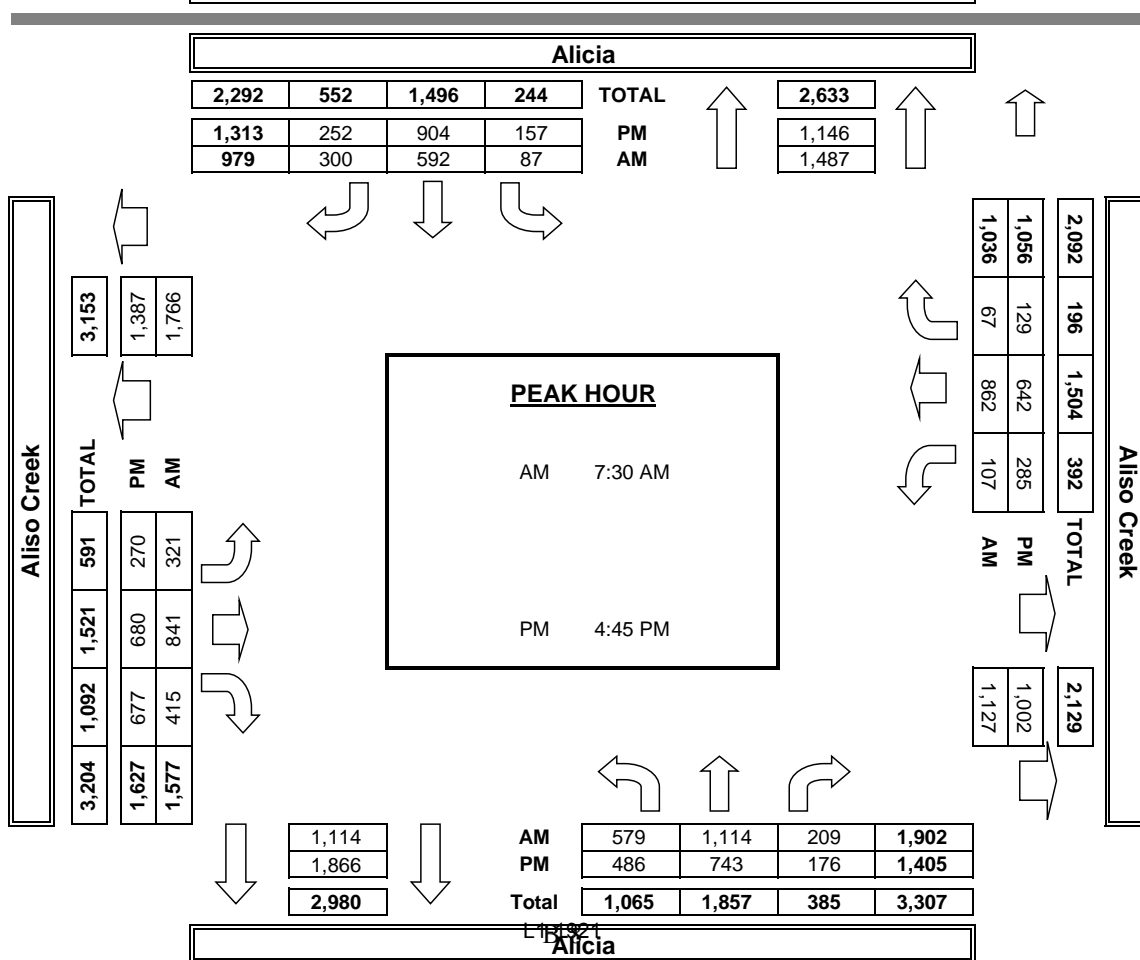
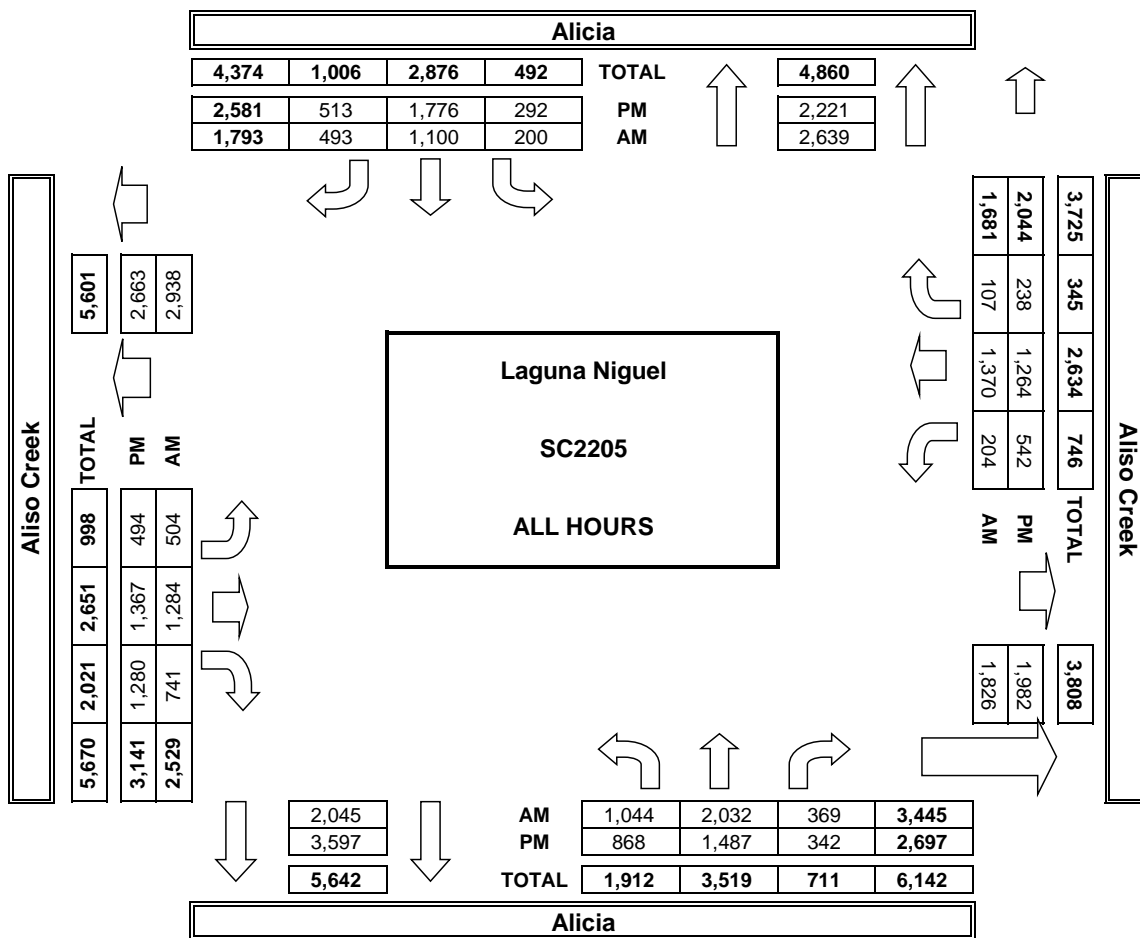
PEDESTRIAN + BIKE CROSSINGS table with columns: N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

PEDESTRIAN CROSSINGS table with columns: N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

BICYCLE CROSSINGS table with columns: NS, SS, ES, WS, TOTAL.

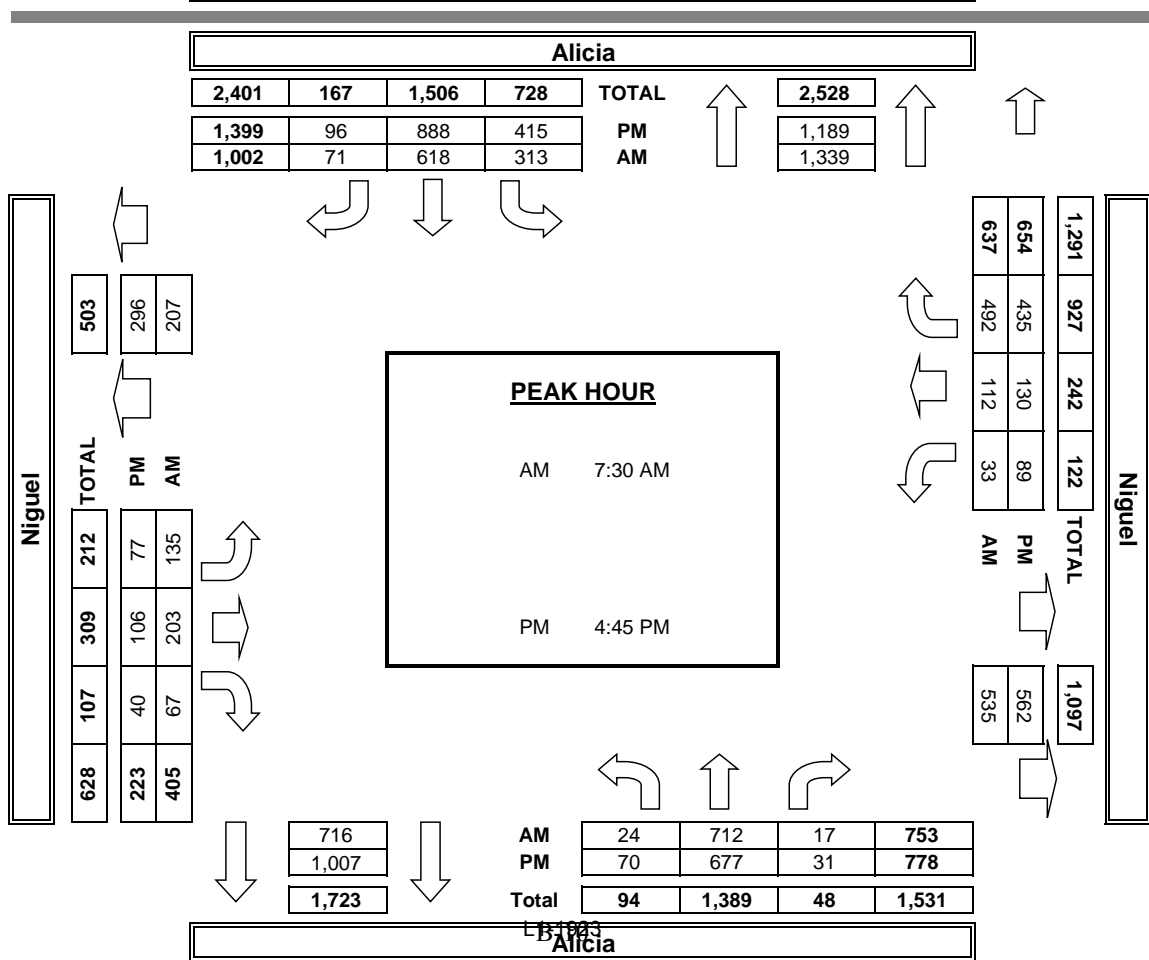
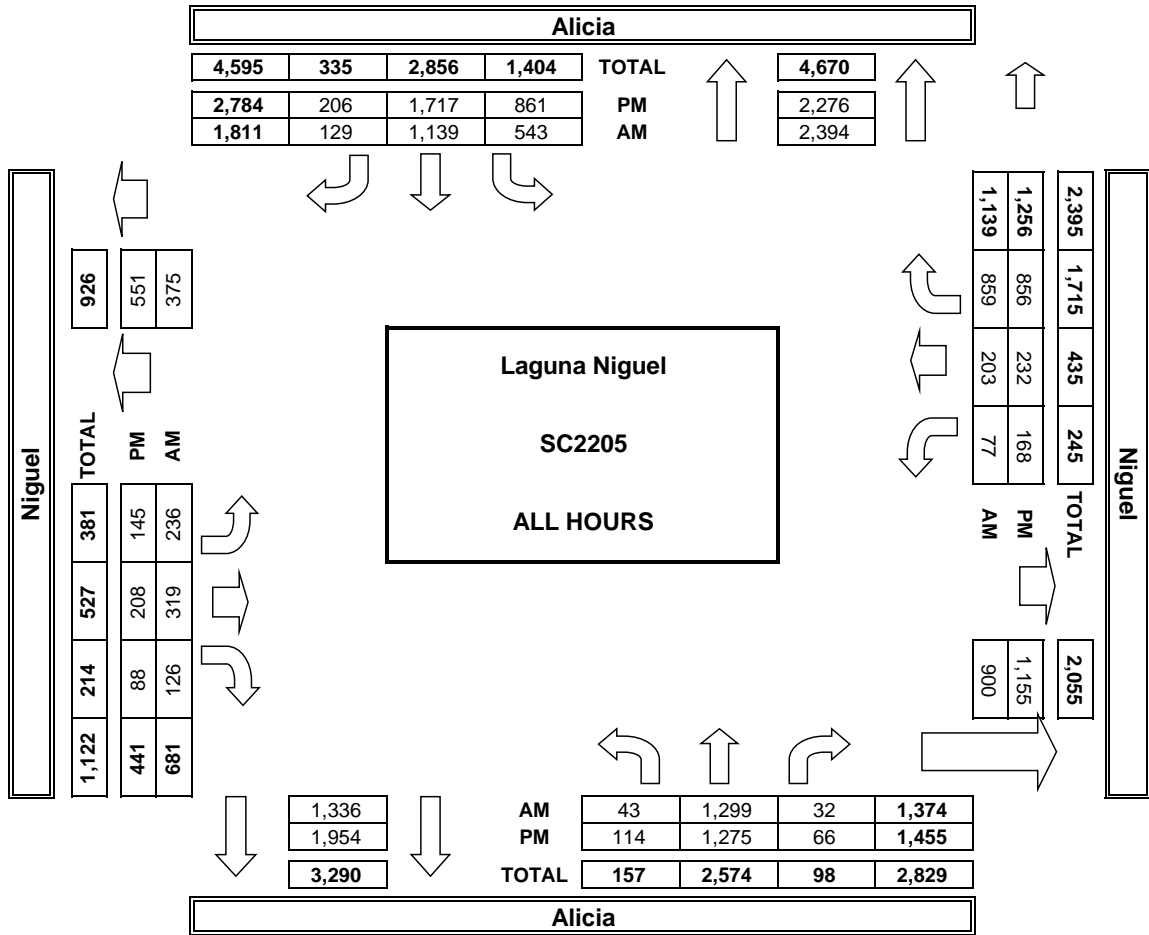


**AimTD LLC**  
TURNING MOVEMENT COUNTS





**AimTD LLC**  
TURNING MOVEMENT COUNTS



**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 21, 19 LOCATION: Laguna Niguel PROJECT #: SC2205  
 NORTH & SOUTH: Highlands LOCATION #: 5  
 EAST & WEST: Pacific Island CONTROL: SIGNAL



Add U-Turns to Left Turns

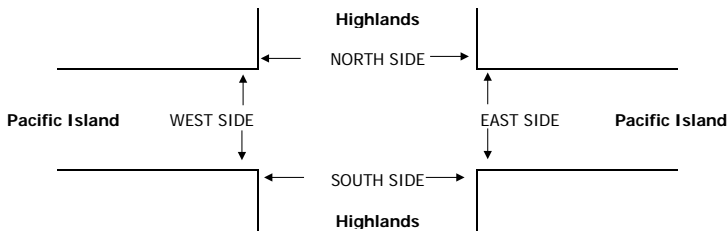
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Highlands			Highlands			Pacific Island			Pacific Island			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	X	1	X	1	1	2	X	X	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	Highlands			Highlands			Pacific Island			Pacific Island			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	15	0	9	7	61	0	0	29	9	130
7:15 AM	0	0	0	37	0	18	33	81	0	0	30	41	240
7:30 AM	0	0	0	79	0	39	50	102	0	0	31	60	361
7:45 AM	0	0	0	31	0	12	4	85	0	0	65	15	212
8:00 AM	0	0	0	15	0	13	8	92	0	0	46	7	181
8:15 AM	0	0	0	10	0	8	9	100	0	0	41	10	178
8:30 AM	0	0	0	12	0	5	8	108	0	0	48	6	187
8:45 AM	0	0	0	17	0	9	2	93	0	0	49	14	184
VOLUMES	0	0	0	216	0	113	121	722	0	0	339	162	1,673
APPROACH %	0%	0%	0%	66%	0%	34%	14%	86%	0%	0%	68%	32%	
APP/DEPART	0	/	281	329	/	0	843	/	938	501	/	454	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	162	0	82	95	360	0	0	172	123	994
APPROACH %	0%	0%	0%	66%	0%	34%	21%	79%	0%	0%	58%	42%	
PEAK HR FACTOR	0.000			0.517			0.748			0.810			0.688
APP/DEPART	0	/	218	244	/	0	455	/	522	295	/	254	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	0	0	59	0	60	38	267	0	0	379	100	903
APPROACH %	0%	0%	0%	50%	0%	50%	12%	88%	0%	0%	79%	21%	
PEAK HR FACTOR	0.000			0.850			0.803			0.990			0.914
APP/DEPART	0	/	137	119	/	0	305	/	326	479	/	440	0

0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2

0	0	1	0	1
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	4	0	4



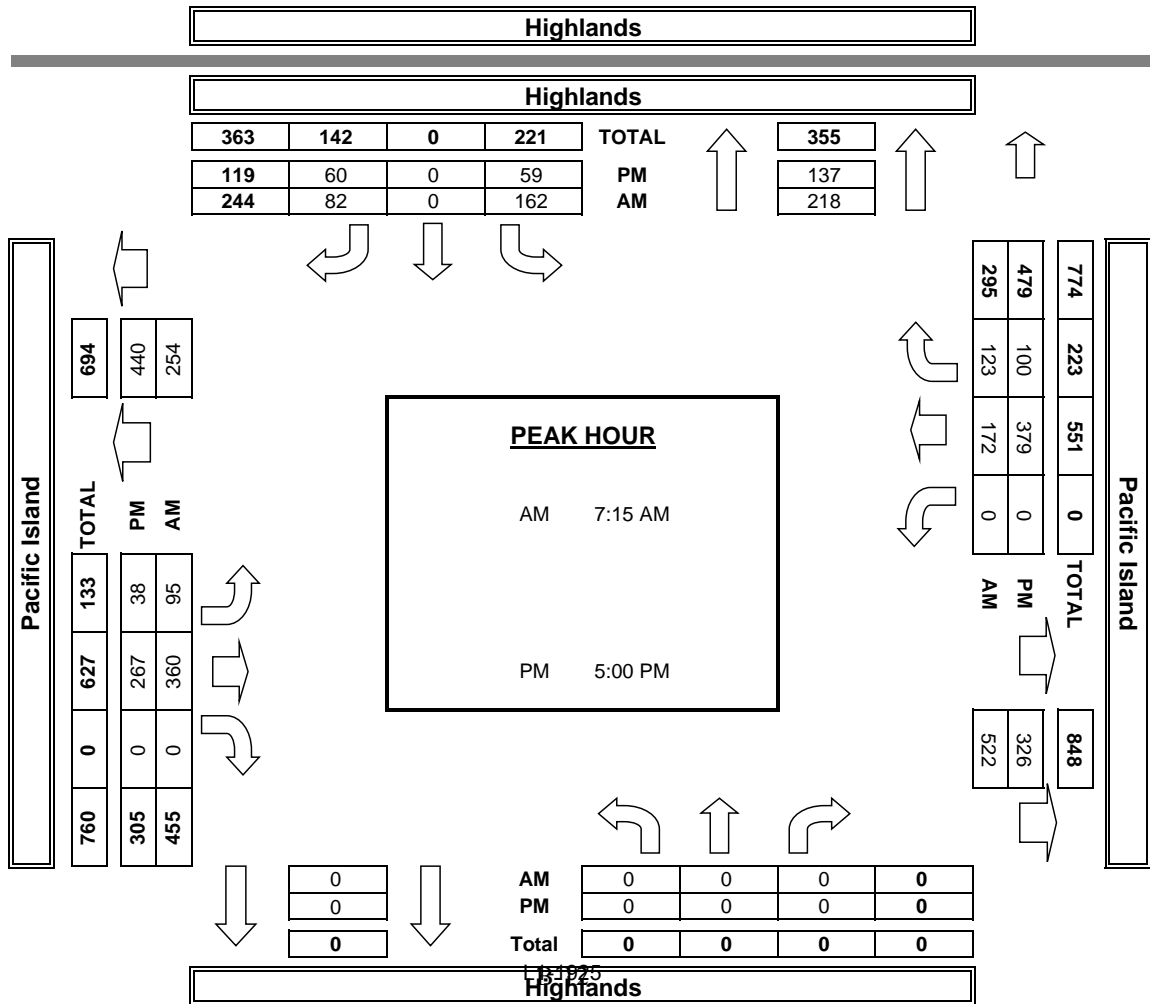
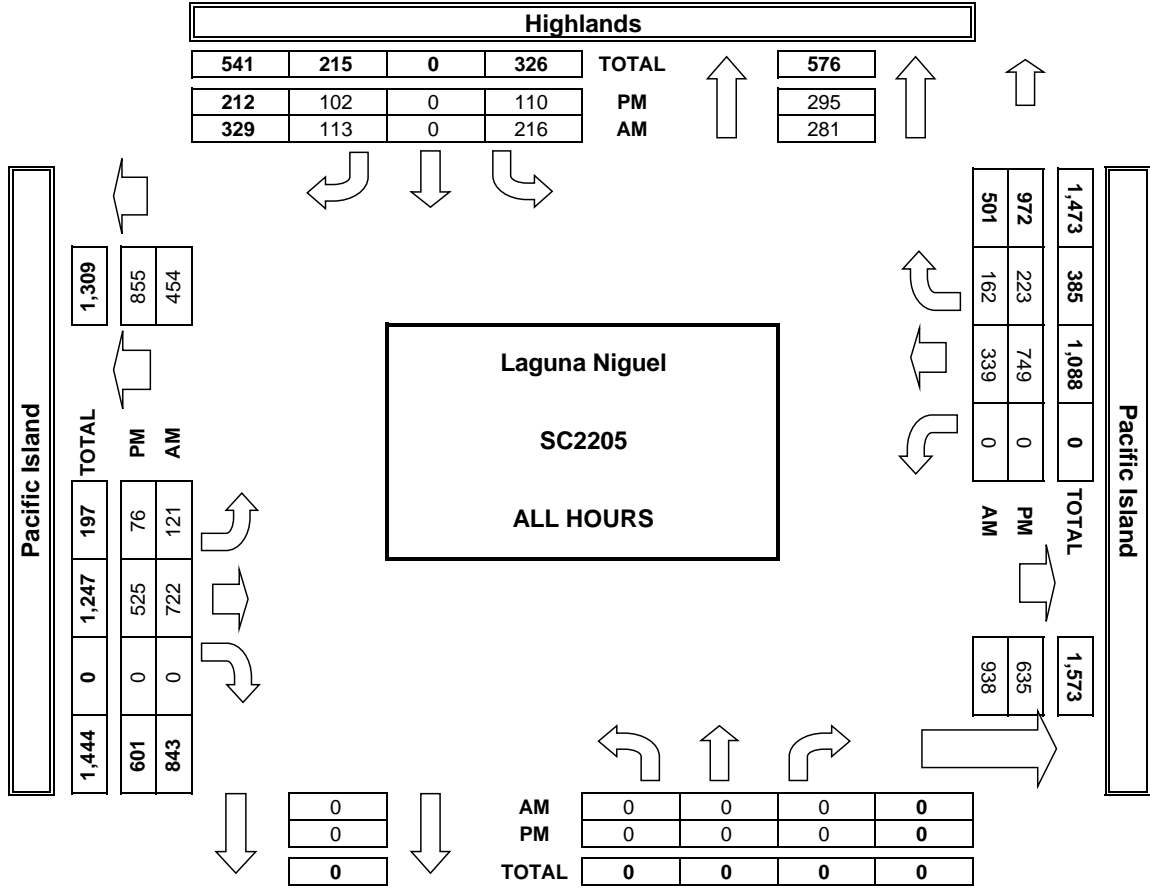
AM	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:15 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	5:00 PM				

AM	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:15 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	5:00 PM				

AM	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:15 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	5:00 PM				

AM	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:15 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	5:00 PM				

**AimTD LLC**  
TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 21, 19	LOCATION: NORTH & SOUTH: EAST & WEST:	Laguna Niguel Alicia Pacific Island	PROJECT #: LOCATION #: CONTROL:	SC2205 6 SIGNAL
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NOTES:	AM PM MD OTHER	▲ N ◀ W S ▶ E
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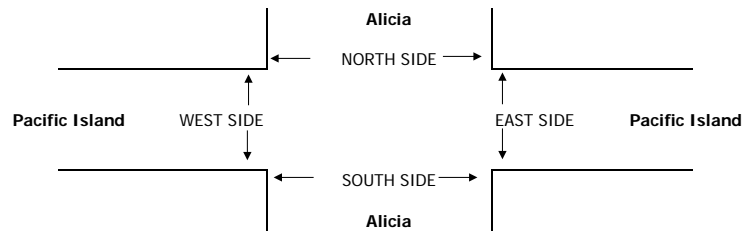
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	9	55	1	2	105	20	42	5	16	3	1	1	260
7:15 AM	33	69	2	2	86	35	56	8	37	1	4	5	338
7:30 AM	40	104	3	4	130	46	92	15	58	2	7	0	501
7:45 AM	20	85	7	1	146	47	76	5	28	2	1	2	420
8:00 AM	29	128	6	5	121	33	58	12	31	2	1	5	431
8:15 AM	17	87	7	5	107	30	73	6	41	5	4	1	383
8:30 AM	23	103	4	5	122	27	68	6	31	5	5	8	407
8:45 AM	25	102	9	10	126	26	65	13	33	1	9	5	424
VOLUMES	196	733	39	34	943	264	530	70	275	21	32	27	3,164
APPROACH %	20%	76%	4%	3%	76%	21%	61%	8%	31%	26%	40%	34%	
APP/DEPART	968	/	1,300	1,241	/	1,241	875	/	130	80	/	493	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	106	404	23	15	504	156	299	38	158	11	13	8	1,735
APPROACH %	20%	76%	4%	2%	75%	23%	60%	8%	32%	34%	41%	25%	
PEAK HR FACTOR	0.817												
APP/DEPART	533	/	714	675	/	674	495	/	71	32	/	276	0
4:00 PM	41	145	18	8	153	64	36	5	38	11	14	9	542
4:15 PM	43	118	14	12	165	46	36	7	27	13	16	9	506
4:30 PM	36	93	12	5	138	56	45	9	28	10	18	10	460
4:45 PM	56	131	14	9	160	64	43	12	29	10	10	9	547
5:00 PM	31	135	9	10	161	63	46	8	29	14	14	7	527
5:15 PM	37	147	12	4	170	62	47	8	26	5	6	6	530
5:30 PM	42	131	9	7	177	61	39	11	35	7	5	5	529
5:45 PM	43	81	8	4	162	54	32	3	39	6	9	1	442
VOLUMES	329	981	96	59	1,286	470	324	63	251	76	92	56	4,083
APPROACH %	23%	70%	7%	3%	71%	26%	51%	10%	39%	34%	41%	25%	
APP/DEPART	1,406	/	1,380	1,815	/	1,621	638	/	198	224	/	884	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	166	544	44	30	668	250	175	39	119	36	35	27	2,133
APPROACH %	22%	72%	6%	3%	70%	26%	53%	12%	36%	37%	36%	28%	
PEAK HR FACTOR	0.938												
APP/DEPART	754	/	755	948	/	827	333	/	104	98	/	447	0

0	0	0	0	0
0	2	1	0	3
1	1	0	0	2
0	0	1	0	1
0	2	1	0	3
0	2	0	0	2
1	2	0	0	3
0	4	0	0	4
2	13	3	0	18
1	3	1	0	5
1	5	0	0	6
1	1	0	0	2
1	4	0	0	5
1	2	0	0	3
1	2	0	0	3
1	1	0	0	2
1	2	0	0	3
8	20	1	0	29



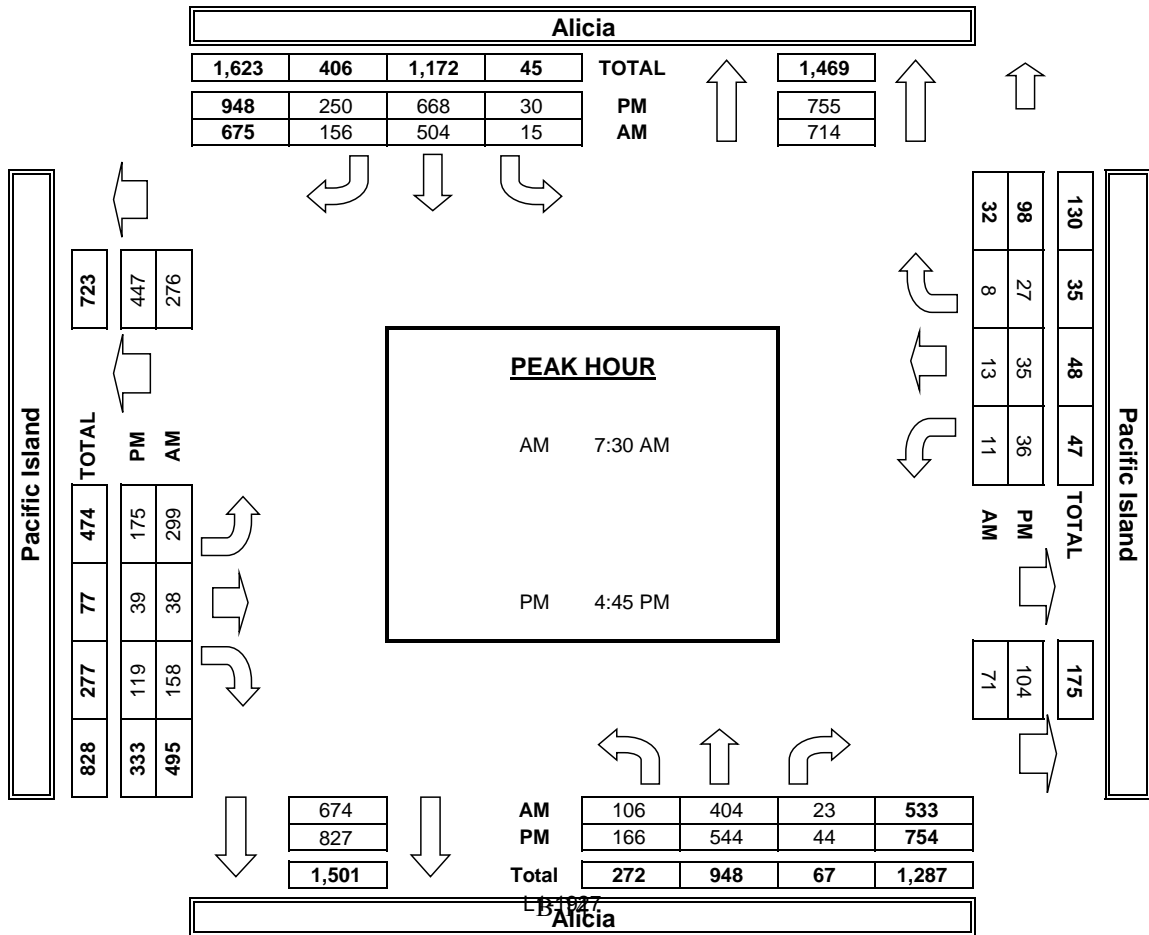
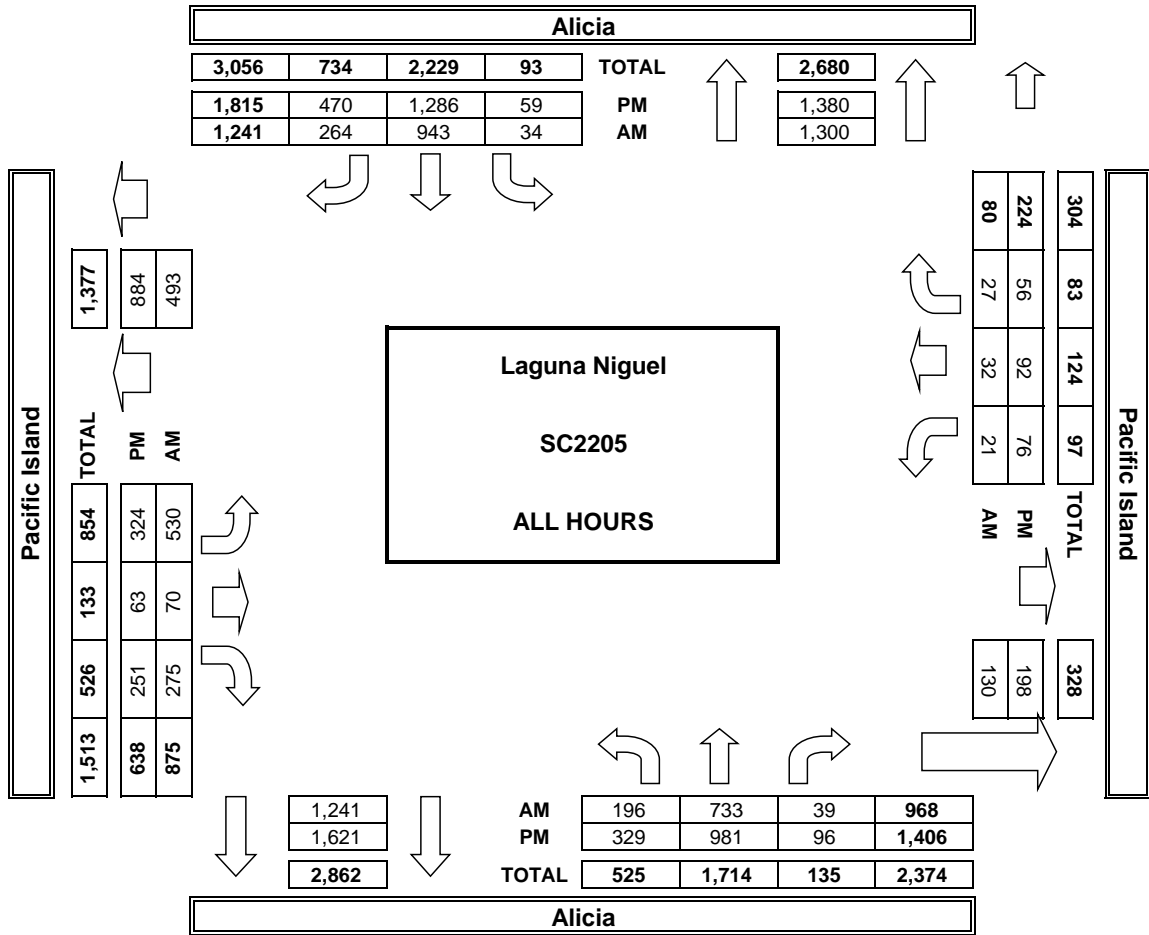
	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	4:45 PM				

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	4:45 PM				

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	4:45 PM				

	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	4:45 PM				

**AimTD LLC**  
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 21, 19

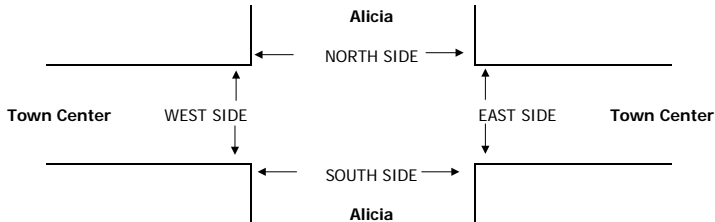
LOCATION: Laguna Niguel, Alicia, Town Center

PROJECT #: SC2205, LOCATION #: 7, CONTROL: STOP E/W

NOTES: Diagram showing intersection layout with North, South, East, and West directions and lane markings.

Add U-Turns to Left Turns

Main data table with columns for Northbound, Southbound, Eastbound, Westbound, and U-Turns. Includes time slots (7:00 AM to 5:45 PM) and summary rows for volumes and approach percentages.



Summary table for AM and PM peak hours.

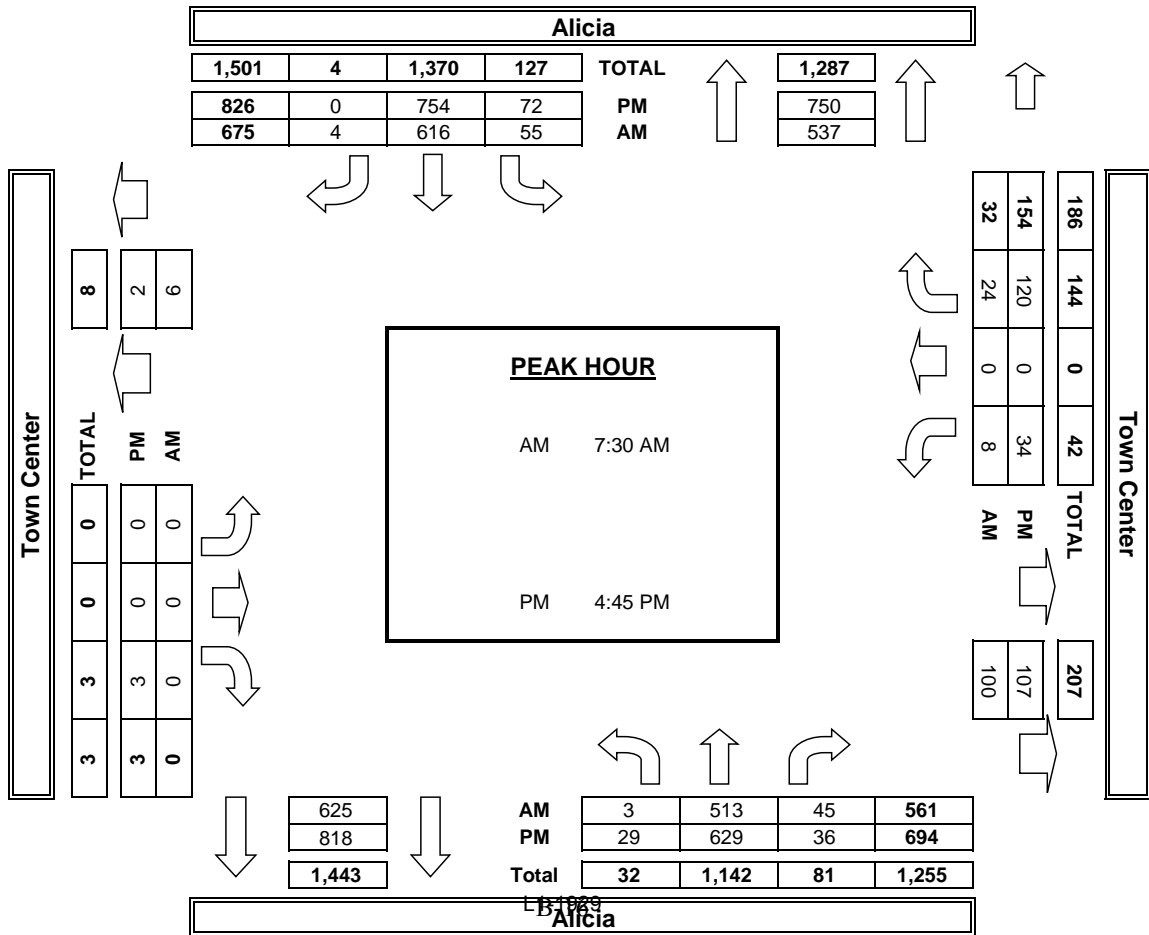
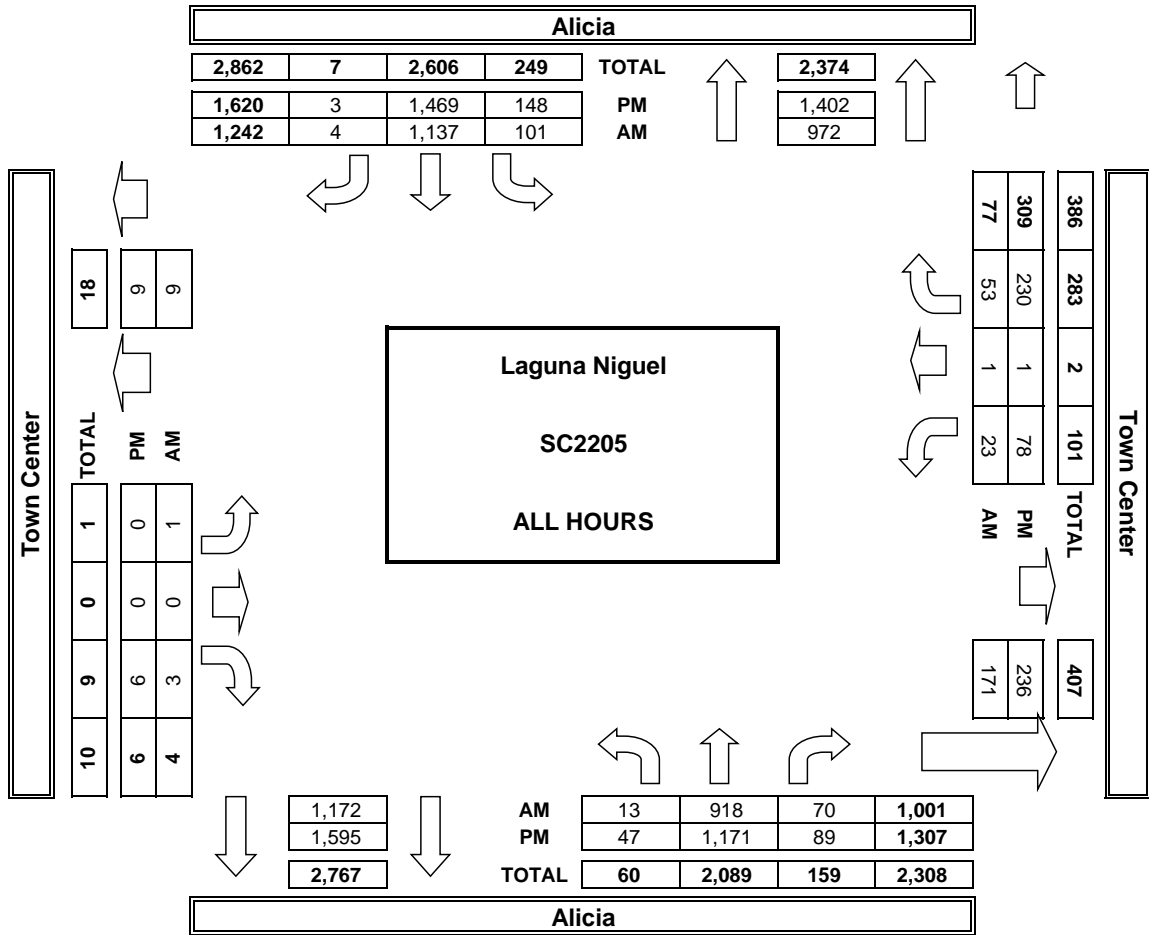
PEDESTRIAN + BIKE CROSSINGS table with columns for N Side, S Side, E Side, W Side, and Total.

PEDESTRIAN CROSSINGS table with columns for N Side, S Side, E Side, W Side, and Total.

BICYCLE CROSSINGS table with columns for NS, SS, ES, WS, and Total.



**AimTD LLC**  
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

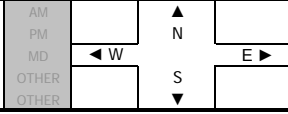
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 21, 19

LOCATION: Laguna Niguel La Paz SR-73 NB Ramps

PROJECT #: SC2205 LOCATION #: 8 CONTROL: SIGNAL

NOTES:



Add U-Turns to Left Turns

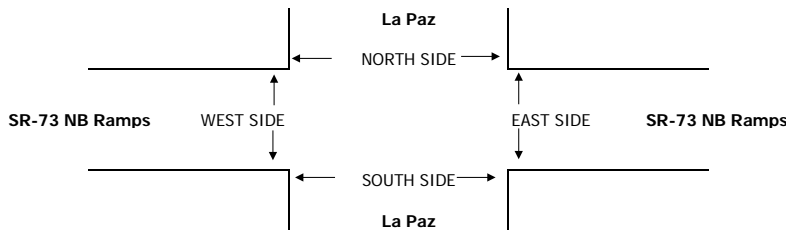
Table with columns for NORTHBOUND, SOUTHBOUND, EASTBOUND, WESTBOUND, and TOTAL. Includes lane designations (NL, NT, NR, SL, ST, SR, EL, ET, ER, WL, WT, WR) and values for each.

U-TURNS table with columns NB, SB, EB, WB, TTL and values for each.

Main data table with time slots (7:00 AM to 8:45 AM and 4:00 PM to 5:45 PM) and various metrics including VOLUMES, APPROACH %, APP/DEPART, and PEAK HR FACTOR.

U-TURNS table for AM period with columns NB, SB, EB, WB, TTL and values for each.

U-TURNS table for PM period with columns NB, SB, EB, WB, TTL and values for each.



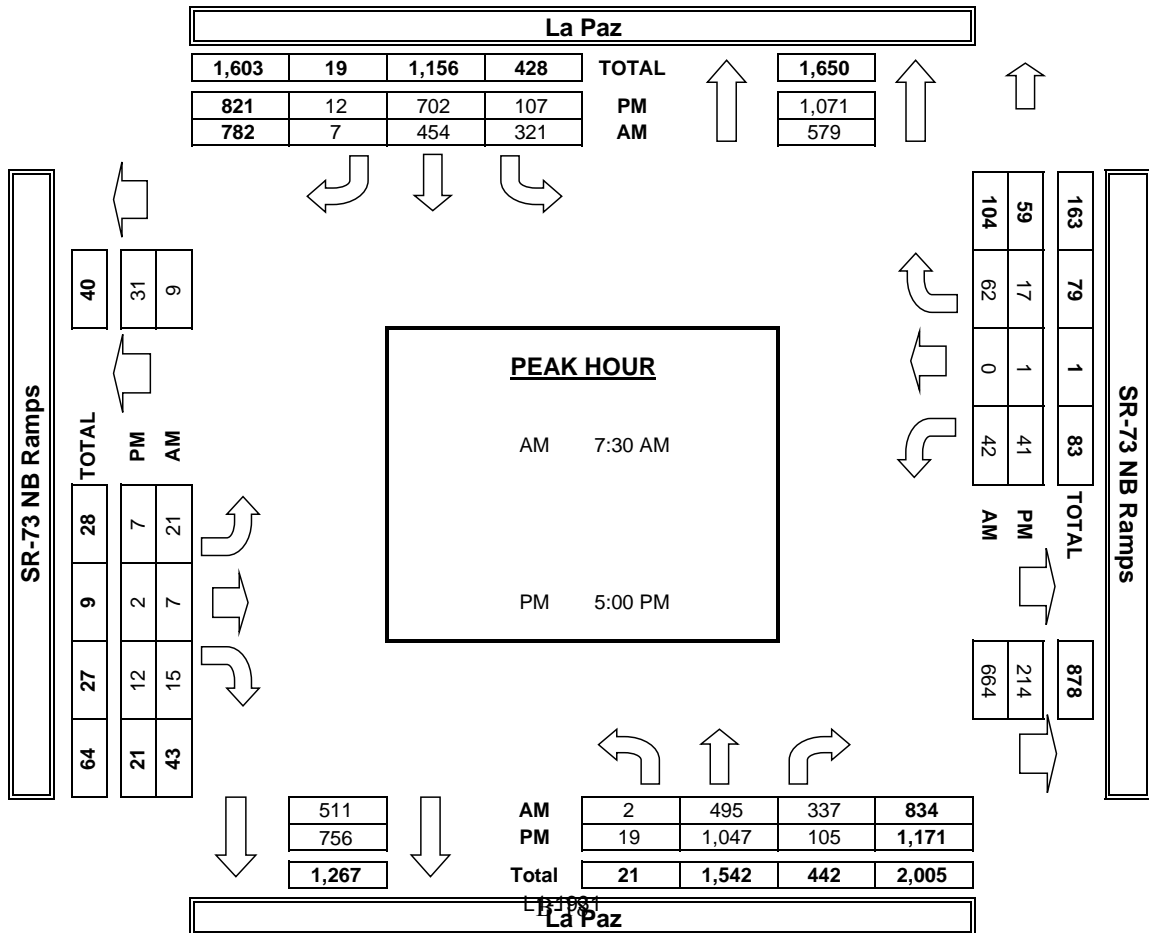
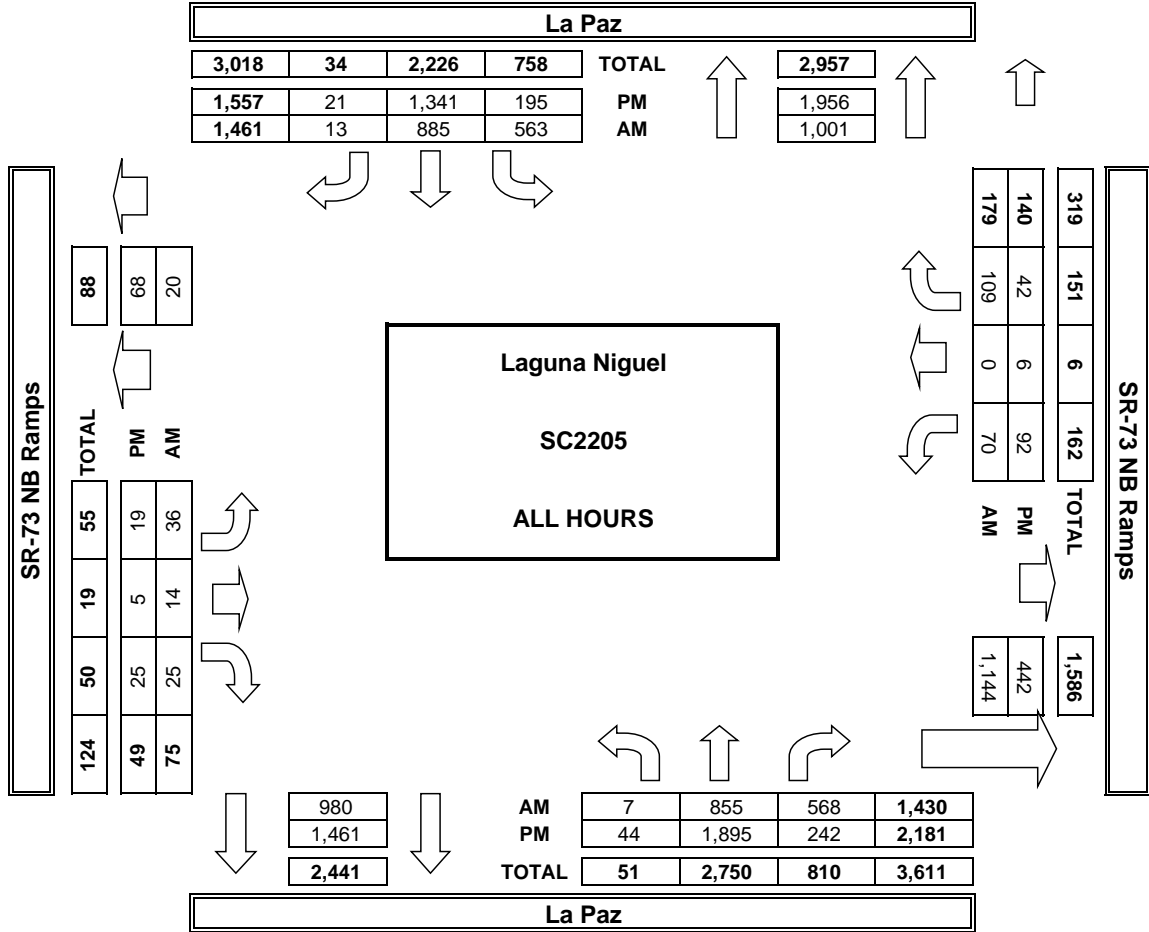
Summary table for AM and PM periods with columns for time slots and total counts.

PEDESTRIAN + BIKE CROSSINGS table with columns N SIDE, S SIDE, E SIDE, W SIDE, and TOTAL.

PEDESTRIAN CROSSINGS table with columns N SIDE, S SIDE, E SIDE, W SIDE, and TOTAL.

BICYCLE CROSSINGS table with columns NS, SS, ES, WS, and TOTAL.

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

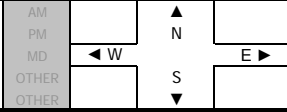
DATE:  
Tue, May 21, 19

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Laguna Niguel  
La Paz  
SR-73 SB Ramps

PROJECT #: SC2205  
LOCATION #: 9  
CONTROL: SIGNAL

NOTES:



Add U-Turns to Left Turns

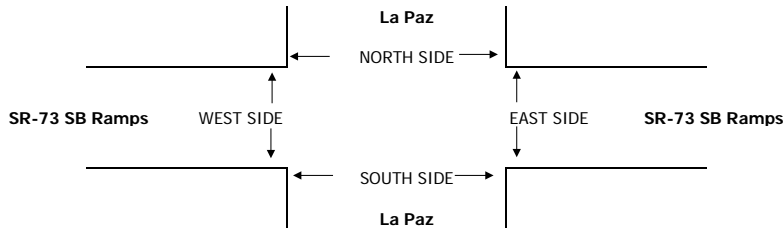
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	La Paz			La Paz			SR-73 SB Ramps			SR-73 SB Ramps			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	0	1	3	0	1	0.5	0.5	1	0.5	0.5	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	VOLUMES																				
	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	7:45 AM			7:45 AM									
	6	10	3	6	7	5	11	57	1,261	44	141	791	50	75	14	131	24	2	59	2,649	
	10	120	195	187	207	163	170	4%	93%	3%	14%	81%	5%	34%	6%	60%	28%	2%	69%		
	3	3	3	7	8	7	5	1,362	/	1,436	982	/	950	220	/	158	85	/	105	0	
	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	7:45 AM			7:45 AM									
	21	13	23	10	18	17	15	11	128	1,342	96	297	1,129	45	566	83	451	132	12	243	4,524
	13	156	192	162	194	147	182	139	8%	86%	6%	20%	77%	3%	51%	8%	41%	34%	3%	63%	
	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	1,566	/	2,190	1,471	/	1,737	1,100	/	437	387	/	160	0
	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	5:00 PM			5:00 PM									
	61	662	50	139	594	26	377	53	246	69	5	115	2,397								
	8%	86%	6%	18%	78%	3%	56%	8%	36%	37%	3%	61%	0.933								
	0.880	0.912	0.583	0.829	0.917	0.824	0.829	0.829	0.824	0.829	0.829	0.829	0.933								
	781	/	827	537	/	517	124	/	95	42	/	45	0								

NB	SB	EB	WB	TTL
0	5	0	0	5
1	2	0	0	3
0	4	0	0	4
0	7	0	0	7
1	6	0	0	7
1	8	0	0	9
1	6	0	0	7
0	3	0	0	3
4	41	0	0	45

NB	SB	EB	WB	TTL
5	3	0	0	8
3	7	0	0	10
3	5	0	0	8
0	6	0	0	6
3	5	0	0	8
5	6	0	0	11
5	4	0	0	9
1	3	0	0	4
25	39	0	0	64



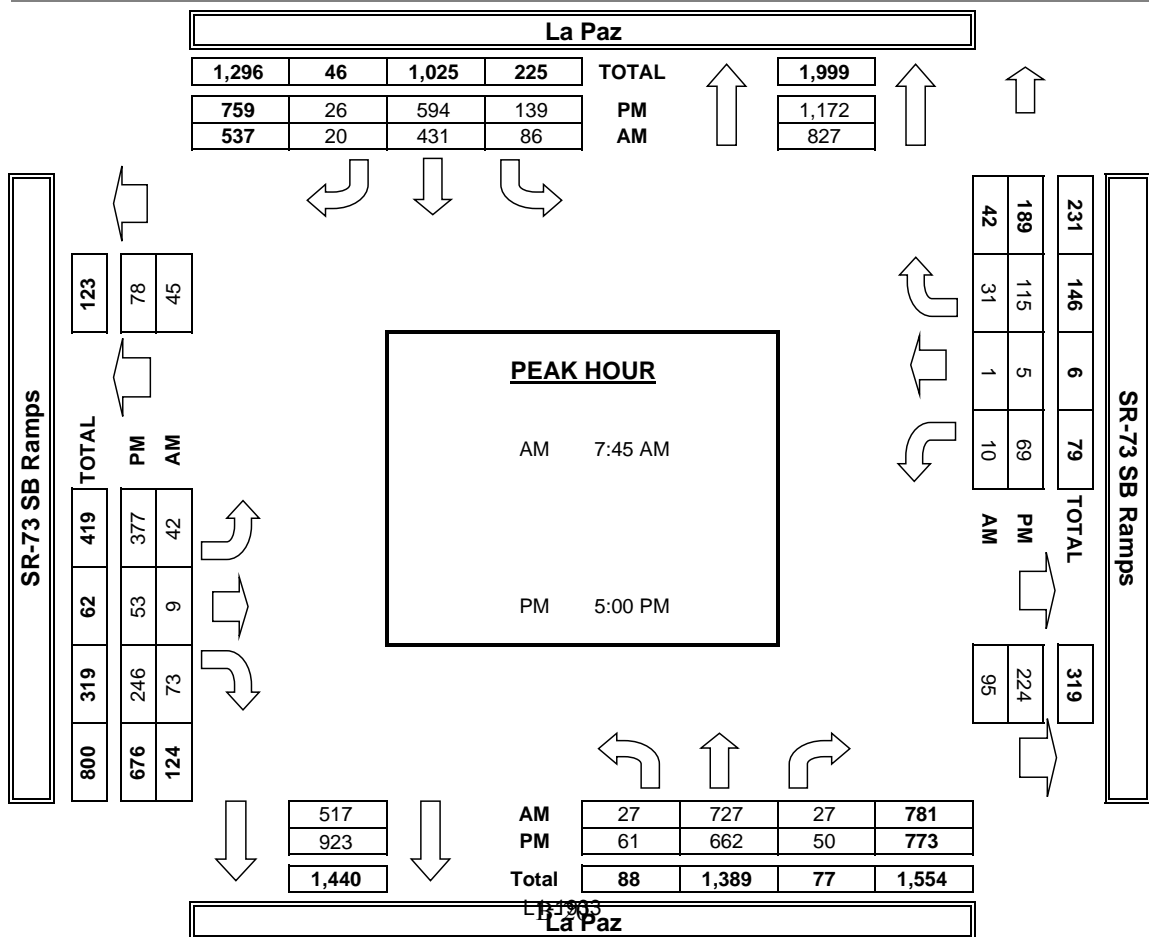
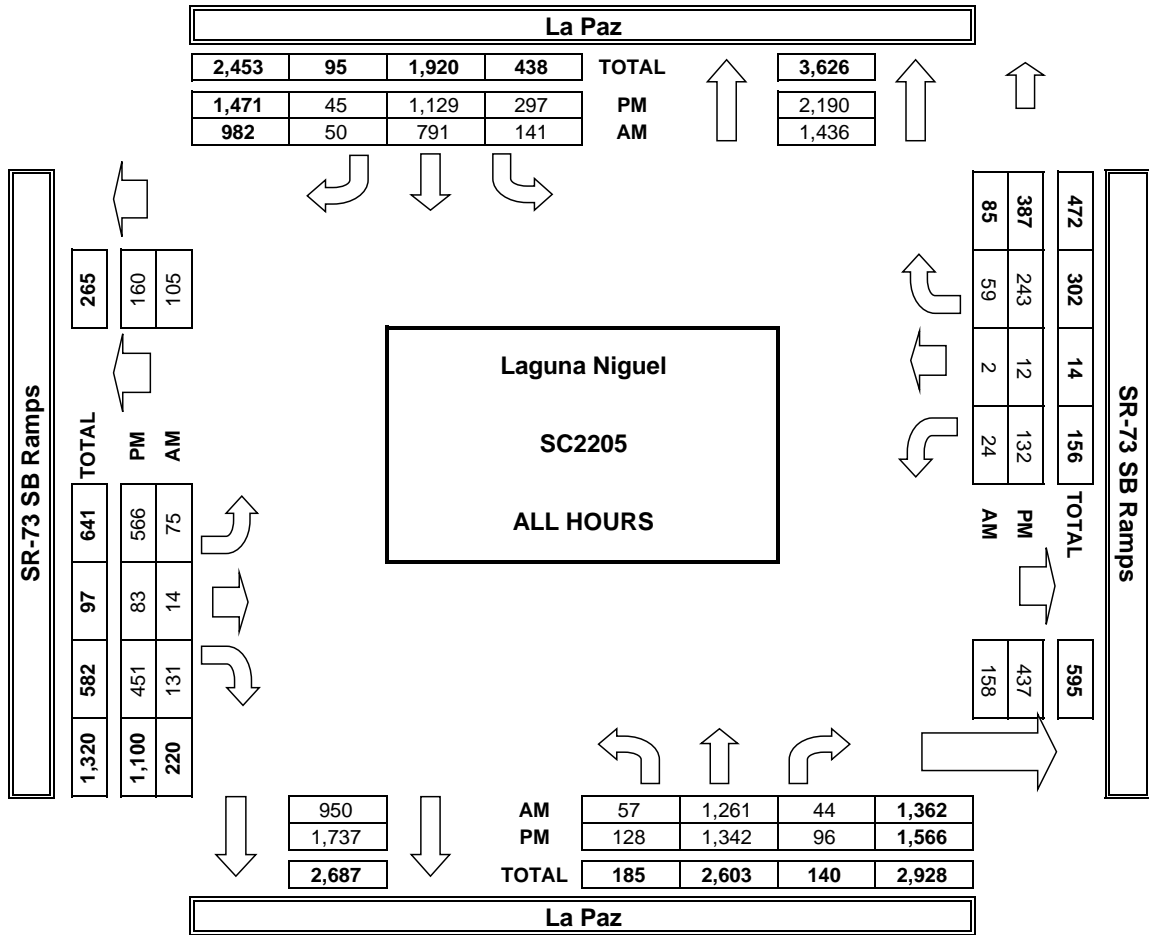
AM	PEDESTRIAN + BIKE CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:45 AM				0

PM	PEDESTRIAN CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	5:00 PM				0

BICYCLE CROSSINGS	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	0	0	0	0	0

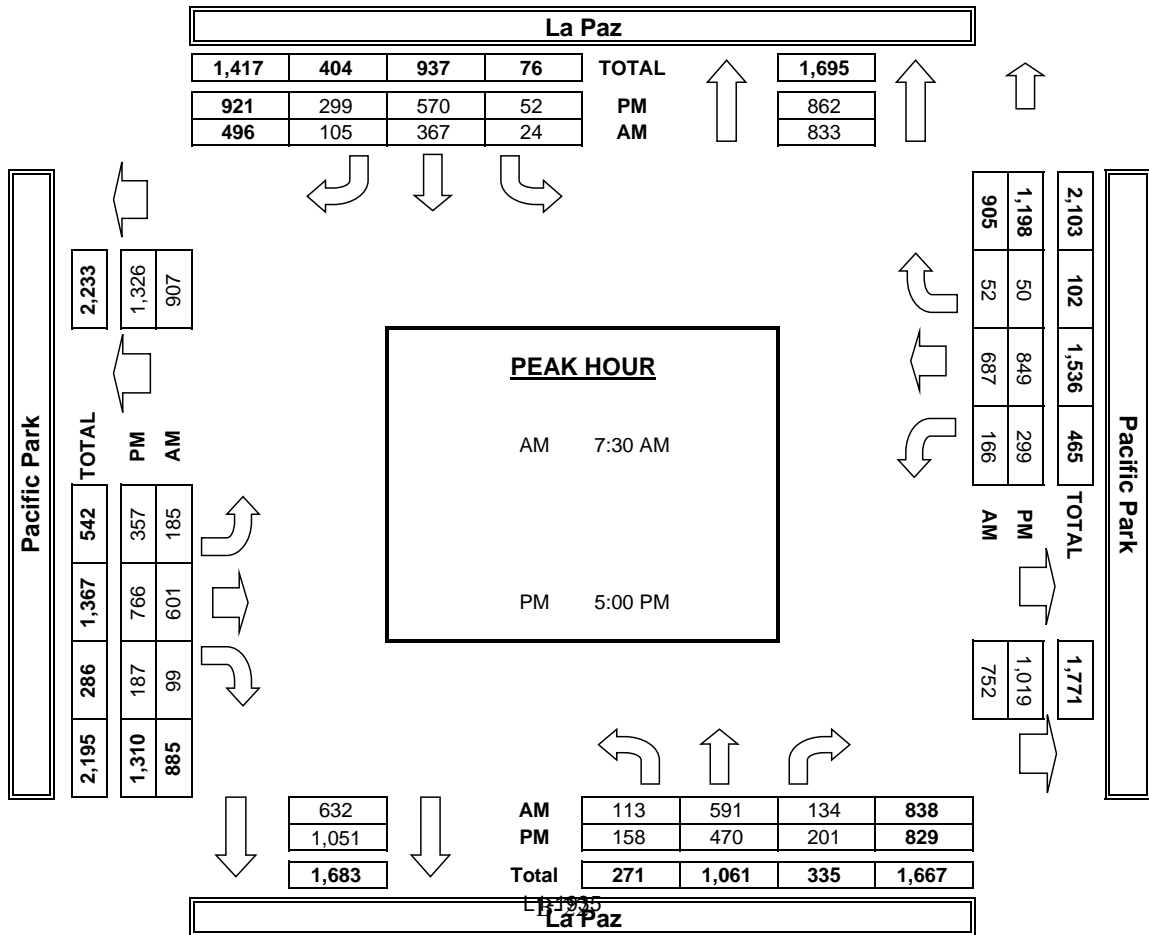
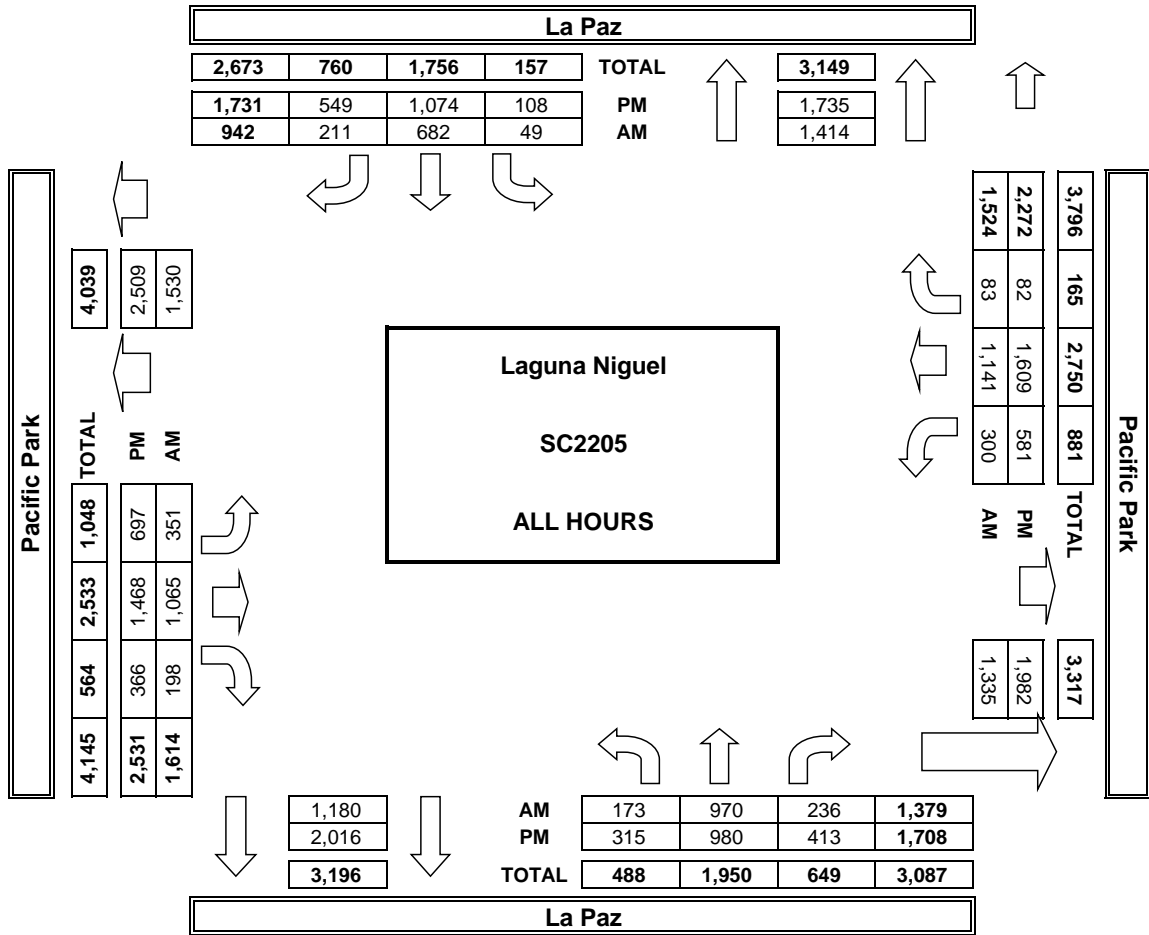
BICYCLE CROSSINGS	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS





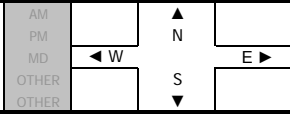
**AimTD LLC**  
TURNING MOVEMENT COUNTS



**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, May 21, 19	LOCATION: NORTH & SOUTH: Laguna Niguel EAST & WEST: La Paz Aliso Creek	PROJECT #: SC2205	LOCATION #: 11	CONTROL: SIGNAL
NOTES:				



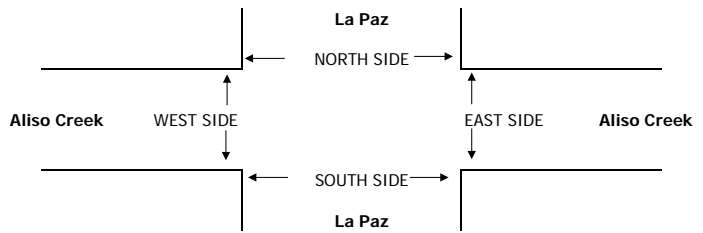
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	La Paz	La Paz	La Paz	La Paz	La Paz	La Paz	Aliso Creek	Aliso Creek	Aliso Creek	Aliso Creek	Aliso Creek		
	NL 2	NT 3	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	
2	2	1	1	4
0	2	0	0	2
0	2	0	1	3
0	2	1	2	5
0	3	5	0	8
0	2	2	0	4
0	3	2	2	7
1	5	3	1	10
1	21	14	7	43

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	La Paz	La Paz	La Paz	La Paz	La Paz	La Paz	Aliso Creek	Aliso Creek	Aliso Creek	Aliso Creek	Aliso Creek		
7:00 AM	34	44	10	9	27	7	16	35	21	6	75	8	292
7:15 AM	67	93	3	13	41	18	19	96	66	3	107	16	542
7:30 AM	94	104	16	17	50	28	37	105	67	14	214	38	784
7:45 AM	75	125	4	14	71	29	56	118	125	14	148	26	805
8:00 AM	71	139	3	13	49	21	53	90	83	8	120	18	668
8:15 AM	62	115	6	11	50	32	36	82	44	7	100	16	561
8:30 AM	37	93	3	19	48	30	27	103	36	6	92	19	513
8:45 AM	46	90	5	16	50	36	31	70	39	5	89	16	493
<b>VOLUMES</b>	486	803	50	112	386	201	275	699	481	63	945	157	4,658
<b>APPROACH %</b>	36%	60%	4%	16%	55%	29%	19%	48%	33%	5%	81%	13%	
<b>APP/DEPART</b>	1,339	/	1,242	699	/	924	1,455	/	847	1,165	/	1,645	0
<b>BEGIN PEAK HR</b>	7:30 AM												
<b>VOLUMES</b>	302	483	29	55	220	110	182	395	319	43	582	98	2,818
<b>APPROACH %</b>	37%	59%	4%	14%	57%	29%	20%	44%	36%	6%	80%	14%	
<b>PEAK HR FACTOR</b>	0.951			0.844			0.749			0.680			0.875
<b>APP/DEPART</b>	814	/	764	385	/	579	896	/	473	723	/	1,002	0
<b>BEGIN PEAK HR</b>	4:45 PM												
<b>VOLUMES</b>	214	271	28	145	509	212	196	467	246	69	460	76	2,893
<b>APPROACH %</b>	42%	53%	5%	17%	59%	24%	22%	51%	27%	11%	76%	13%	
<b>PEAK HR FACTOR</b>	0.957			0.933			0.955			0.885			0.972
<b>APP/DEPART</b>	513	/	543	866	/	815	909	/	632	605	/	903	0

1	2	2	0	5
0	1	5	5	11
0	4	5	1	10
0	4	2	2	8
0	4	8	3	15
0	6	5	4	15
0	3	2	0	5
1	4	8	1	14
2	28	37	16	83



7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>AM BEGIN PEAK HR</b>	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>PM BEGIN PEAK HR</b>	4:45 PM				

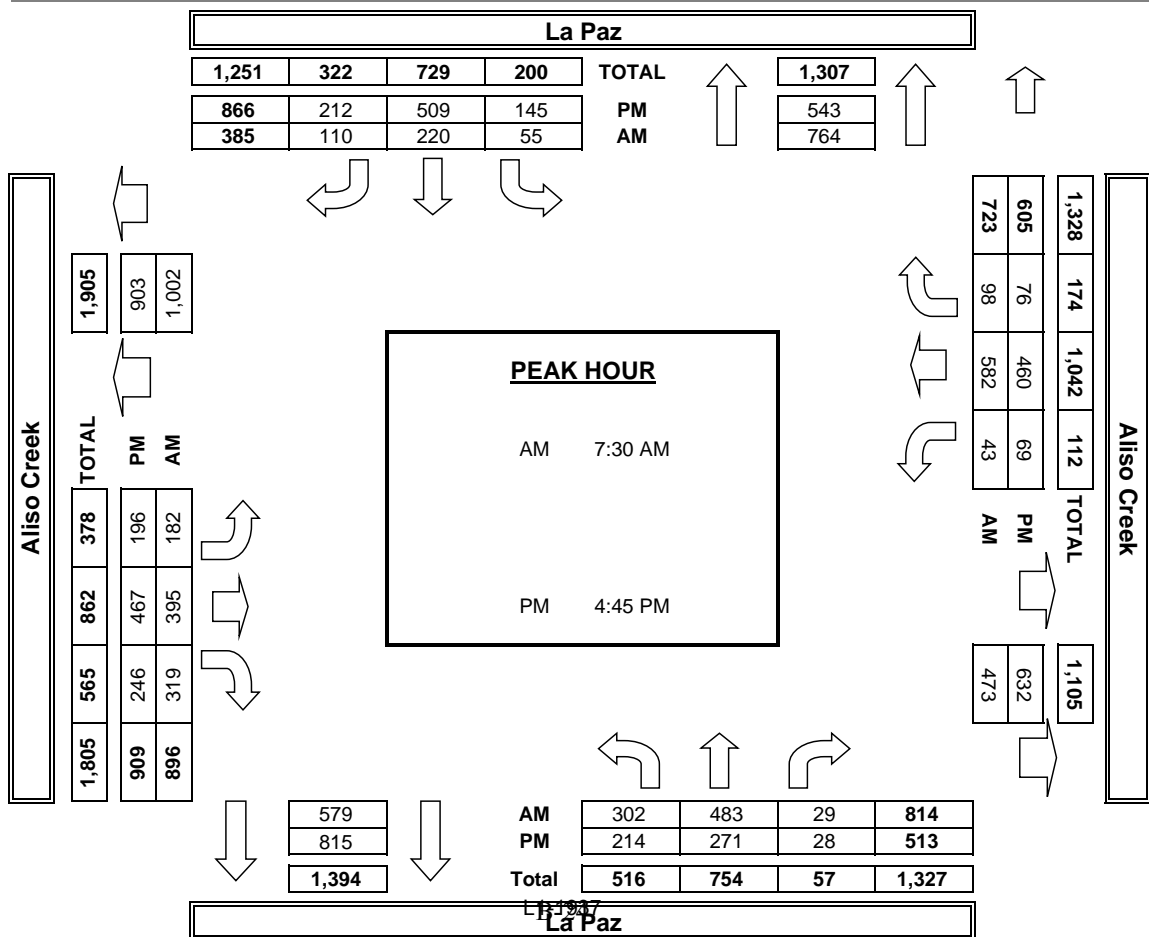
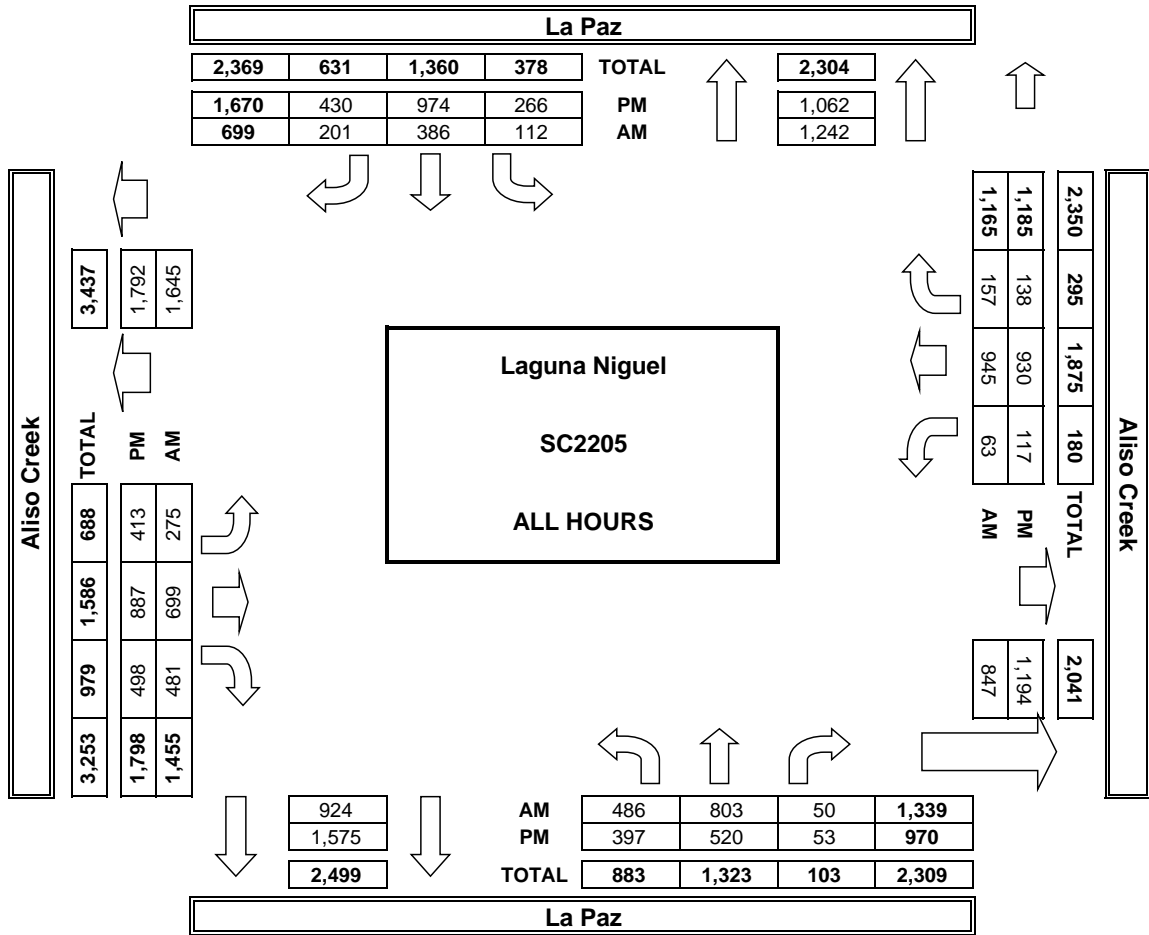
PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

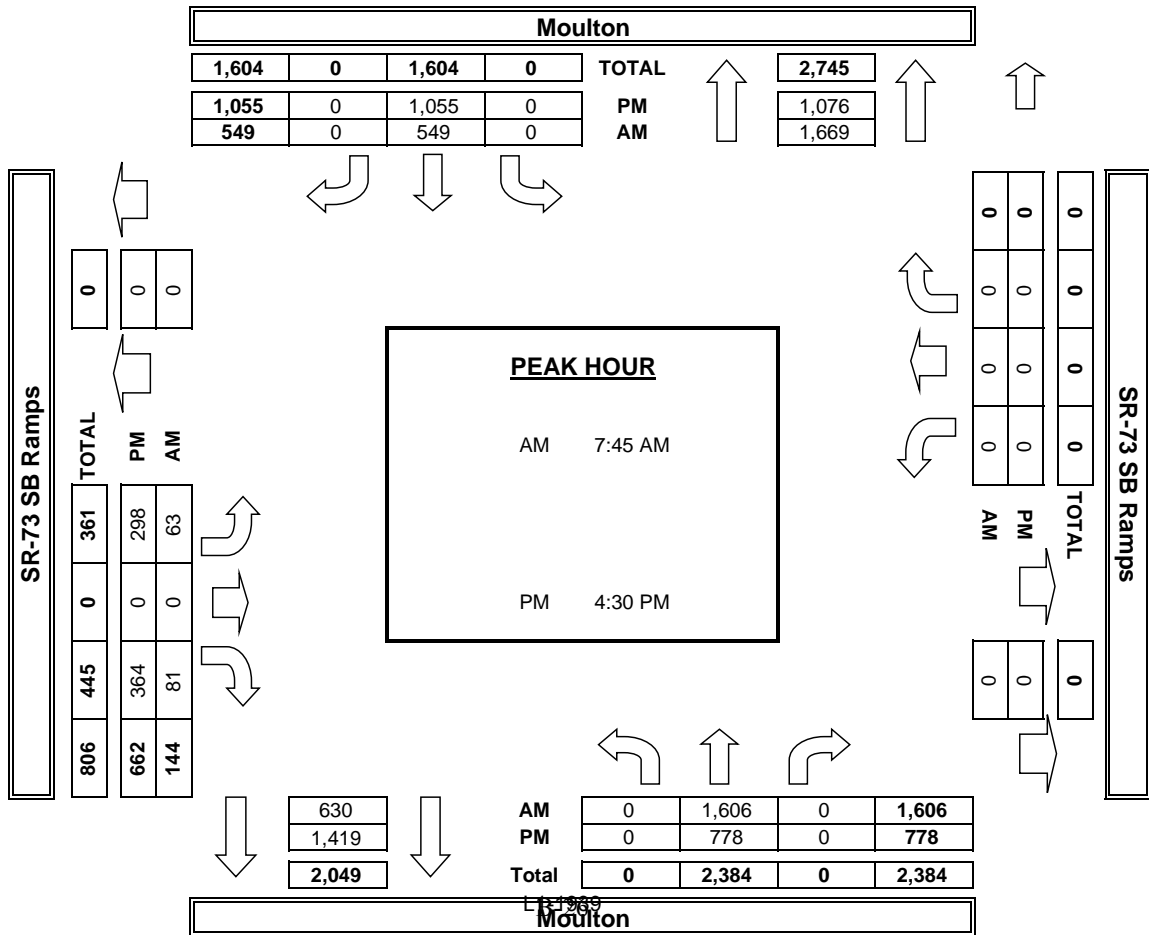
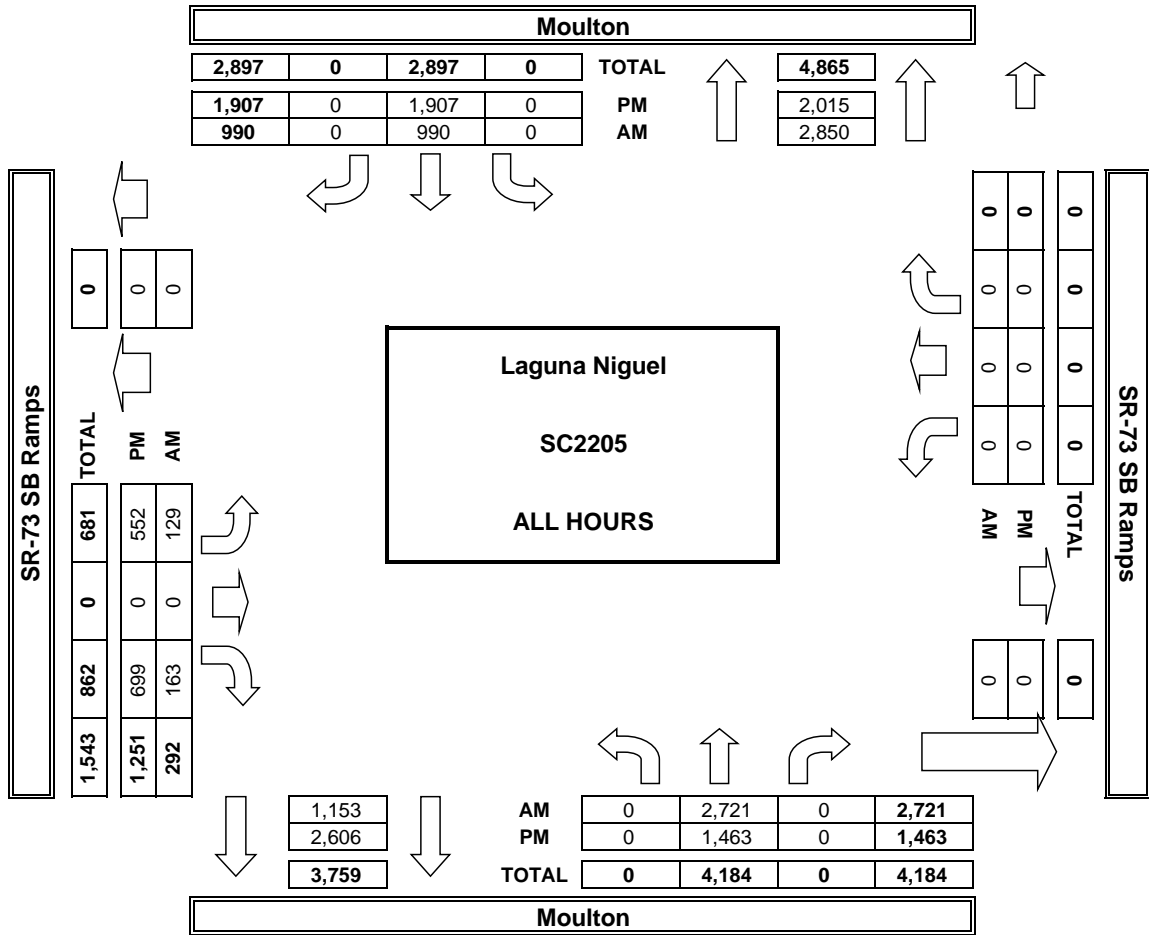


**AimTD LLC**  
TURNING MOVEMENT COUNTS





**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

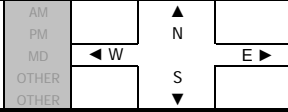
DATE:  
Tue, May 21, 19

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Laguna Niguel  
Moulton  
Aliso Creek

PROJECT #: SC2205  
LOCATION #: 13  
CONTROL: SIGNAL

NOTES:



Add U-Turns to Left Turns

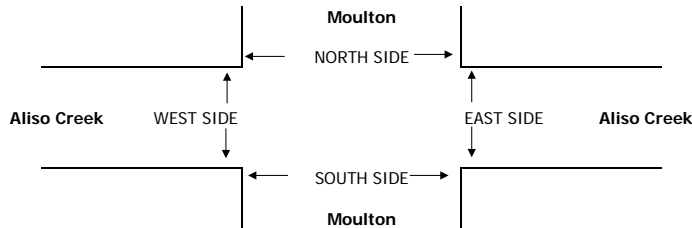
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	0	1	3	0	1	1	1	1	1	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	71	209	2	4	68	11	12	4	44	14	12	18	469
7:15 AM	86	304	5	11	116	25	13	6	75	14	29	17	701
7:30 AM	150	384	1	8	107	26	24	32	95	26	79	17	949
7:45 AM	108	440	7	9	117	23	45	27	121	24	24	9	954
8:00 AM	97	352	12	14	103	18	22	11	81	24	15	29	778
8:15 AM	87	393	12	12	127	20	22	9	78	17	10	20	807
8:30 AM	86	330	15	14	129	27	26	8	98	22	11	12	778
8:45 AM	87	289	9	7	129	19	24	6	90	20	12	9	701
VOLUMES	772	2,701	63	79	896	169	188	103	682	161	192	131	6,137
APPROACH %	22%	76%	2%	7%	78%	15%	19%	11%	70%	33%	40%	27%	
APP/DEPART	3,536	/	3,056	1,144	/	1,741	973	/	209	484	/	1,131	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	442	1,569	32	43	454	87	113	79	375	91	128	75	3,488
APPROACH %	22%	77%	2%	7%	78%	15%	20%	14%	66%	31%	44%	26%	
PEAK HR FACTOR	0.920												
APP/DEPART	2,043	/	1,773	584	/	922	567	/	138	294	/	655	0
4:00 PM	108	180	15	13	264	26	30	22	103	13	16	16	806
4:15 PM	112	193	20	24	241	25	23	15	105	18	11	16	803
4:30 PM	110	200	14	18	231	33	22	18	92	14	12	7	771
4:45 PM	108	196	11	19	305	22	19	15	107	10	13	10	835
5:00 PM	99	183	20	19	280	26	15	21	125	9	15	6	818
5:15 PM	117	195	16	14	329	33	15	14	109	10	19	14	885
5:30 PM	112	181	16	22	364	36	30	9	139	11	11	13	944
5:45 PM	113	181	16	22	289	27	10	20	107	16	20	5	826
VOLUMES	879	1,509	128	151	2,303	228	164	134	887	101	117	87	6,688
APPROACH %	35%	60%	5%	6%	86%	9%	14%	11%	75%	33%	38%	29%	
APP/DEPART	2,516	/	1,782	2,682	/	3,289	1,185	/	394	305	/	1,223	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	436	755	63	74	1,278	117	79	59	480	40	58	43	3,482
APPROACH %	35%	60%	5%	5%	87%	8%	13%	10%	78%	28%	41%	30%	
PEAK HR FACTOR	0.956												
APP/DEPART	1,254	/	887	1,469	/	1,799	618	/	186	141	/	610	0

0	4	0	0	4
0	6	0	0	6
0	2	0	0	2
1	3	0	0	4
1	4	0	0	5
0	7	0	0	7
0	8	0	0	8
0	2	0	0	2
2	36	0	0	38

0	0	0	1	1
0	4	0	1	5
0	4	0	1	5
0	3	0	0	3
1	4	0	0	5
0	2	0	0	2
0	1	0	0	1
0	4	0	0	4
1	22	0	3	26



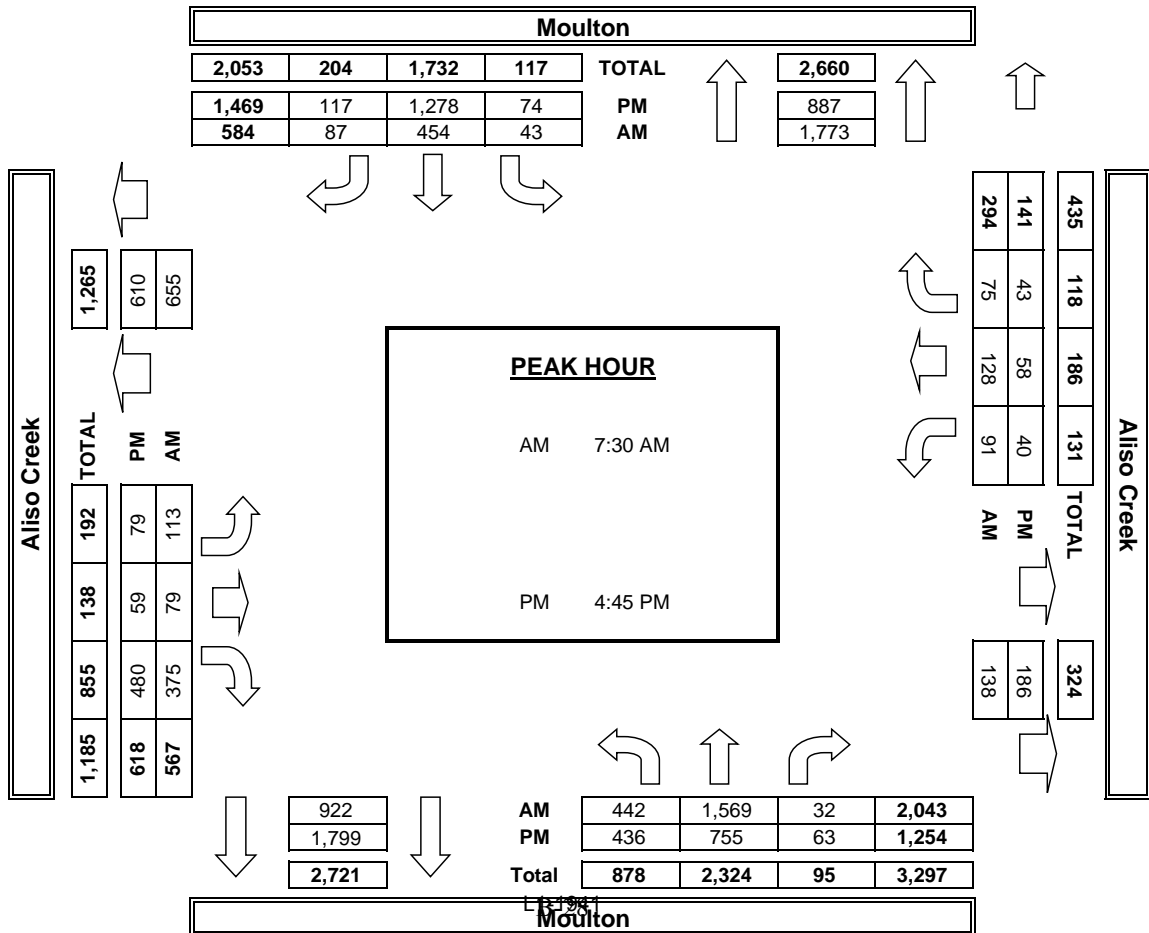
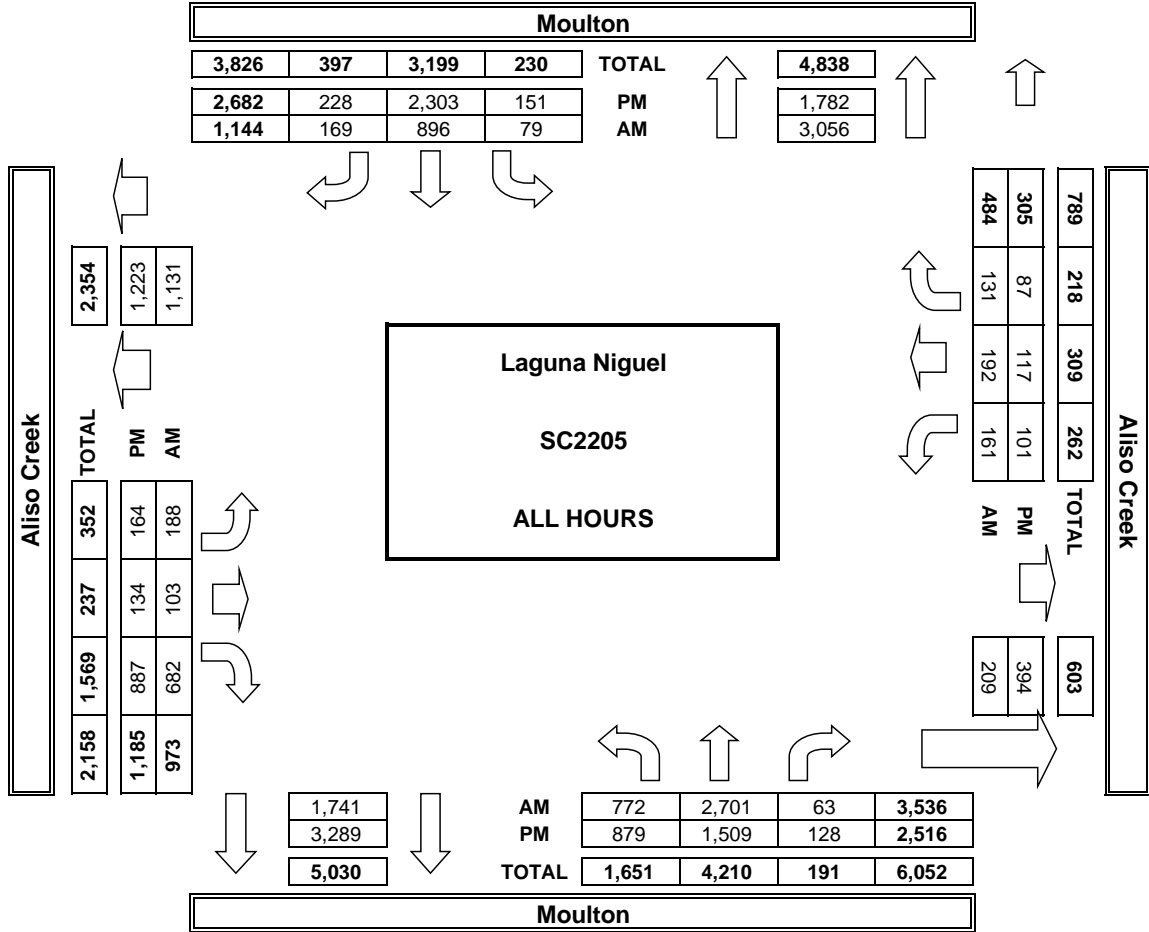
	PEDESTRIAN + BIKE CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	4:45 PM				

	PEDESTRIAN CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	4:45 PM				

	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	4:45 PM				

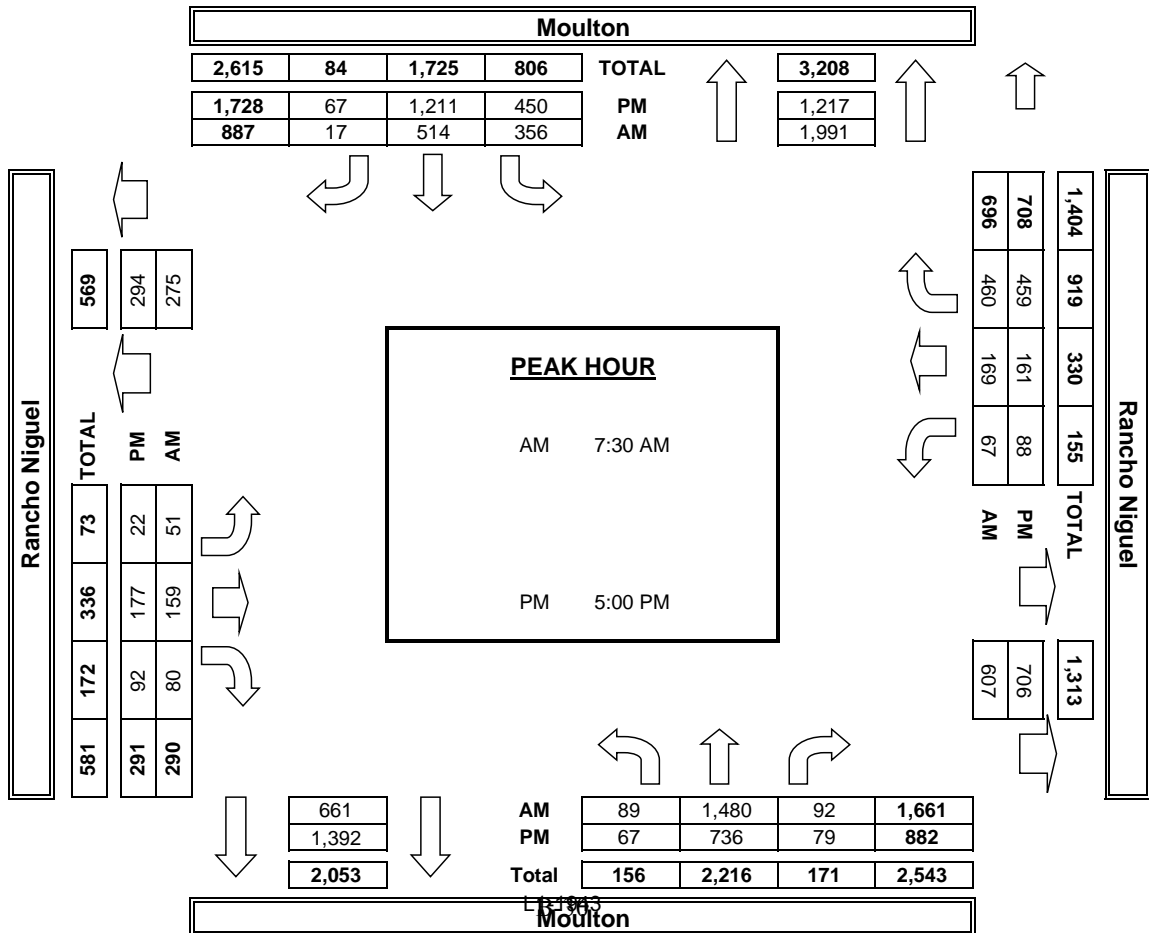
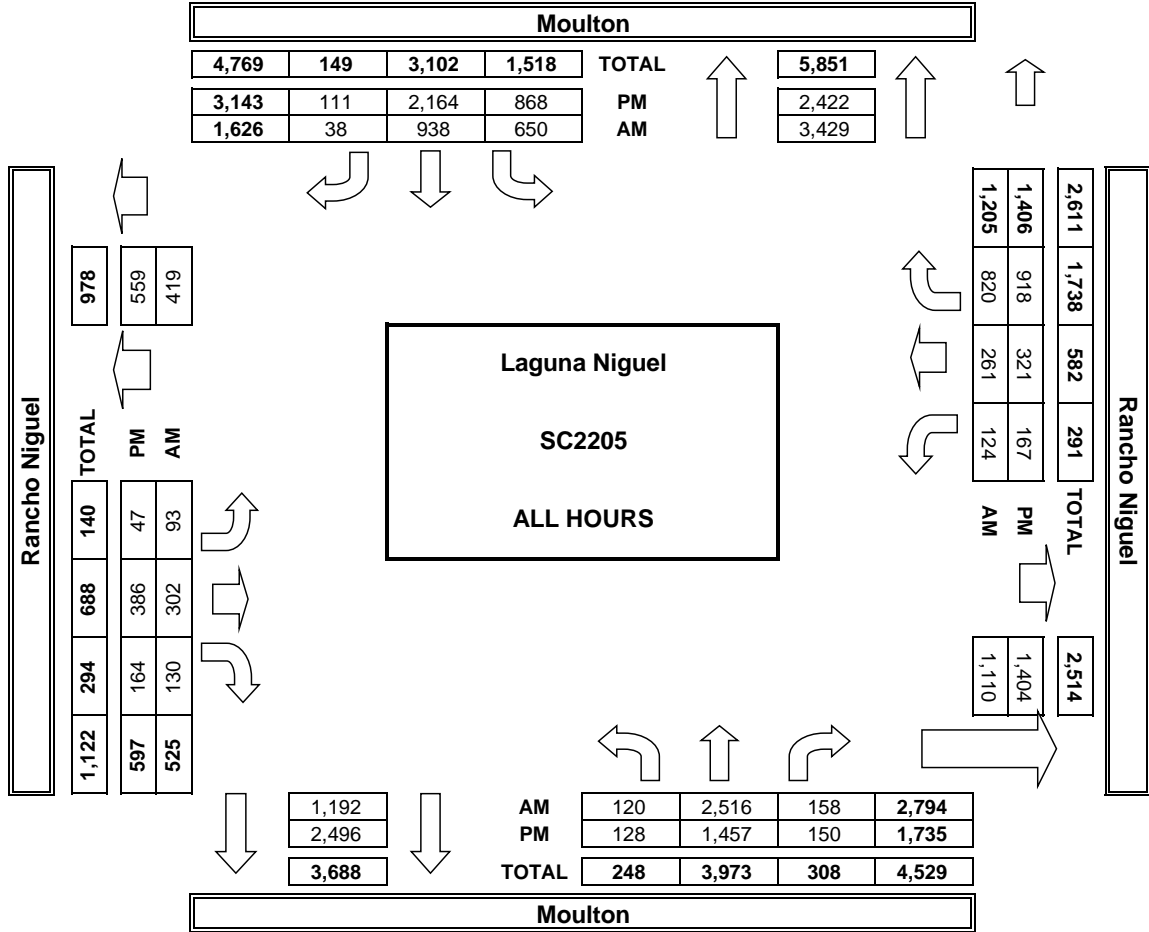
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0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS





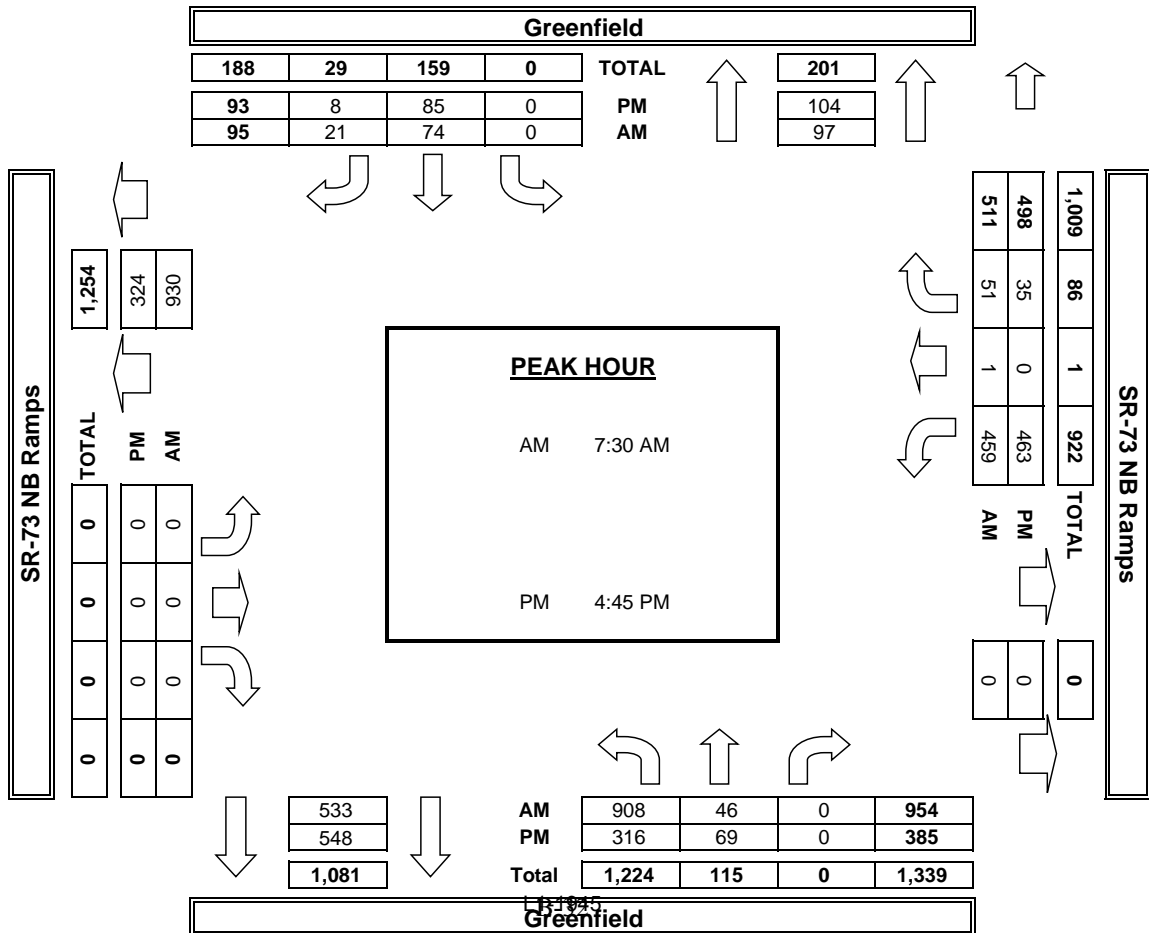
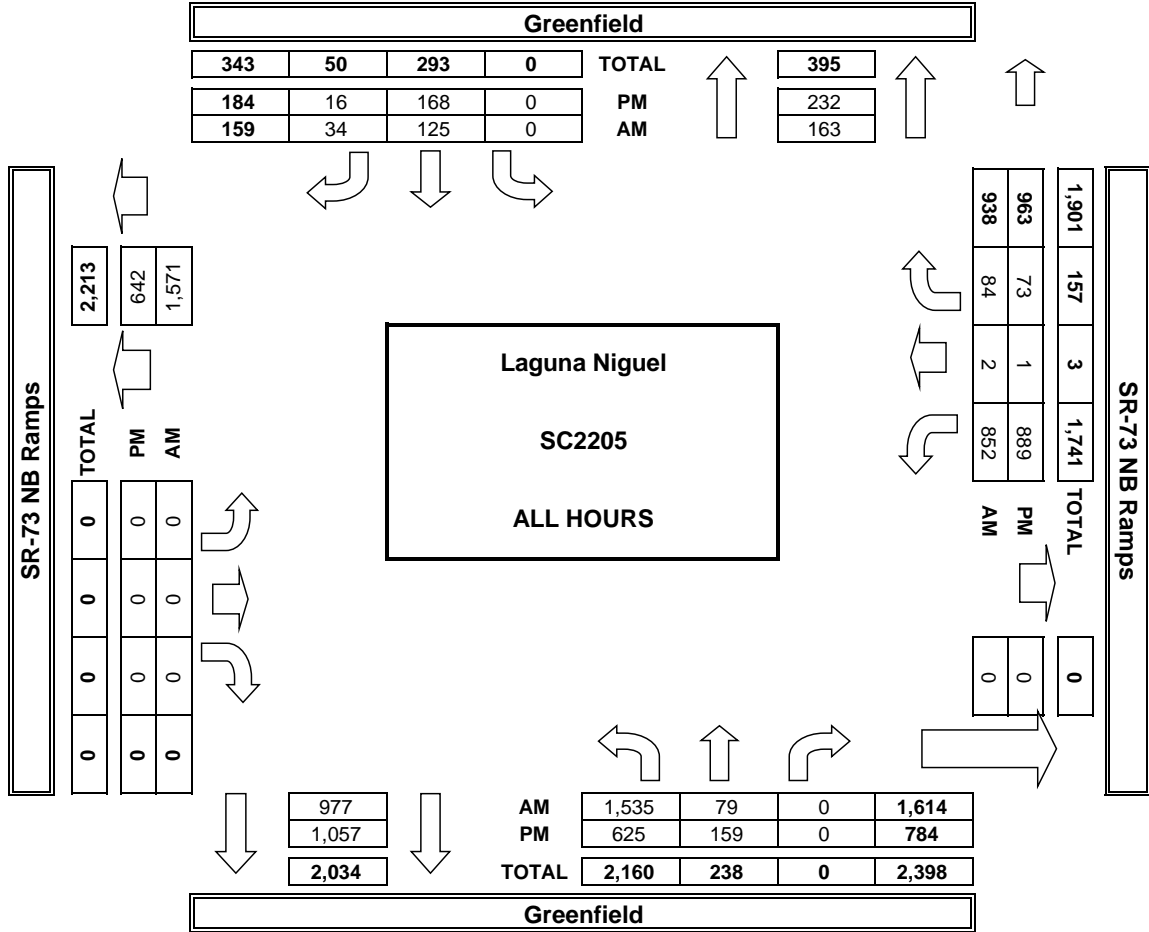
**AimTD LLC**  
TURNING MOVEMENT COUNTS







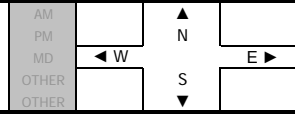
**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, May 21, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Greenfield SR-73 SB Ramps	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 16 <b>CONTROL:</b> SIGNAL
<b>NOTES:</b>			

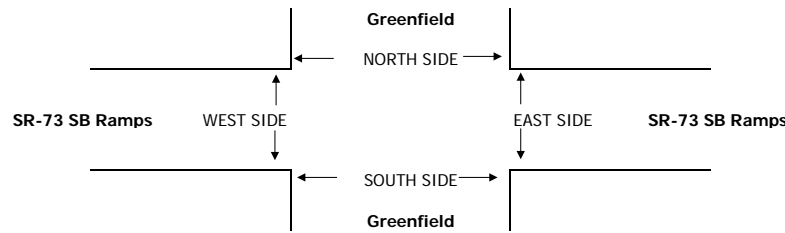


LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	2	0	1	2	X	0.5	X	1.5	X	X	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
2	0	0	0	2

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	137	64	2	85	0	1	0	29	0	0	0	318
7:15 AM	0	193	101	4	119	0	0	0	24	0	0	0	441
7:30 AM	0	244	100	6	136	0	0	0	55	0	0	0	541
7:45 AM	0	241	122	9	140	0	0	0	54	0	0	0	566
8:00 AM	0	248	97	3	115	0	2	0	38	0	0	0	503
8:15 AM	0	210	75	3	121	0	2	0	52	0	0	0	463
8:30 AM	0	184	78	6	100	0	1	0	52	0	0	0	421
8:45 AM	0	146	89	7	118	0	1	0	55	0	0	0	416
VOLUMES	0	1,603	726	40	934	0	7	0	359	0	0	0	3,671
APPROACH %	0%	69%	31%	4%	96%	0%	2%	0%	98%	0%	0%	0%	
APP/DEPART	2,331	/	1,610	974	/	1,295	366	/	766	0	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	943	394	21	512	0	4	0	199	0	0	0	2,074
APPROACH %	0%	70%	29%	4%	96%	0%	2%	0%	98%	0%	0%	0%	
PEAK HR FACTOR	0.921			0.894			0.923			0.000			0.916
APP/DEPART	1,338	/	947	533	/	712	203	/	415	0	/	0	0
<b>PM</b>													
4:00 PM	0	90	95	6	132	0	1	0	76	0	0	0	400
4:15 PM	0	102	107	3	127	0	2	0	101	0	0	0	442
4:30 PM	0	94	86	6	119	0	2	0	122	0	0	0	429
4:45 PM	0	87	102	7	150	0	0	0	146	0	0	0	492
5:00 PM	0	95	91	3	121	0	1	0	164	0	0	0	475
5:15 PM	0	101	107	2	131	0	2	0	181	0	0	0	524
5:30 PM	0	98	96	5	124	0	5	0	206	0	0	0	534
5:45 PM	0	99	106	7	117	0	7	0	136	0	0	0	472
VOLUMES	0	766	790	39	1,021	0	20	0	1,132	0	0	0	3,768
APPROACH %	0%	49%	51%	4%	96%	0%	2%	0%	98%	0%	0%	0%	
APP/DEPART	1,556	/	786	1,060	/	2,153	1,152	/	829	0	/	0	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	0	381	396	17	526	0	8	0	697	0	0	0	2,025
APPROACH %	0%	49%	51%	3%	97%	0%	1%	0%	99%	0%	0%	0%	
PEAK HR FACTOR	0.934			0.865			0.835			0.000			0.948
APP/DEPART	777	/	389	543	/	1,223	705	/	413	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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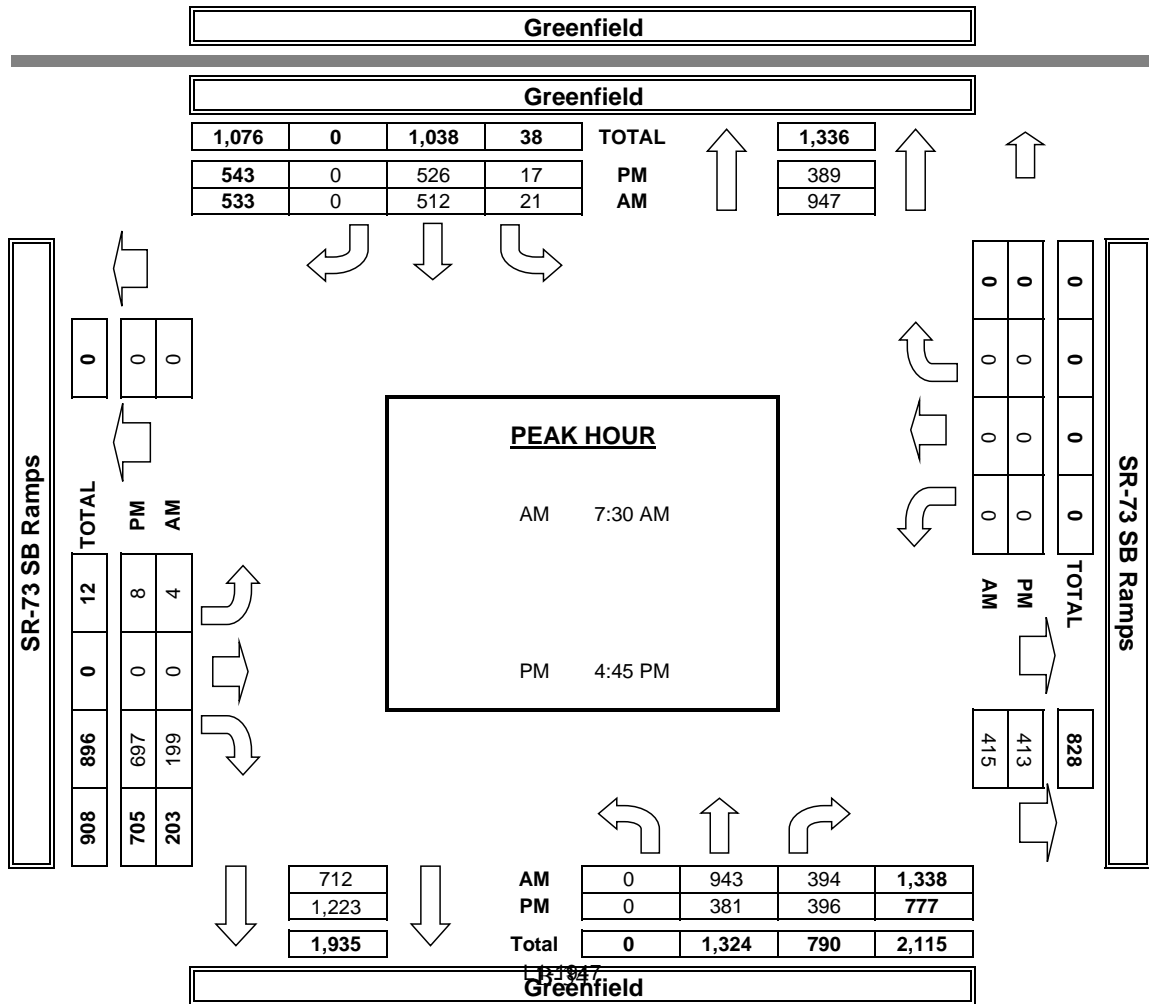
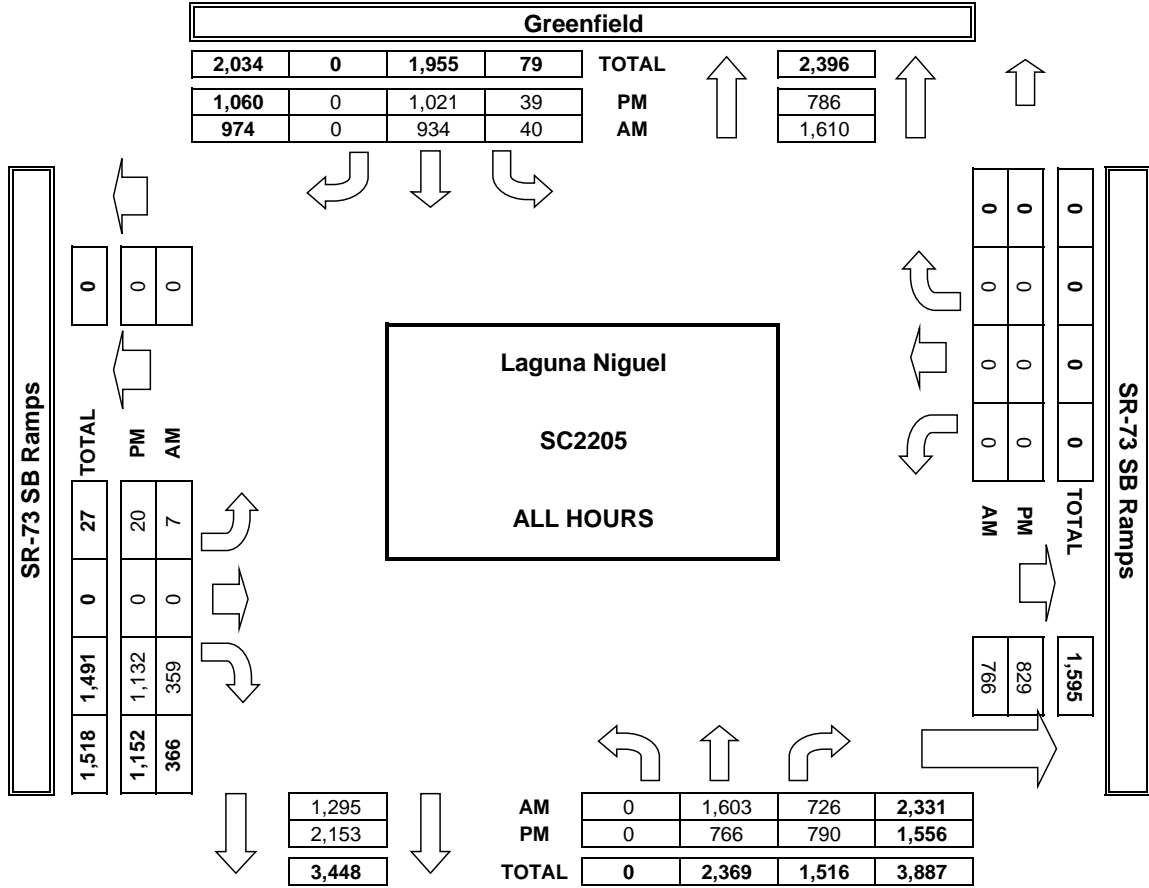
	PEDESTRIAN + BIKE CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	4:45 PM				

	PEDESTRIAN CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	4:45 PM				

	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	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	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, May 21, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	<b>Laguna Niguel</b> <b>Greenfield</b> <b>Rancho Niguel</b>	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 17 <b>CONTROL:</b> SIGNAL
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**NOTES:**

AM  
PM  
MD  
OTHER  
OTHER

▲ N

◀ W

E ▶

▼ S

☑ Add U-Turns to Left Turns

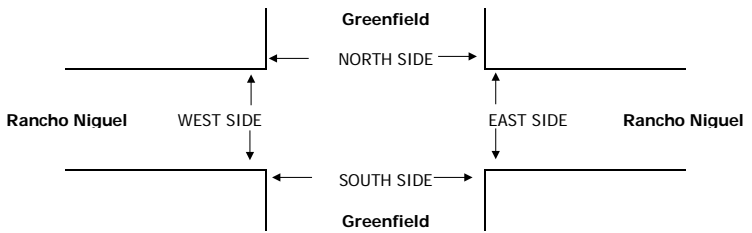
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Greenfield			Greenfield			Rancho Niguel			Rancho Niguel			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	0	1	2	1	1.5	0.5	1	1	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	31	120	22	15	30	61	63	9	33	35	12	5	436
7:15 AM	59	192	35	13	61	72	92	16	60	25	15	2	642
7:30 AM	58	211	38	18	85	90	122	19	82	18	10	4	755
7:45 AM	43	235	48	21	96	82	120	32	99	29	10	6	821
8:00 AM	38	227	57	24	61	61	87	34	60	31	14	6	700
8:15 AM	39	205	55	24	76	80	68	26	69	25	11	7	685
8:30 AM	35	167	55	27	62	45	94	39	56	14	19	4	617
8:45 AM	65	126	69	38	76	68	88	29	64	29	12	7	671
VOLUMES	368	1,483	379	180	547	559	734	204	523	206	103	41	5,327
APPROACH %	17%	67%	17%	14%	43%	43%	50%	14%	36%	59%	29%	12%	
APP/DEPART	2,230	/	2,260	1,286	/	1,290	1,461	/	761	350	/	1,016	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	178	878	198	87	318	313	397	111	310	103	45	23	2,961
APPROACH %	14%	70%	16%	12%	44%	44%	49%	14%	38%	60%	26%	13%	
PEAK HR FACTOR	0.962			0.902			0.815			0.838			0.902
APP/DEPART	1,254	/	1,300	718	/	740	818	/	394	171	/	527	0
<b>PM</b>													
4:00 PM	126	90	40	33	113	99	102	25	73	48	18	8	775
4:15 PM	98	104	28	20	121	86	99	12	71	44	15	9	707
4:30 PM	133	106	42	18	151	76	75	24	65	54	23	5	772
4:45 PM	91	99	35	32	184	98	85	22	72	43	21	7	789
5:00 PM	99	116	31	29	168	91	86	24	72	59	22	8	805
5:15 PM	100	105	37	37	200	100	84	17	66	67	22	6	841
5:30 PM	116	118	43	36	210	97	84	19	62	55	19	10	869
5:45 PM	126	97	40	24	149	82	100	20	76	45	22	9	790
VOLUMES	889	835	296	229	1,296	729	715	163	557	415	162	62	6,348
APPROACH %	44%	41%	15%	10%	57%	32%	50%	11%	39%	65%	25%	10%	
APP/DEPART	2,020	/	1,628	2,254	/	2,305	1,435	/	672	639	/	1,743	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	441	436	151	126	727	370	354	80	276	226	85	33	3,305
APPROACH %	43%	42%	15%	10%	59%	30%	50%	11%	39%	66%	25%	10%	
PEAK HR FACTOR	0.928			0.891			0.906			0.905			0.951
APP/DEPART	1,028	/	833	1,223	/	1,245	710	/	347	344	/	880	0

0	0	0	0	0
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1	1	0	0	2
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3	0	0	0	3
14	2	0	0	16

9	3	0	0	12
3	1	0	0	4
4	0	0	0	4
5	2	0	0	7
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3	2	0	0	5
3	3	0	0	6
37	16	0	0	53



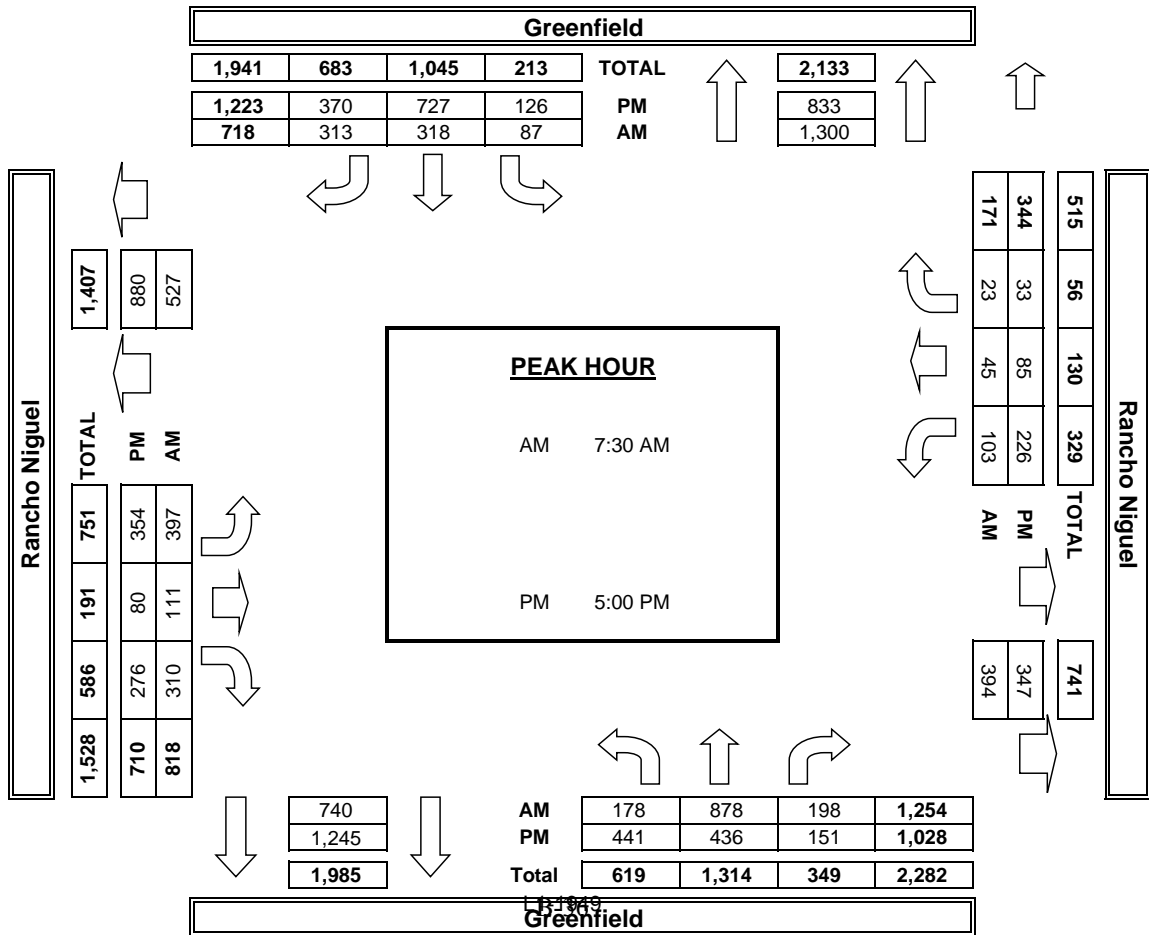
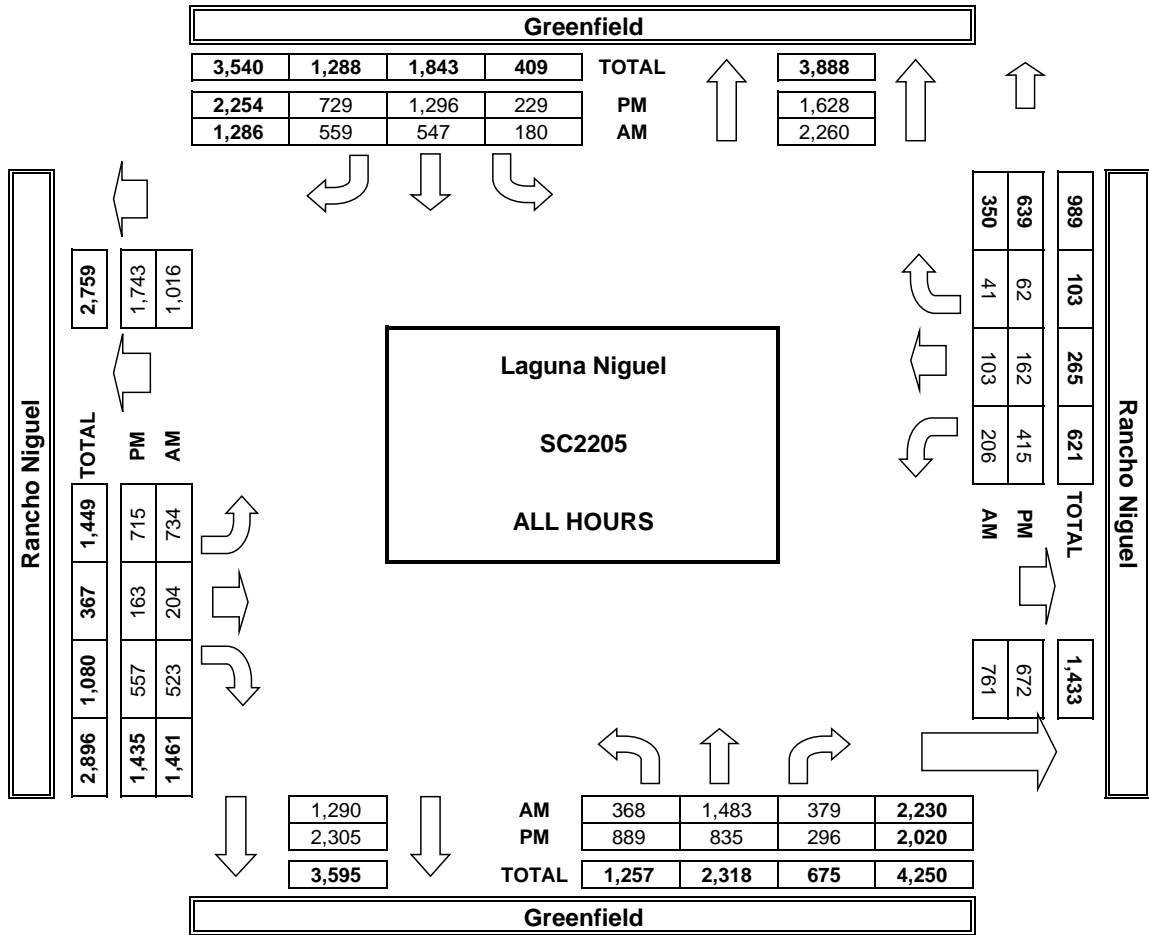
	PEDESTRIAN + BIKE CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	5:00 PM				

	PEDESTRIAN CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	5:00 PM				

	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	5:00 PM				

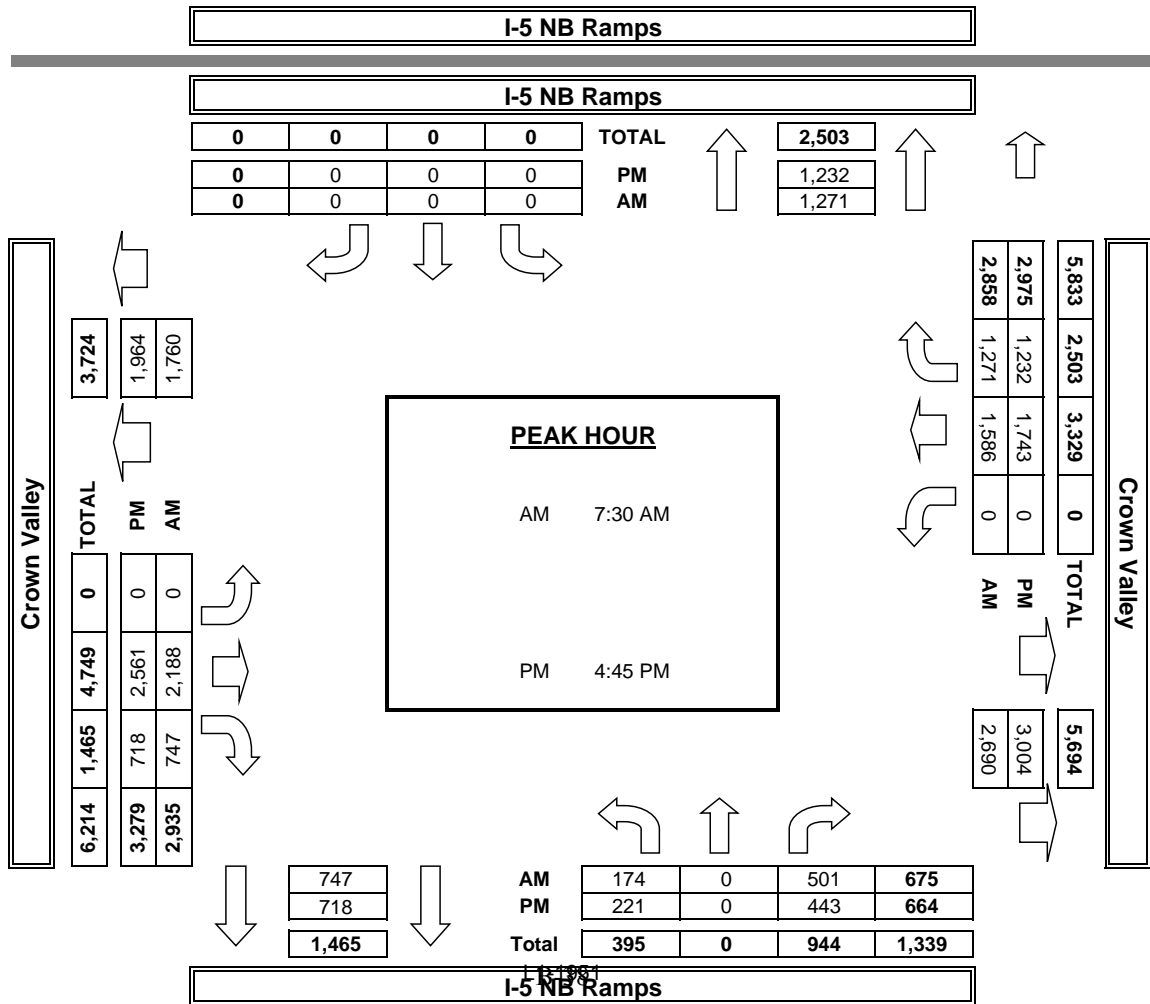
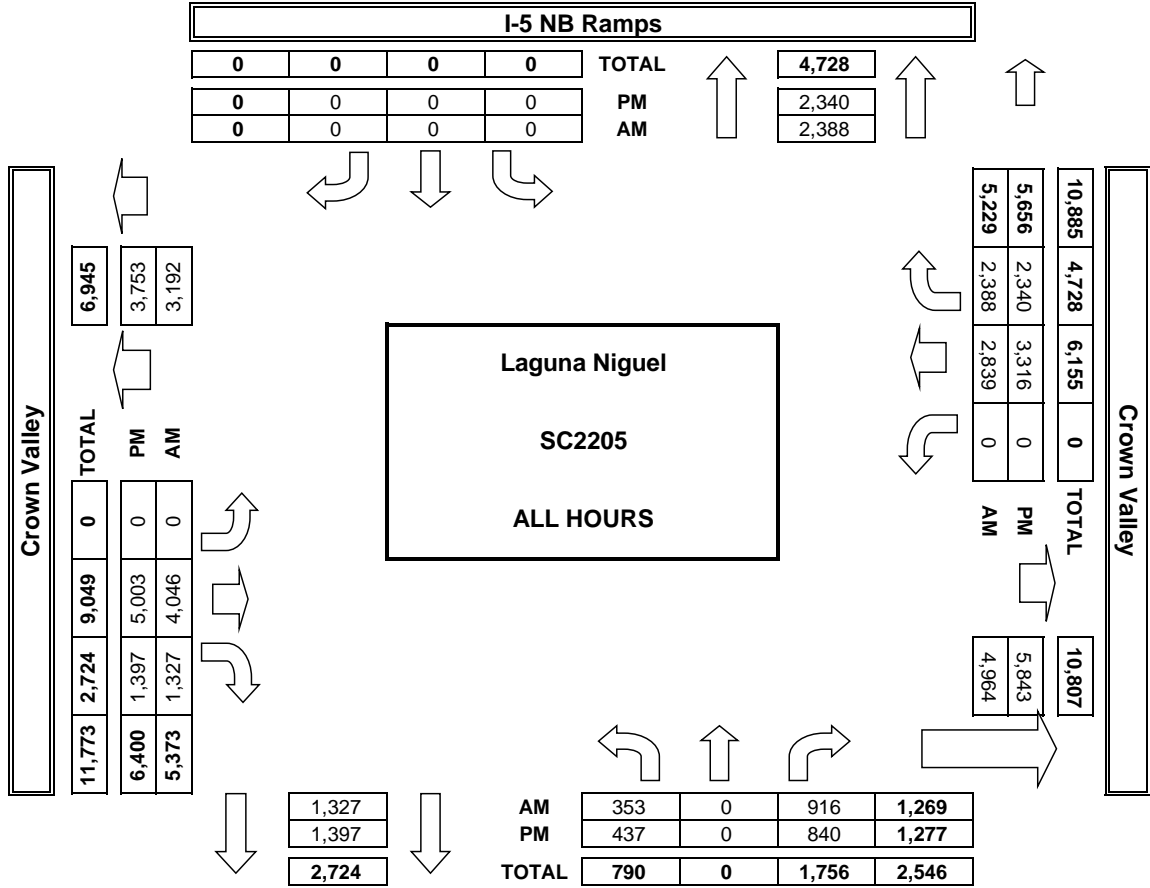
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**AimTD LLC**  
TURNING MOVEMENT COUNTS





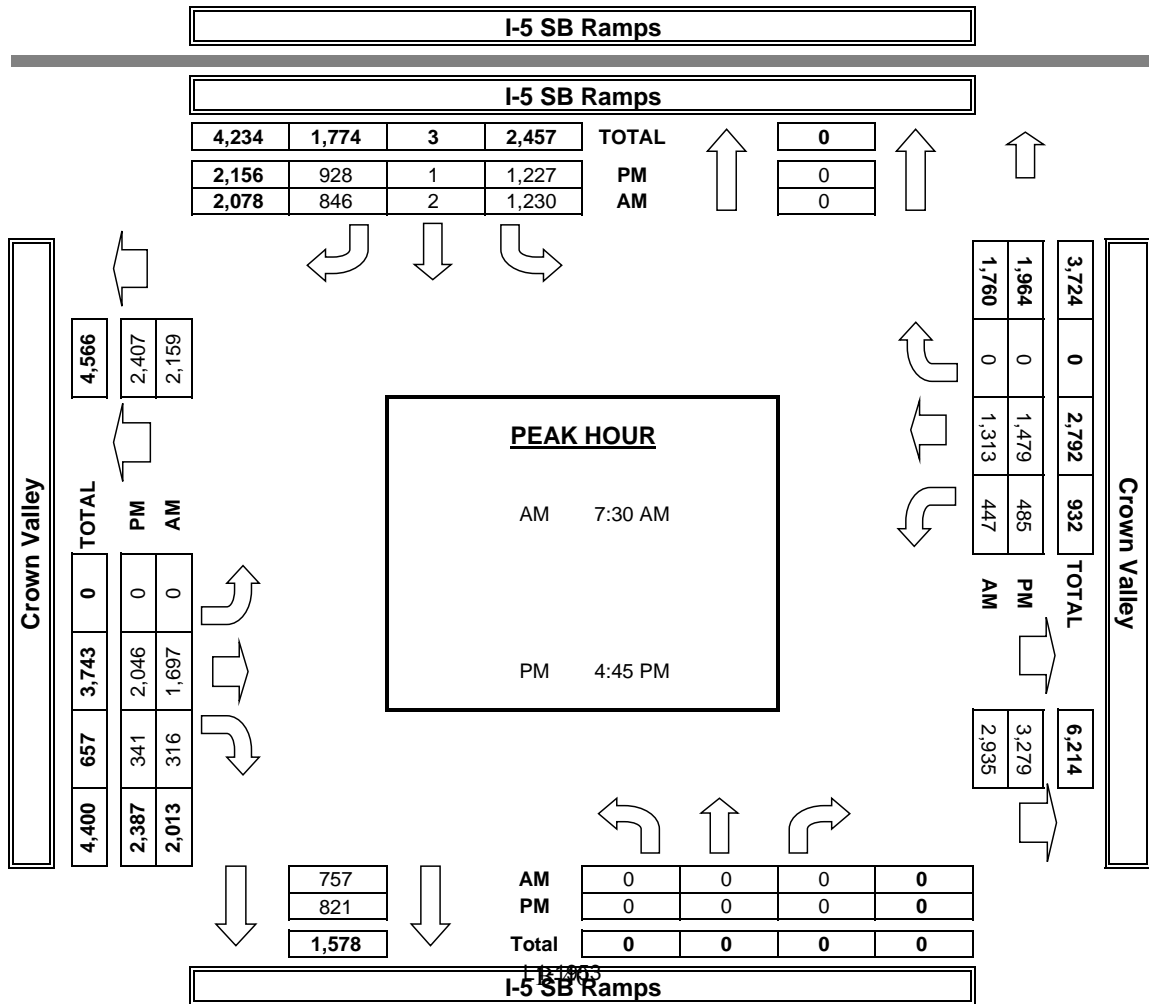
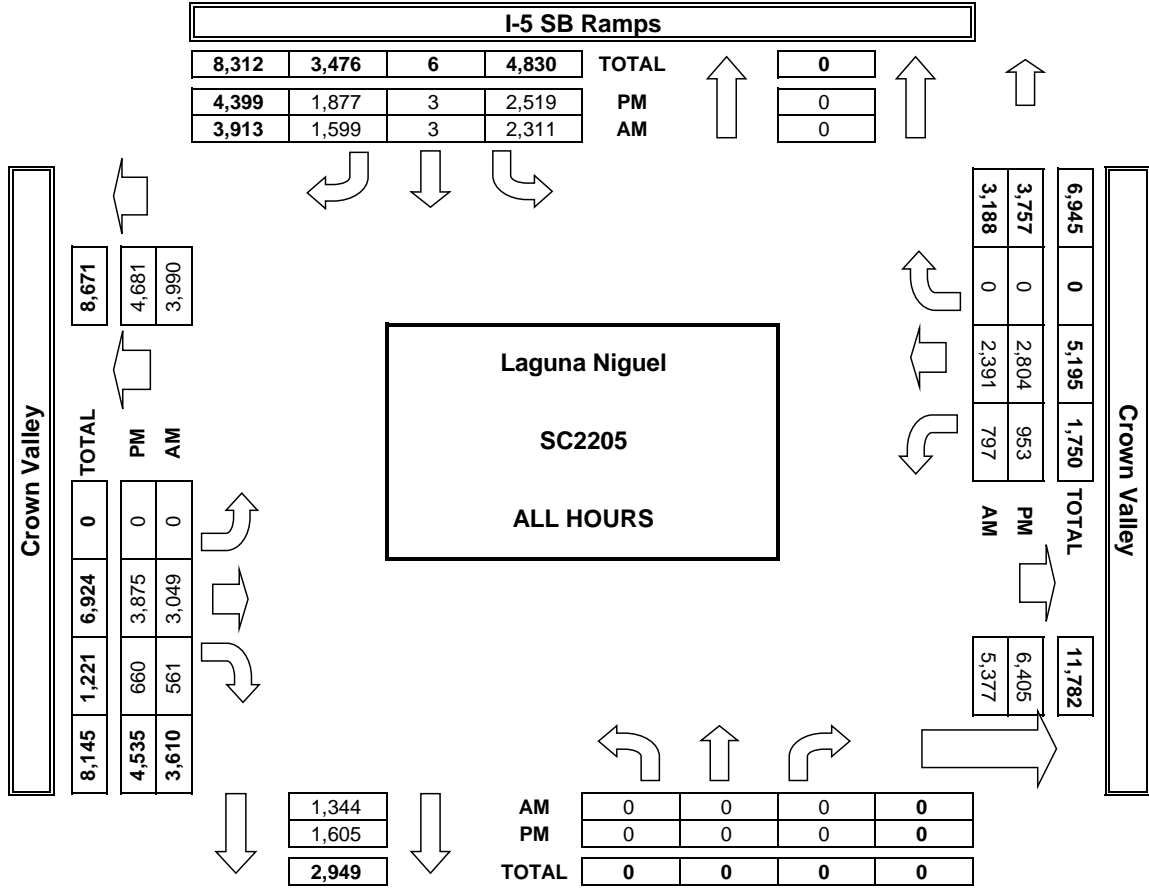
**AimTD LLC**  
TURNING MOVEMENT COUNTS







**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, May 21, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Cabot Crown Valley	PROJECT #: LOCATION #: CONTROL:	SC2205 20 SIGNAL
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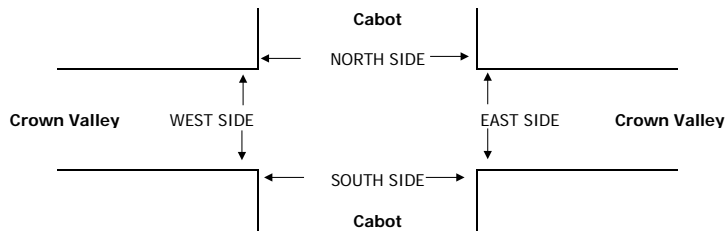
**NOTES:**

AM	PM	MD	OTHER
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←	W	E	→
▲	N	S	▼

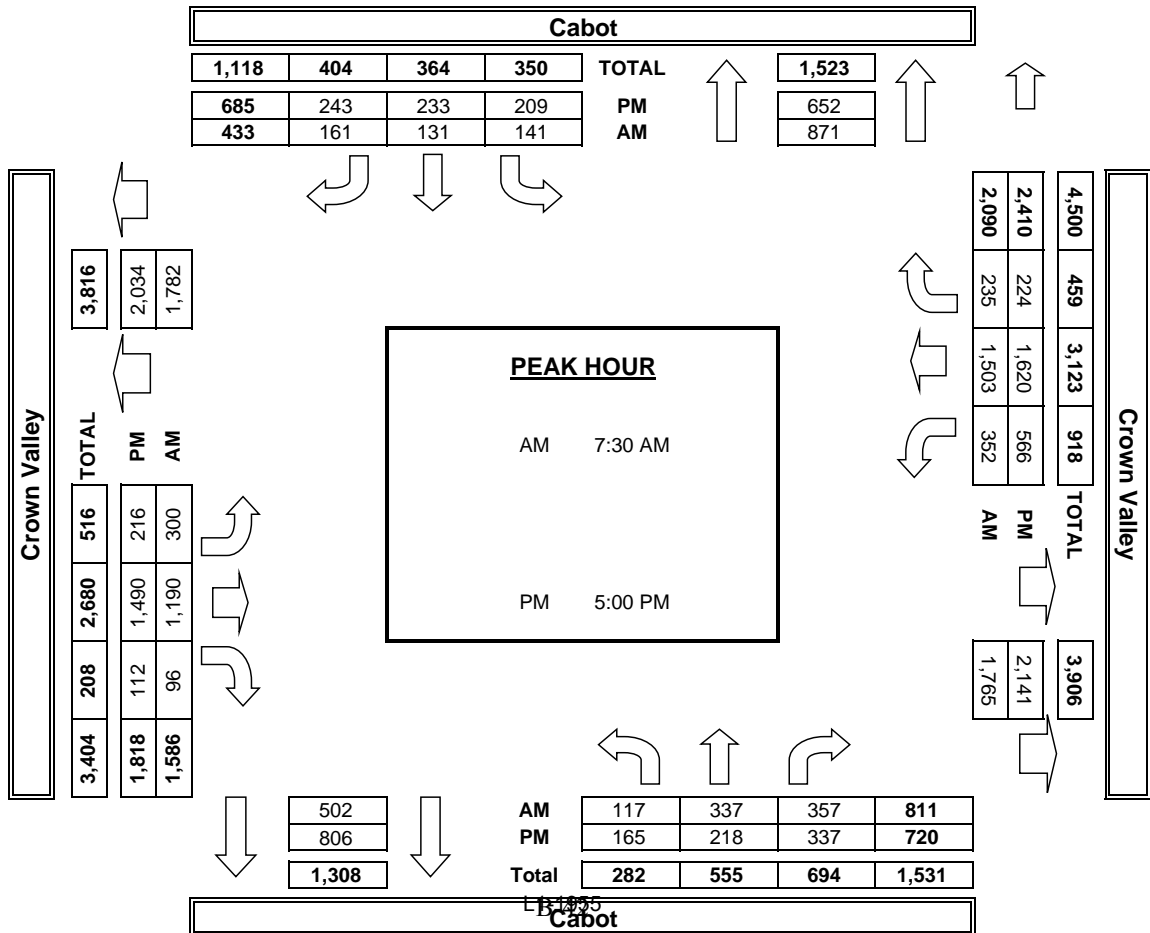
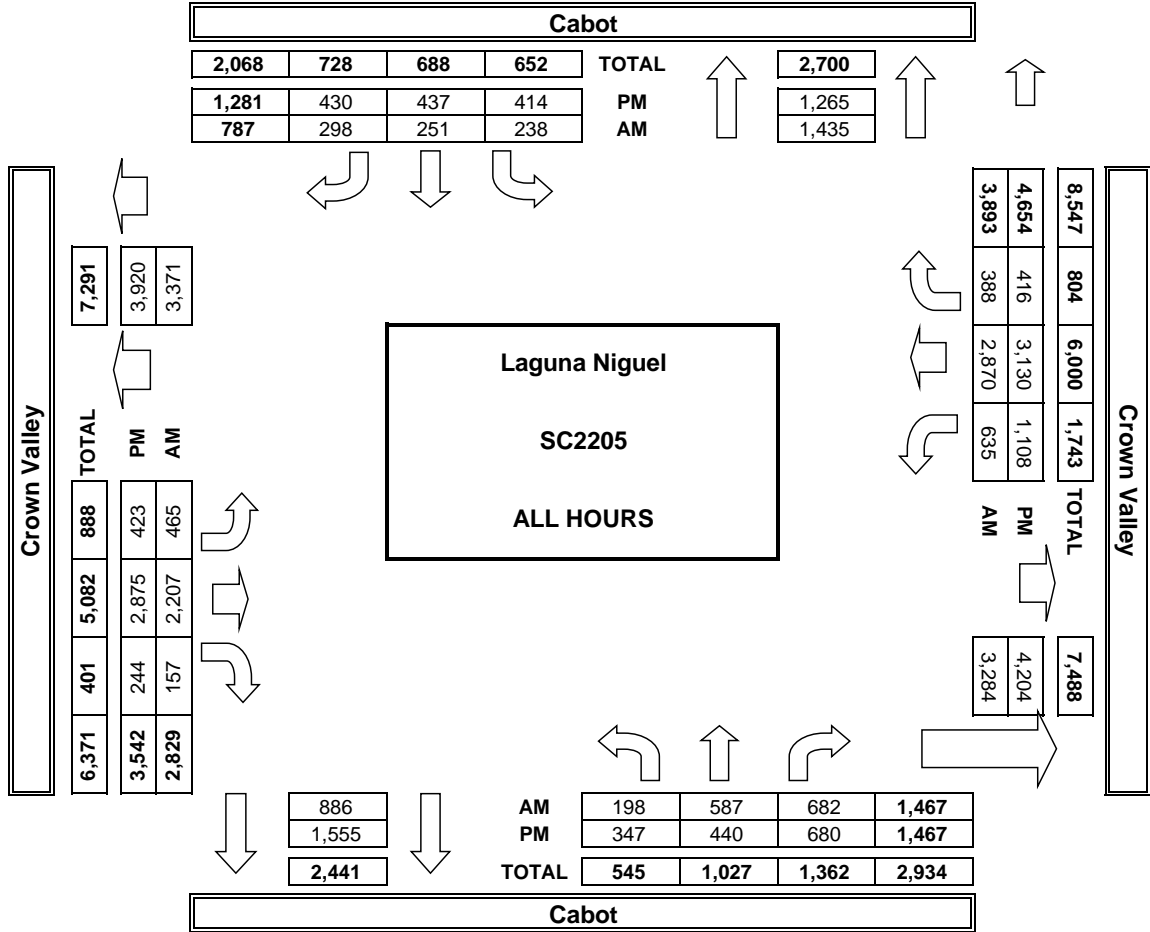
☑ Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>Cabot</small>			SOUTHBOUND <small>Cabot</small>			EASTBOUND <small>Crown Valley</small>			WESTBOUND <small>Crown Valley</small>			TOTAL	U-TURNS					
	NL 1	NT 2	NR 1	SL 2	ST 2	SR 0	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1		NB 0	SB 0	EB 0	WB 0	TTL	
<b>AM</b>																			
7:00 AM	14	50	80	20	24	19	34	232	6	56	246	32	813	0	0	1	17	18	
7:15 AM	22	51	80	22	35	34	33	206	9	66	441	42	1,041	0	0	1	16	17	
7:30 AM	25	91	90	30	37	44	61	258	33	78	411	40	1,198	0	0	0	18	18	
7:45 AM	34	89	99	30	30	42	94	374	22	93	418	58	1,383	0	0	0	17	17	
8:00 AM	39	93	78	43	30	31	70	257	21	109	367	71	1,209	0	0	0	23	23	
8:15 AM	19	64	90	38	34	44	75	301	20	72	307	66	1,130	0	0	1	19	20	
8:30 AM	17	80	83	20	30	38	49	279	21	81	369	48	1,115	0	0	1	26	27	
8:45 AM	28	69	82	35	31	46	49	300	25	80	311	31	1,087	0	0	1	21	22	
VOLUMES	198	587	682	238	251	298	465	2,207	157	635	2,870	388	8,976	0	0	5	157	162	
APPROACH %	13%	40%	46%	30%	32%	38%	16%	78%	6%	16%	74%	10%							
APP/DEPART	1,467	/	1,435	787	/	886	2,829	/	3,284	3,893	/	3,371	0						
BEGIN PEAK HR	7:30 AM																		
VOLUMES	117	337	357	141	131	161	300	1,190	96	352	1,503	235	4,920						
APPROACH %	14%	42%	44%	33%	30%	37%	19%	75%	6%	17%	72%	11%							
PEAK HR FACTOR	0.913			0.933			0.809			0.918			0.889						
APP/DEPART	811	/	871	433	/	502	1,586	/	1,765	2,090	/	1,782	0						
<b>PM</b>																			
4:00 PM	48	51	84	44	47	41	64	366	44	123	364	37	1,313	0	0	4	37	41	
4:15 PM	41	59	98	58	49	56	55	312	21	149	359	43	1,300	0	0	1	37	38	
4:30 PM	55	58	87	52	28	30	49	392	36	134	462	52	1,435	0	0	1	25	26	
4:45 PM	38	54	74	51	80	60	39	315	31	136	325	60	1,263	1	0	2	31	34	
5:00 PM	43	55	95	49	53	60	61	384	33	162	420	54	1,469	0	0	3	28	31	
5:15 PM	42	76	90	75	69	57	64	358	20	127	373	59	1,410	0	0	1	25	26	
5:30 PM	33	36	85	42	62	75	46	386	28	160	422	49	1,424	0	0	1	30	31	
5:45 PM	47	51	67	43	49	51	45	362	31	117	405	62	1,330	0	0	1	22	23	
VOLUMES	347	440	680	414	437	430	423	2,875	244	1,108	3,130	416	10,944	1	0	14	235	250	
APPROACH %	24%	30%	46%	32%	34%	34%	12%	81%	7%	24%	67%	9%							
APP/DEPART	1,467	/	1,265	1,281	/	1,555	3,542	/	4,204	4,654	/	3,920	0						
BEGIN PEAK HR	5:00 PM																		
VOLUMES	165	218	337	209	233	243	216	1,490	112	566	1,620	224	5,633						
APPROACH %	23%	30%	47%	31%	34%	35%	12%	82%	6%	23%	67%	9%							
PEAK HR FACTOR	0.865			0.852			0.951			0.947			0.959						
APP/DEPART	720	/	652	685	/	806	1,818	/	2,141	2,410	/	2,034	0						



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
<b>AM</b>															
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM					0	0	0	0	0					
<b>PM</b>															
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM BEGIN PEAK HR	5:00 PM					0	0	0	0	0					

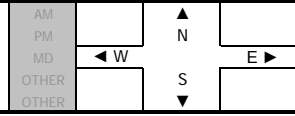
**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: <b>Tue, May 21, 19</b>	LOCATION: NORTH & SOUTH: EAST & WEST:	Laguna Niguel Greenfield Crown Valley	PROJECT #: LOCATION #: CONTROL:	SC2205 21 SIGNAL
NOTES: <div style="border: 1px solid black; padding: 5px; margin: 5px 0;">                     NB AM/PM queue                 </div>				

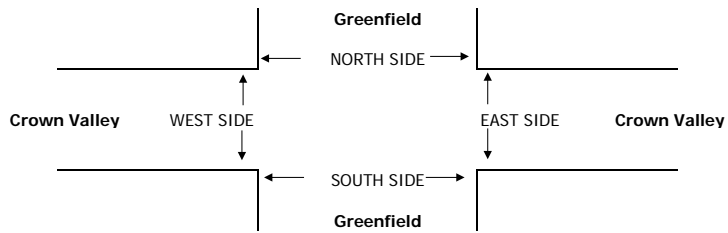


LANES:	NORTHBOUND <small>Greenfield</small>			SOUTHBOUND <small>Greenfield</small>			EASTBOUND <small>Crown Valley</small>			WESTBOUND <small>Crown Valley</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0.5	1.5	0	2	1	1	2	3	0	1	3	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	8
0	0	3	1	4
0	0	15	1	16
0	0	8	0	8
0	0	10	0	10
0	0	6	0	6
0	0	8	1	9
0	0	9	1	10
0	0	67	4	71

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	4	6	10	90	4	25	62	161	1	1	160	120	644
7:15 AM	4	22	9	80	2	29	66	158	1	2	261	207	841
7:30 AM	26	19	10	147	9	47	119	215	2	5	273	190	1,062
7:45 AM	4	13	17	157	5	48	138	292	7	1	280	205	1,167
8:00 AM	7	18	7	126	12	42	124	222	5	4	250	198	1,015
8:15 AM	5	13	14	127	7	33	103	245	4	4	209	170	934
8:30 AM	6	14	9	97	5	18	104	234	3	4	235	176	905
8:45 AM	3	10	12	154	8	30	94	191	1	9	202	175	889
VOLUMES	59	115	88	978	52	272	810	1,718	24	30	1,870	1,441	7,457
APPROACH %	23%	44%	34%	75%	4%	21%	32%	67%	1%	1%	56%	43%	
APP/DEPART	262	/	2,299	1,302	/	102	2,552	/	2,788	3,341	/	2,268	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	42	63	48	557	33	170	484	974	18	14	1,012	763	4,178
APPROACH %	27%	41%	31%	73%	4%	22%	33%	66%	1%	1%	57%	43%	
PEAK HR FACTOR	0.695												
APP/DEPART	153	/	1,271	760	/	64	1,476	/	1,580	1,789	/	1,263	0
<b>PM</b>													
4:00 PM	3	9	4	160	16	59	69	290	4	8	289	181	1,092
4:15 PM	7	14	5	182	30	61	84	234	4	11	280	163	1,075
4:30 PM	5	10	8	172	17	61	69	253	6	8	332	229	1,170
4:45 PM	10	9	6	234	22	76	75	177	3	6	255	160	1,033
5:00 PM	2	8	4	213	24	59	71	254	7	11	321	192	1,166
5:15 PM	8	10	4	221	30	90	78	209	6	9	263	182	1,110
5:30 PM	5	6	11	241	30	84	78	220	5	10	309	213	1,212
5:45 PM	10	7	7	188	19	79	72	209	8	14	311	194	1,118
VOLUMES	50	73	49	1,611	188	569	596	1,846	43	77	2,360	1,514	8,976
APPROACH %	29%	42%	28%	68%	8%	24%	24%	74%	2%	2%	60%	38%	
APP/DEPART	172	/	2,058	2,368	/	302	2,485	/	3,512	3,951	/	3,104	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	25	31	26	863	103	312	299	892	26	44	1,204	781	4,606
APPROACH %	30%	38%	32%	68%	8%	24%	25%	73%	2%	2%	59%	38%	
PEAK HR FACTOR	0.854												
APP/DEPART	82	/	1,051	1,278	/	169	1,217	/	1,785	2,029	/	1,601	0

NB	SB	EB	WB	TTL
0	0	13	0	13
0	0	19	0	19
0	0	20	0	20
0	0	13	2	15
0	0	10	1	11
0	0	20	1	21
0	0	17	1	18
0	0	13	1	14
0	0	125	6	131



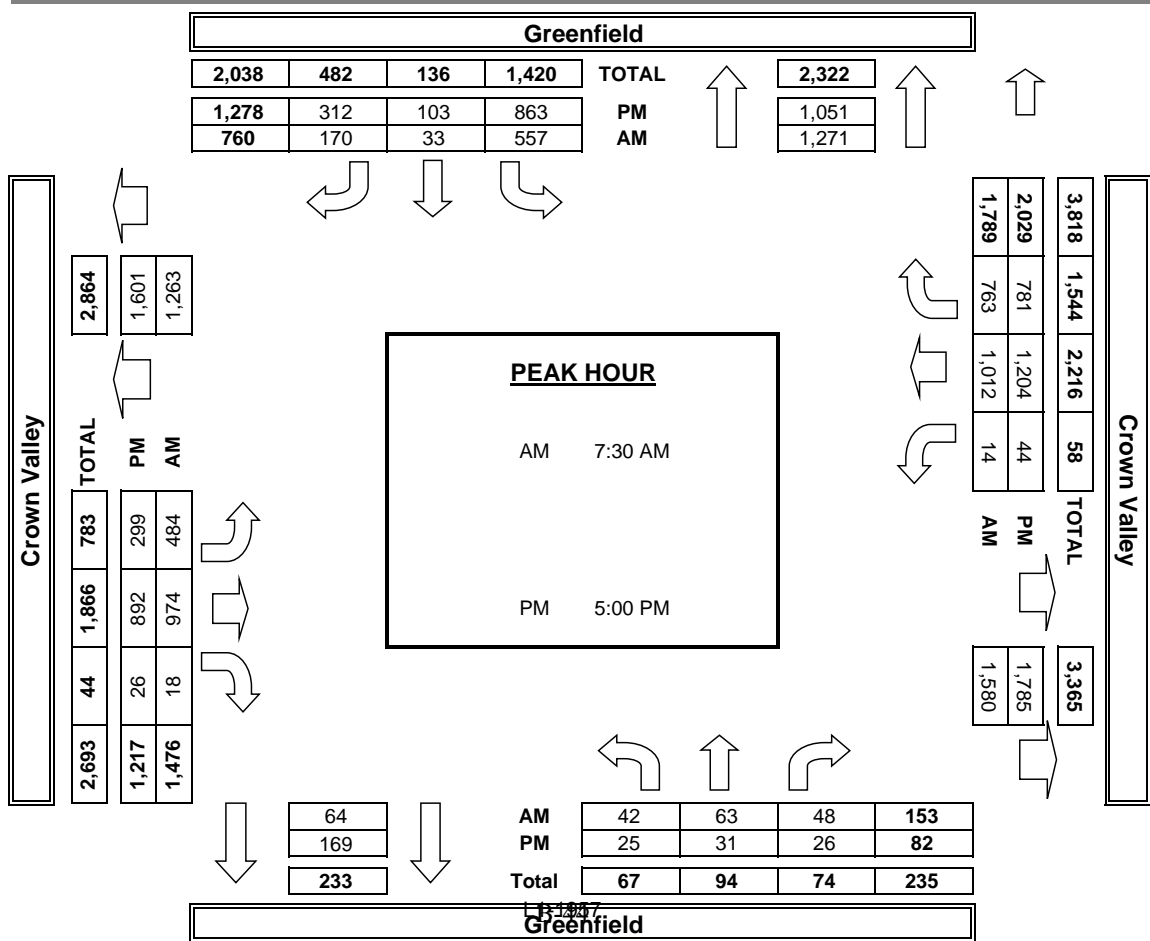
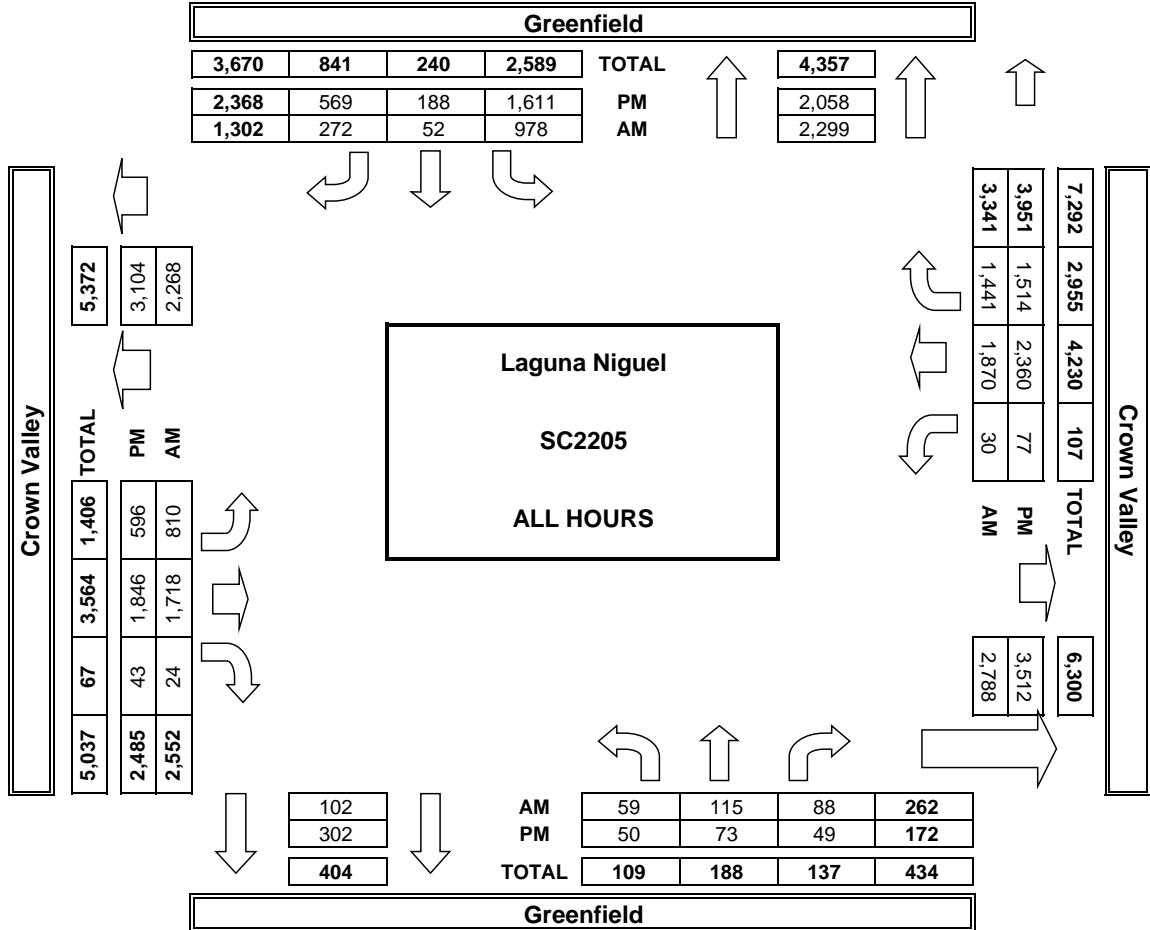
	PEDESTRIAN + BIKE CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
<b>PM</b>					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	5:00 PM				

	PEDESTRIAN CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
<b>PM</b>					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	5:00 PM				

	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
<b>PM</b>					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	5:00 PM				

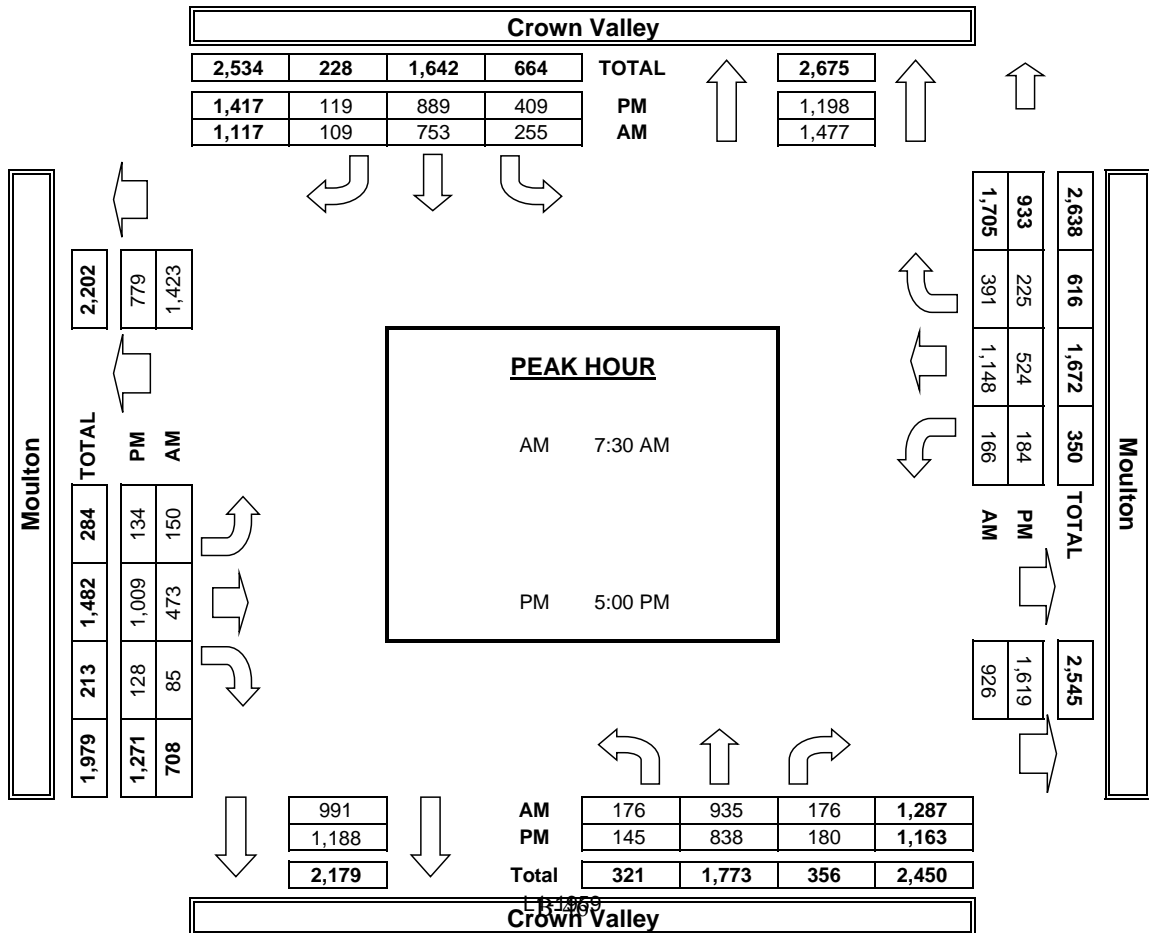
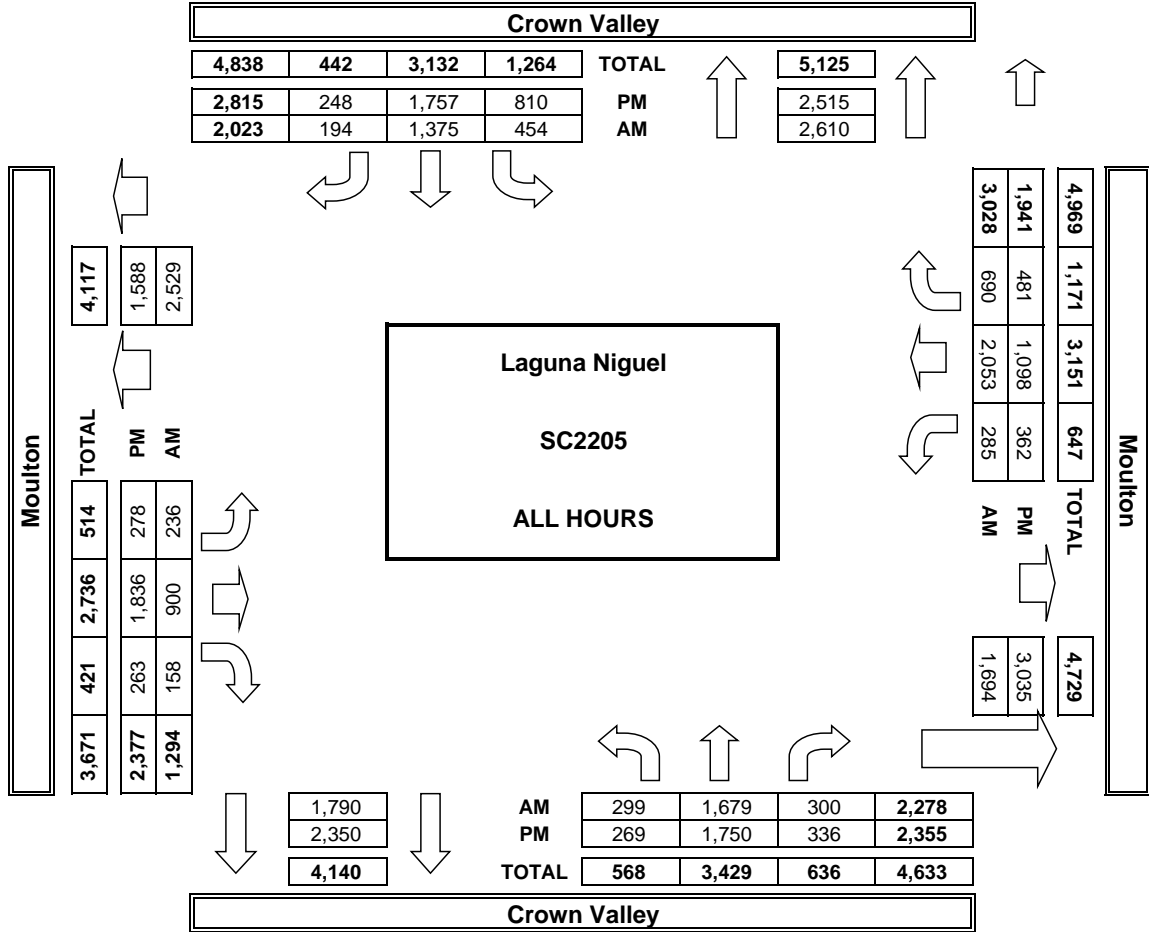
	PEDESTRIAN + BIKE CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
<b>PM</b>					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	5:00 PM				

**AimTD LLC**  
TURNING MOVEMENT COUNTS





**AimTD LLC**  
TURNING MOVEMENT COUNTS



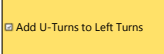
**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: <b>Tue, May 21, 19</b>	LOCATION: NORTH & SOUTH: EAST & WEST:	Laguna Niguel Crown Valley La Paz	PROJECT #: LOCATION #: CONTROL:	SC2205 23 SIGNAL
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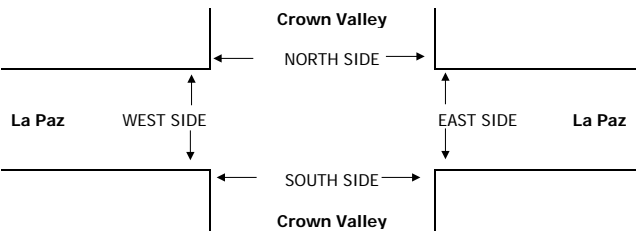
NOTES:

AM	▲	N	
PM	▶		E ▶
MD	◀	S	◀ W
OTHER	▼		▶



LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			U-TURNS					
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	1	3	X	X	3	0	1.5	X	1.5	X	X	X		0	0	0	0	0

AM	7:00 AM	33	168	0	0	138	15	7	0	29	0	0	0	390	0	0	0	0	0
	7:15 AM	58	188	0	0	181	33	29	0	27	0	0	0	516	0	0	0	0	0
	7:30 AM	67	285	0	0	202	56	38	0	69	0	0	0	717	0	0	0	0	0
	7:45 AM	73	271	0	0	215	55	70	0	42	0	0	0	726	0	0	0	0	0
	8:00 AM	79	247	0	0	260	73	68	0	46	0	0	0	773	0	0	0	0	0
	8:15 AM	79	256	0	0	194	61	19	0	40	0	0	0	649	0	0	0	0	0
	8:30 AM	61	228	0	0	237	30	15	0	38	0	0	0	609	0	0	0	0	0
	8:45 AM	55	189	0	0	223	22	21	0	47	0	0	0	557	0	0	0	0	0
VOLUMES	505	1,832	0	0	1,650	345	267	0	338	0	0	0	4,937	0	0	0	0	0	
APPROACH %	22%	78%	0%	0%	83%	17%	44%	0%	56%	0%	0%	0%	0%	0	0	0	0	0	
APP/DEPART	2,337	/	2,099	1,995	/	1,988	605	/	0	0	/	850	0	0	0	0	0	0	
BEGIN PEAK HR	7:30 AM													0	0	0	0	0	
VOLUMES	298	1,059	0	0	871	245	195	0	197	0	0	0	2,865	0	0	0	0	0	
APPROACH %	22%	78%	0%	0%	78%	22%	50%	0%	50%	0%	0%	0%	0%	0	0	0	0	0	
PEAK HR FACTOR	0.964			0.838			0.860			0.000			0.927	0	0	0	0	0	
APP/DEPART	1,357	/	1,254	1,116	/	1,068	392	/	0	0	/	543	0	0	0	1	0	1	
PM	4:00 PM	48	285	0	0	265	20	28	0	70	0	0	0	716	0	0	0	0	0
	4:15 PM	44	244	0	0	289	19	35	0	92	0	0	0	723	0	0	0	0	0
	4:30 PM	56	258	0	0	233	25	35	0	74	0	0	0	681	0	0	0	0	0
	4:45 PM	58	227	0	0	278	29	22	0	84	0	0	0	698	0	0	0	0	0
	5:00 PM	56	245	0	0	236	25	35	0	74	0	0	0	671	0	0	0	0	0
	5:15 PM	48	292	0	0	289	21	24	0	82	0	0	0	756	0	0	0	0	0
	5:30 PM	64	249	0	0	255	24	18	0	93	0	0	0	703	0	0	0	0	0
	5:45 PM	34	189	0	0	281	29	33	0	86	0	0	0	652	0	0	0	2	2
VOLUMES	408	1,989	0	0	2,126	192	230	0	655	0	0	0	5,600	0	0	3	0	3	
APPROACH %	17%	83%	0%	0%	92%	8%	26%	0%	74%	0%	0%	0%	0%	0	0	0	0	0	
APP/DEPART	2,397	/	2,216	2,318	/	2,781	885	/	0	0	/	603	0	0	0	0	0	0	
BEGIN PEAK HR	4:45 PM													0	0	0	0	0	
VOLUMES	226	1,013	0	0	1,058	99	99	0	333	0	0	0	2,828	0	0	0	0	0	
APPROACH %	18%	82%	0%	0%	91%	9%	23%	0%	77%	0%	0%	0%	0%	0	0	0	0	0	
PEAK HR FACTOR	0.911			0.933			0.973			0.000			0.935	0	0	0	0	0	
APP/DEPART	1,239	/	1,112	1,157	/	1,391	432	/	0	0	/	325	0	0	0	0	0	0	



AM	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0	
AM BEGIN PEAK HR	7:30 AM					
PM	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0	
PM BEGIN PEAK HR	4:45 PM					

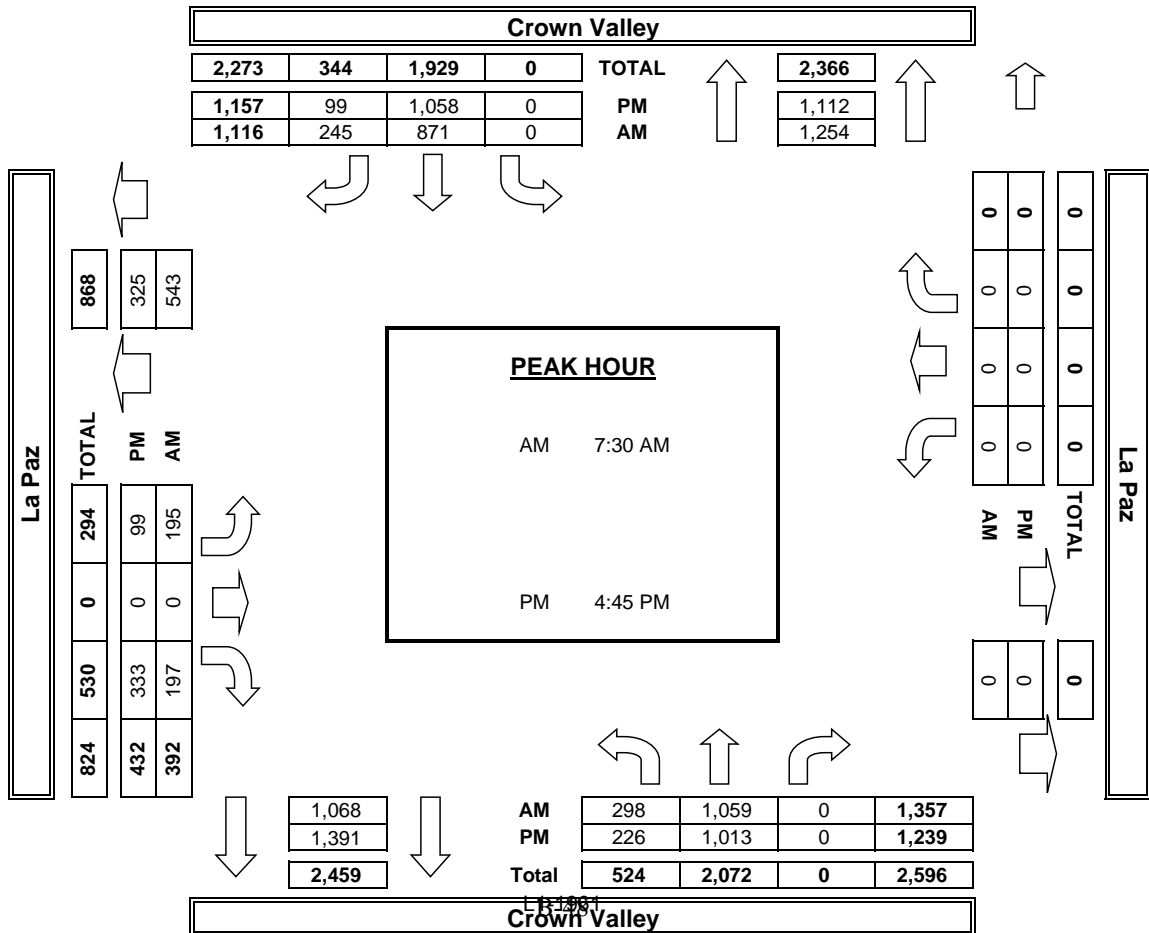
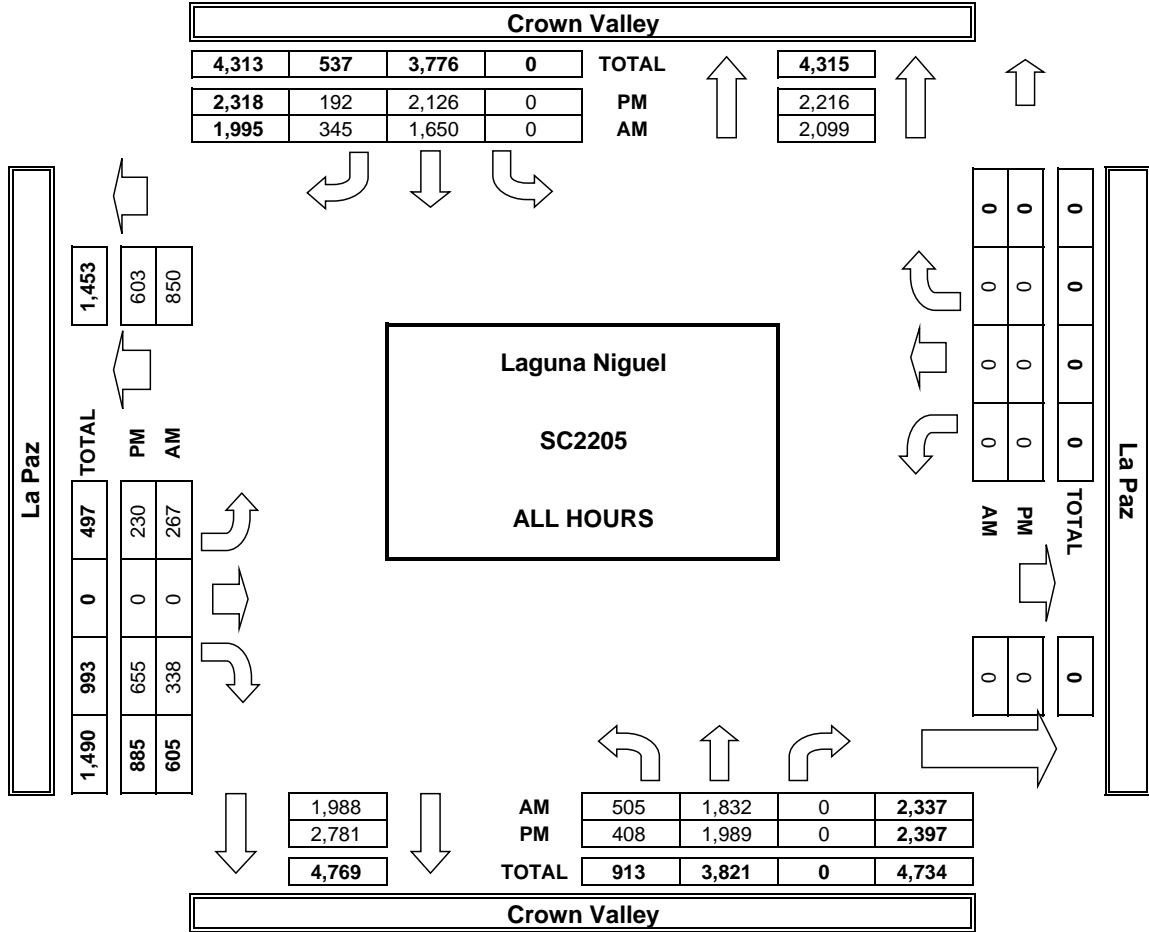
PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

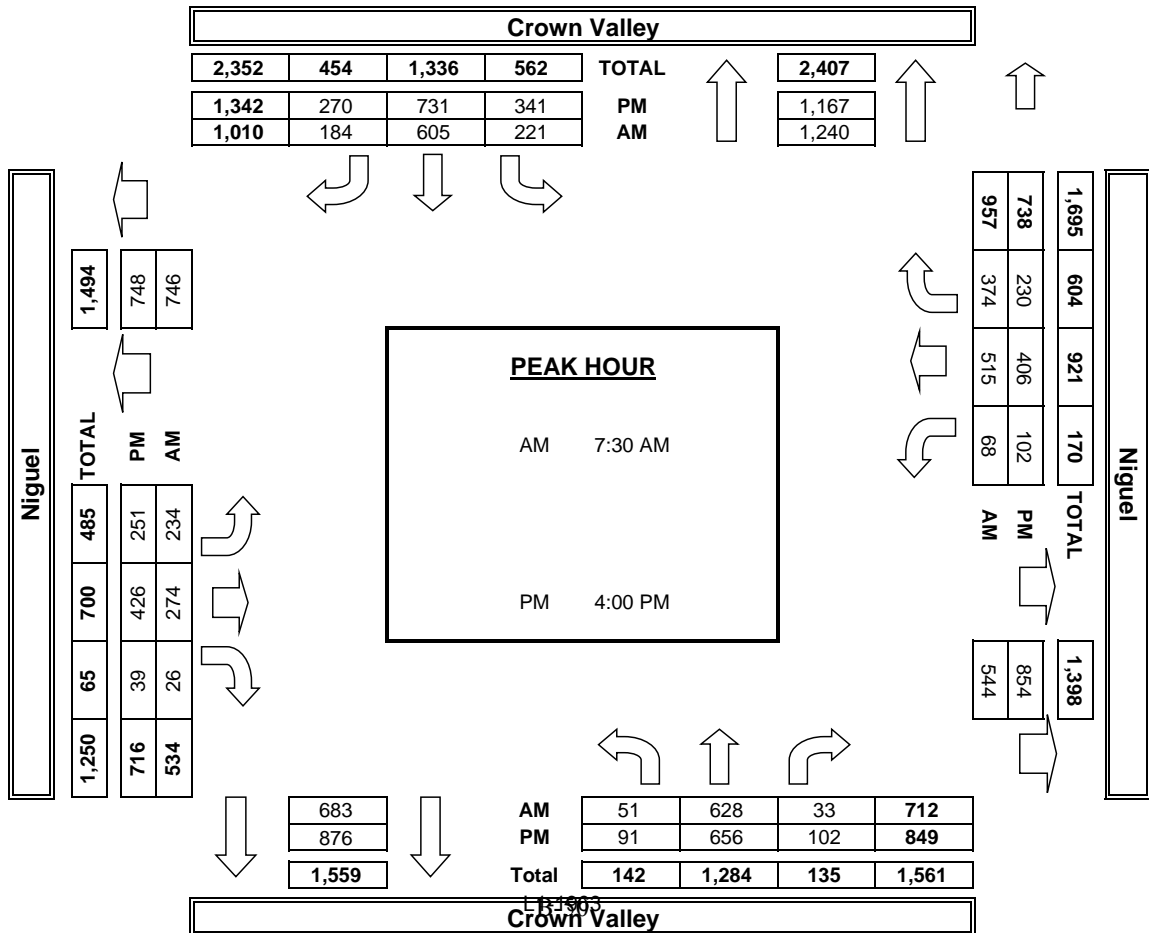
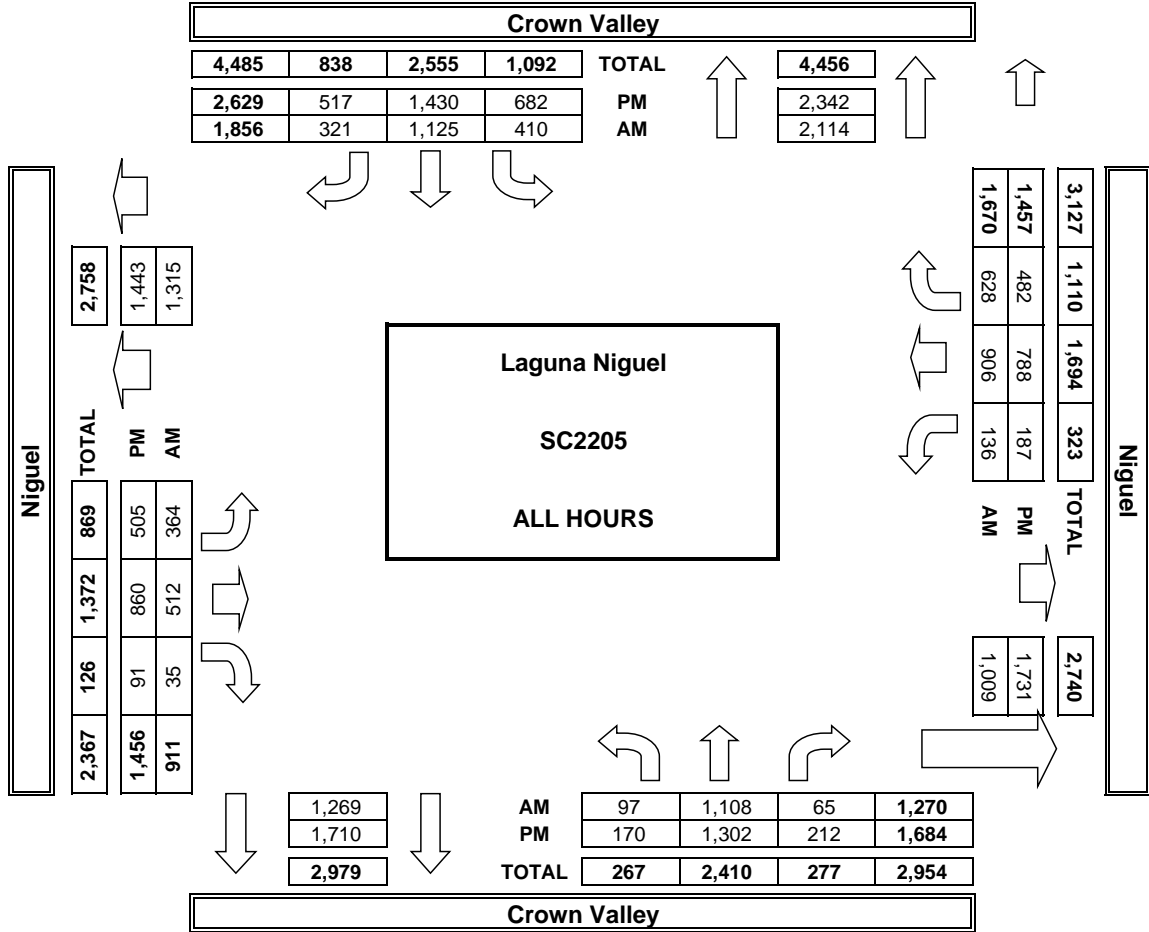


**AimTD LLC**  
TURNING MOVEMENT COUNTS





**AimTD LLC**  
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

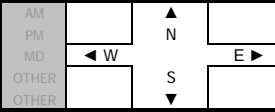
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 21, 19

LOCATION: Laguna Niguel, Crown Valley, Alicia

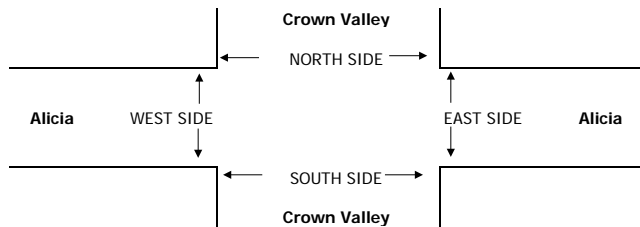
PROJECT #: SC2205, LOCATION #: 25, CONTROL: SIGNAL

NOTES:



Add U-Turns to Left Turns

Main data table with columns for NORTHBOUND, SOUTHBOUND, EASTBOUND, WESTBOUND, and U-TURNS. Rows include time intervals (7:00 AM to 5:45 PM), VOLUMES, and various percentages.



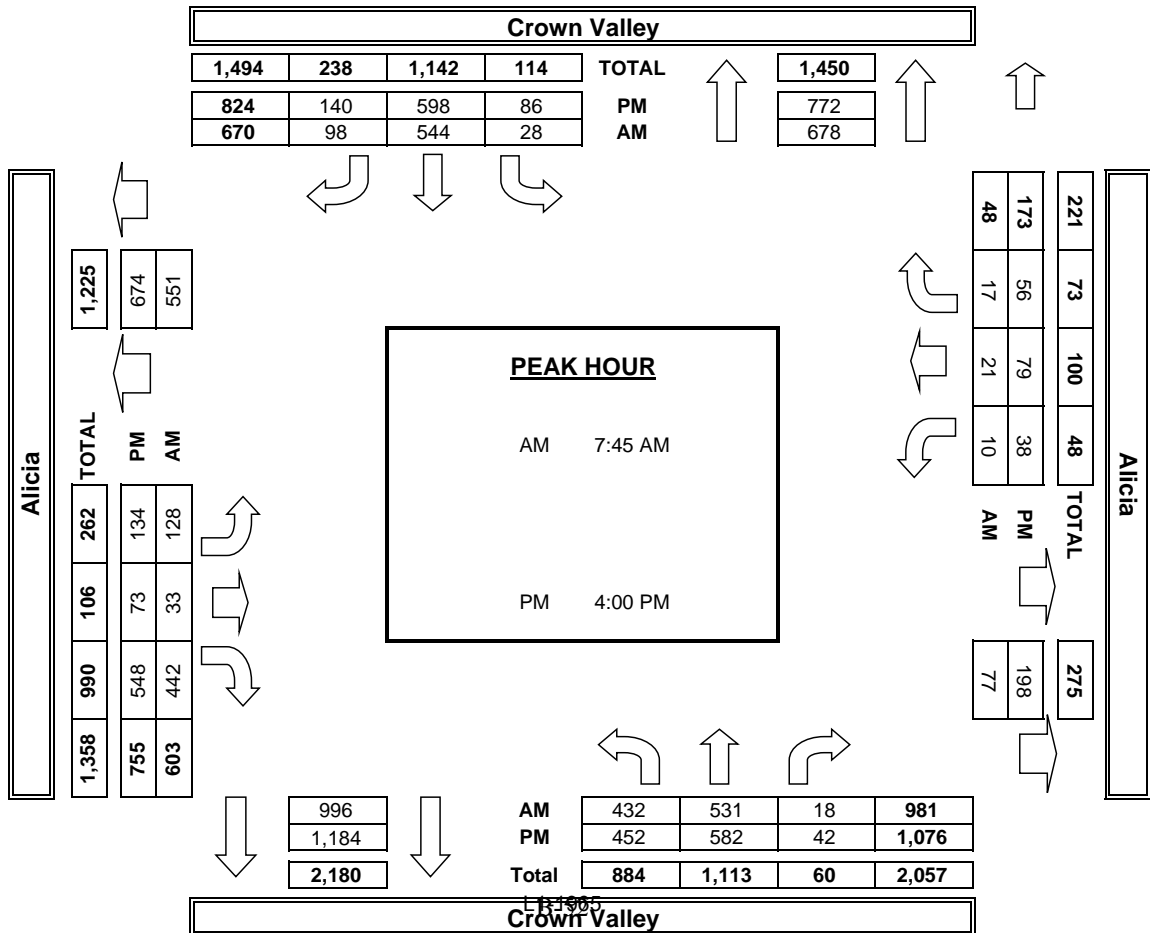
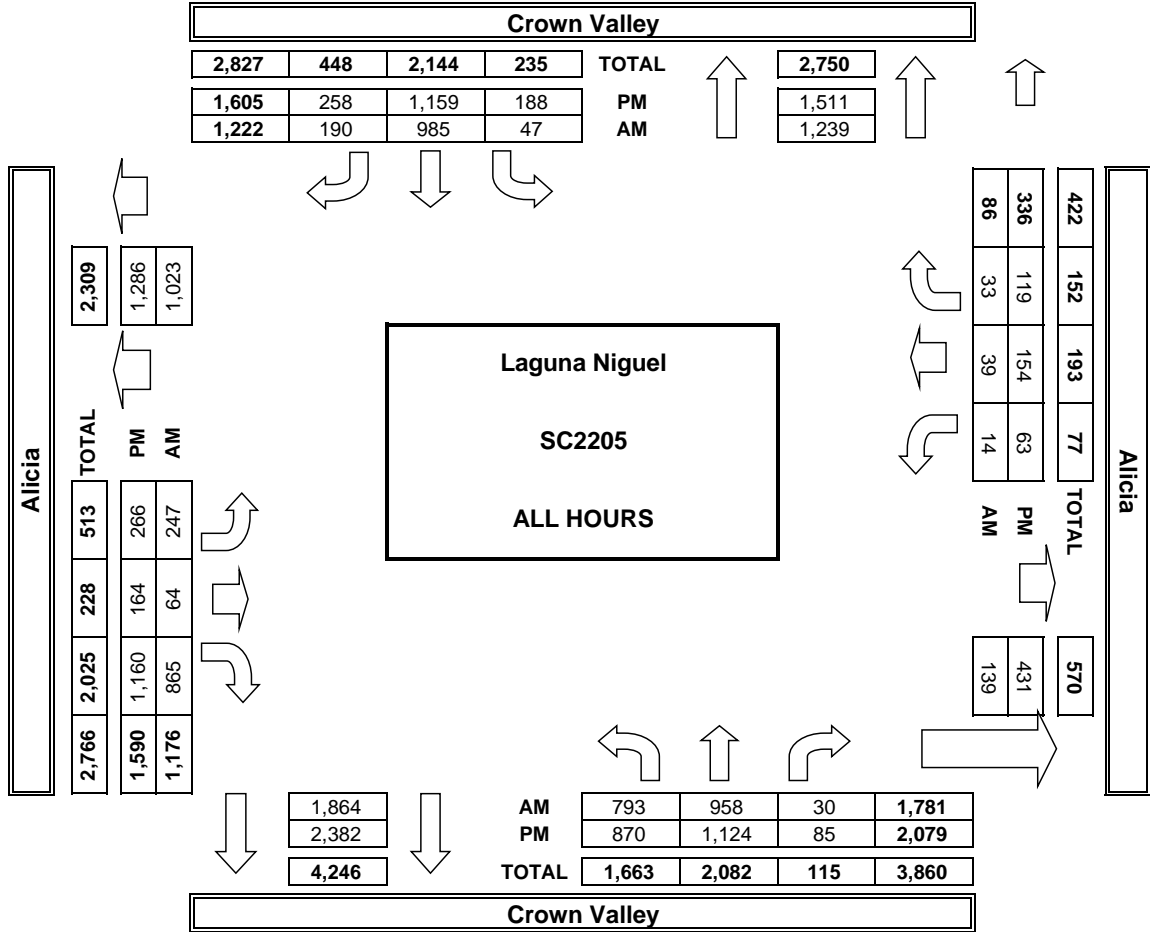
Summary table for AM and PM peak hours.

PEDESTRIAN + BIKE CROSSINGS table with columns for N SIDE, S SIDE, E SIDE, W SIDE, and TOTAL.

PEDESTRIAN CROSSINGS table with columns for N SIDE, S SIDE, E SIDE, W SIDE, and TOTAL.

BICYCLE CROSSINGS table with columns for NS, SS, ES, WS, and TOTAL.

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:  
Tue, May 21, 19

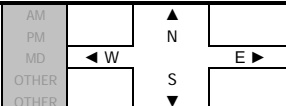
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Laguna Niguel  
Crown Valley  
Hillhurst

PROJECT #:  
LOCATION #:  
CONTROL:

SC2205  
26  
SIGNAL

NOTES:

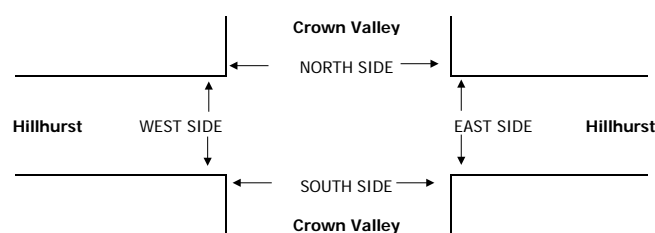


Add U-Turns to Left Turns

	NORTHBOUND Crown Valley			SOUTHBOUND Crown Valley			EASTBOUND Hillhurst			WESTBOUND Hillhurst			TOTAL
	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0.5	ET 0.5	ER 1	WL 0	WT 1	WR 1	
7:00 AM	2	126	2	0	197	0	0	0	0	5	1	9	342
7:15 AM	1	180	5	0	185	3	1	0	1	9	0	18	403
7:30 AM	0	236	11	5	238	5	2	1	1	5	0	12	516
7:45 AM	4	220	5	3	235	11	0	0	0	5	0	13	496
8:00 AM	4	258	5	5	240	15	3	1	0	6	0	9	546
8:15 AM	2	219	6	5	219	6	4	1	2	9	0	5	478
8:30 AM	0	236	6	7	245	5	4	0	3	6	0	6	518
8:45 AM	0	208	2	6	223	4	1	1	1	12	1	7	466
VOLUMES	13	1,683	42	31	1,782	49	15	4	8	57	2	79	3,765
APPROACH %	1%	97%	2%	2%	96%	3%	56%	15%	30%	41%	1%	57%	
APP/DEPART	1,738	/	1,780	1,862	/	1,847	27	/	74	138	/	64	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	10	933	22	20	939	37	11	2	5	26	0	33	2,038
APPROACH %	1%	97%	2%	2%	94%	4%	61%	11%	28%	44%	0%	56%	
PEAK HR FACTOR	0.904												
APP/DEPART	965	/	980	996	/	970	18	/	41	59	/	47	0
4:00 PM	1	256	6	13	291	9	7	1	1	11	1	10	607
4:15 PM	4	258	6	6	306	6	7	0	2	7	0	10	612
4:30 PM	1	245	8	7	259	6	11	1	1	10	1	17	567
4:45 PM	2	238	10	12	261	8	10	1	3	11	0	5	561
5:00 PM	0	241	8	14	286	7	19	4	4	12	1	6	602
5:15 PM	1	265	13	12	283	4	7	4	2	12	2	10	615
5:30 PM	1	227	9	14	283	4	4	0	2	9	1	9	563
5:45 PM	0	204	8	20	267	4	5	4	2	9	0	7	530
VOLUMES	10	1,934	68	98	2,236	48	70	15	17	81	6	74	4,657
APPROACH %	0%	96%	3%	4%	94%	2%	69%	15%	17%	50%	4%	46%	
APP/DEPART	2,012	/	2,082	2,382	/	2,334	102	/	177	161	/	64	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	8	997	30	38	1,117	29	35	3	7	39	2	42	2,347
APPROACH %	1%	96%	3%	3%	94%	2%	78%	7%	16%	47%	2%	51%	
PEAK HR FACTOR	0.965												
APP/DEPART	1,035	/	1,078	1,184	/	1,163	45	/	67	83	/	39	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	3	0	0	3

0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	4	0	0	4



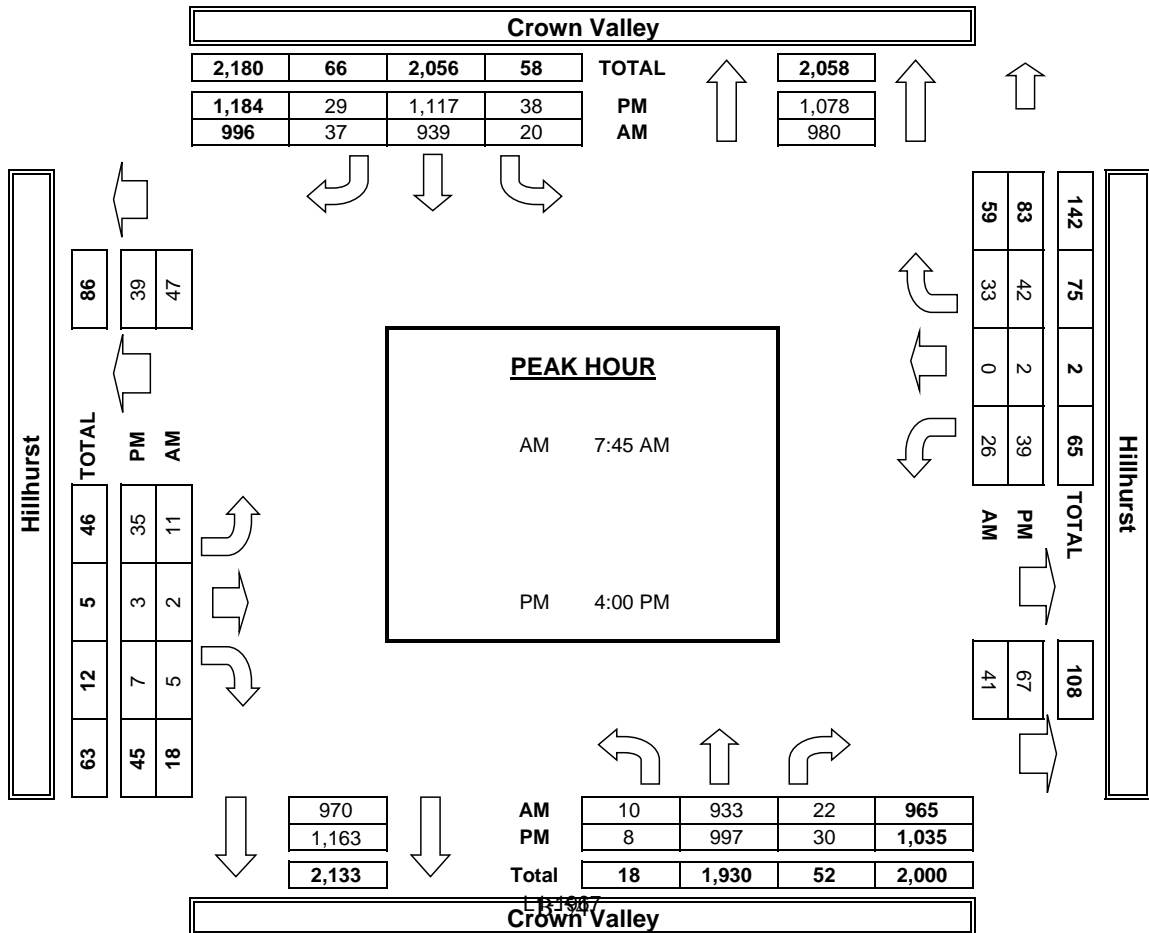
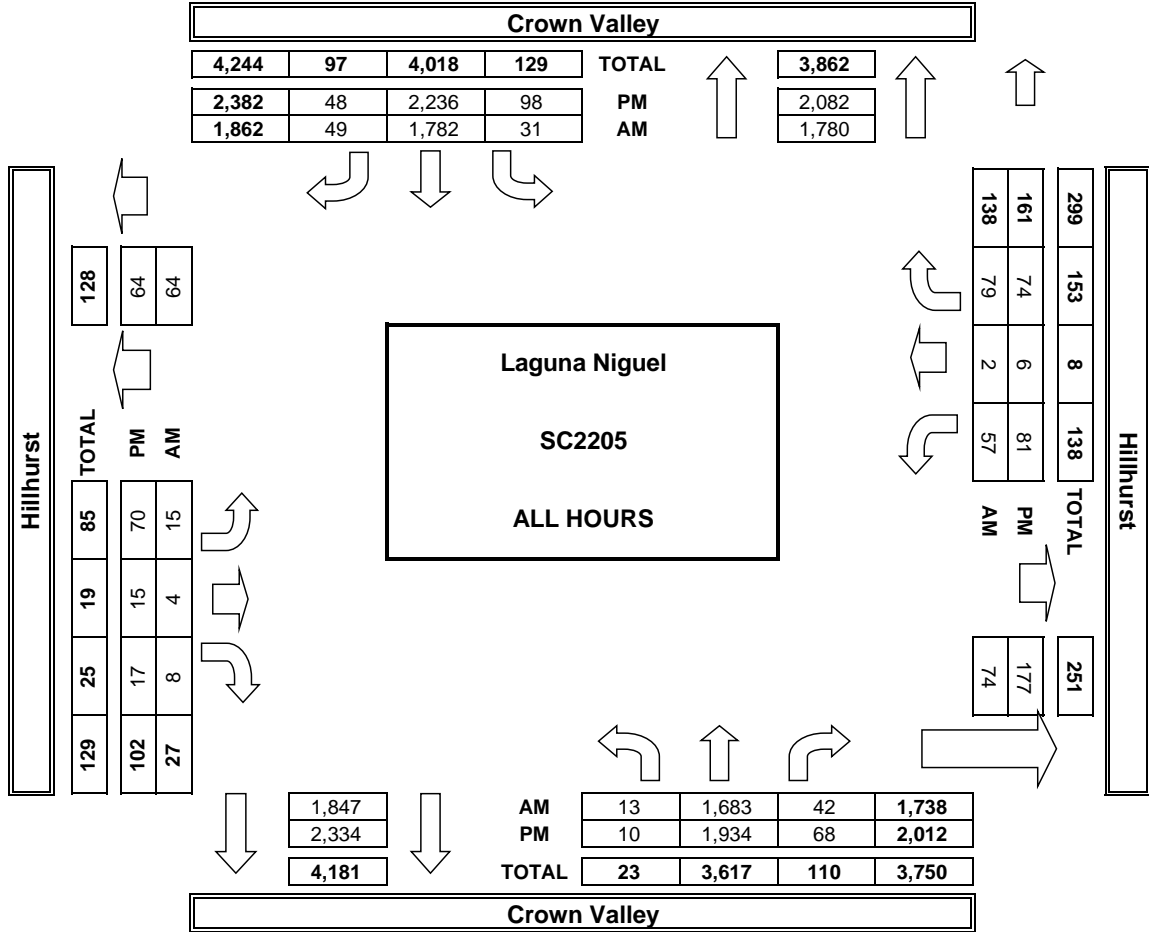
	AM	PM
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
TOTAL	0	0
AM BEGIN PEAK HR	7:45 AM	
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
TOTAL	0	0
PM BEGIN PEAK HR	4:00 PM	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

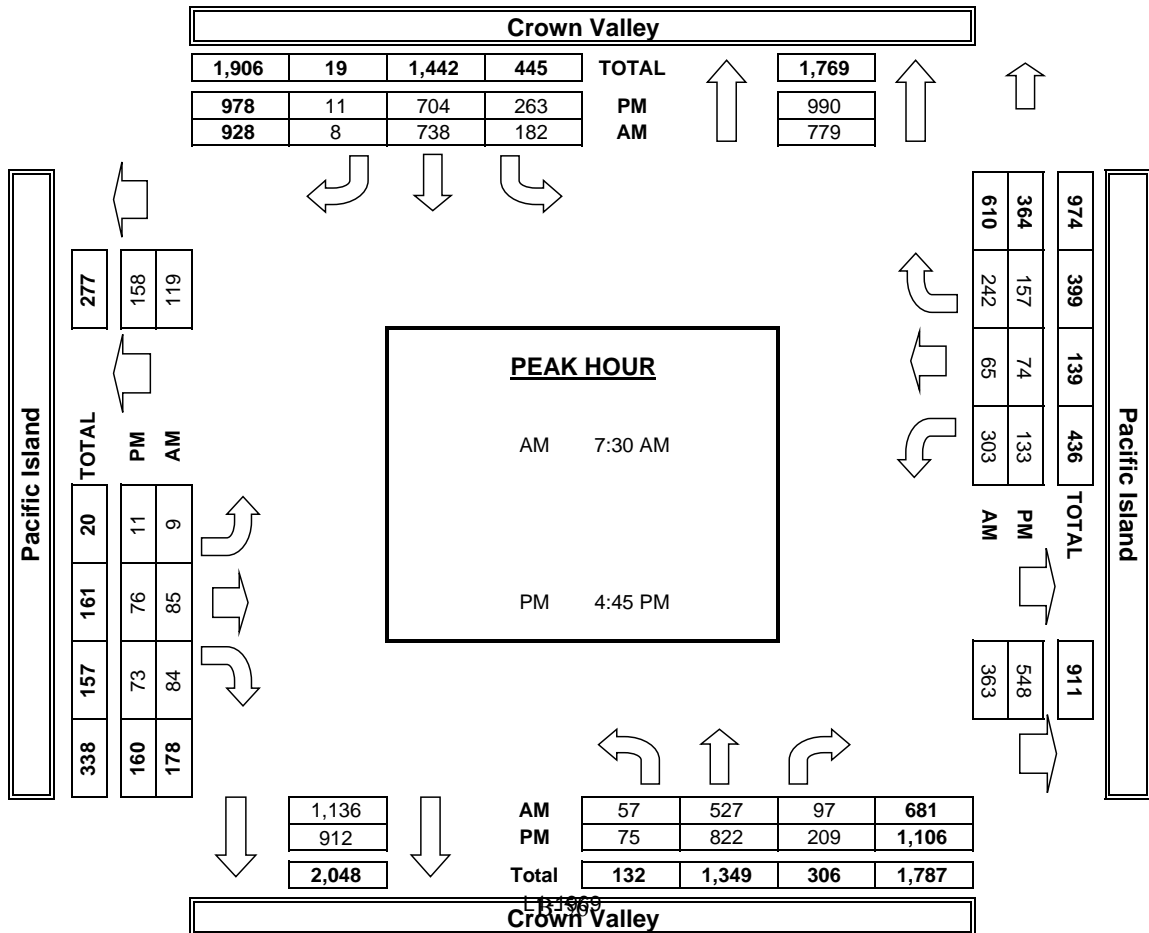
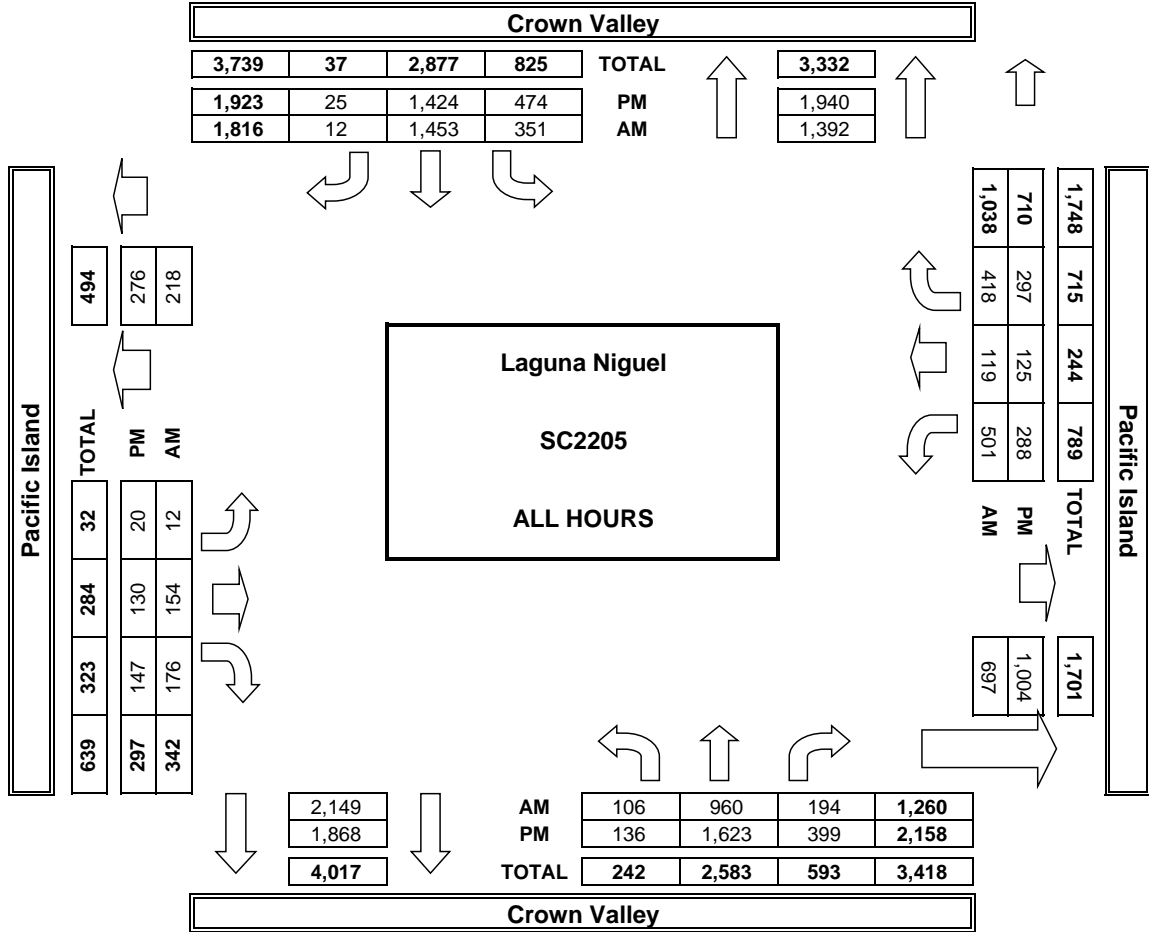
**AimTD LLC**  
TURNING MOVEMENT COUNTS







**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 21, 19	LOCATION: NORTH & SOUTH: EAST & WEST:	Laguna Niguel Crown Valley Pacific Coast	PROJECT #: LOCATION #: CONTROL:	SC2205 28 SIGNAL
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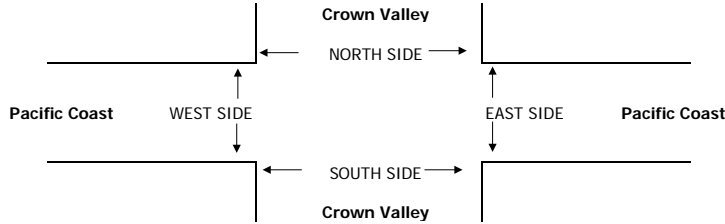
NOTES:	<table border="1" style="border-collapse: collapse; margin: 0 auto;"> <tr><td style="padding: 2px;">AM</td><td style="border: none;"></td><td style="padding: 2px;">▲</td><td style="border: none;"></td></tr> <tr><td style="padding: 2px;">PM</td><td style="border: none;"></td><td style="padding: 2px;">N</td><td style="border: none;"></td></tr> <tr><td style="padding: 2px;">MD</td><td style="border: none;"></td><td style="padding: 2px;">◀</td><td style="padding: 2px;">▶</td></tr> <tr><td style="padding: 2px;">OTHER</td><td style="border: none;"></td><td style="padding: 2px;">W</td><td style="padding: 2px;">E</td></tr> <tr><td style="padding: 2px;">OTHER</td><td style="border: none;"></td><td style="padding: 2px;">S</td><td style="padding: 2px;">▶</td></tr> <tr><td style="padding: 2px;"></td><td style="border: none;"></td><td style="padding: 2px;">▼</td><td style="border: none;"></td></tr> </table>	AM		▲		PM		N		MD		◀	▶	OTHER		W	E	OTHER		S	▶			▼	
AM		▲																							
PM		N																							
MD		◀	▶																						
OTHER		W	E																						
OTHER		S	▶																						
		▼																							

Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	Crown Valley			Crown Valley			Pacific Coast			Pacific Coast				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0.5	0.5	1	1.5	0.5	1.5	2	2	0	1	2	1		
<b>AM</b>	7:00 AM	4	3	3	34	15	140	48	50	4	11	197	24	533
	7:15 AM	2	5	6	32	5	151	63	90	2	9	205	44	614
	7:30 AM	0	13	9	35	6	199	122	106	5	5	252	45	797
	7:45 AM	4	8	3	42	1	213	128	103	5	14	226	45	792
	8:00 AM	7	11	9	57	8	185	119	135	5	9	218	47	810
	8:15 AM	6	10	14	52	11	230	105	102	5	10	197	22	764
	8:30 AM	7	6	11	40	1	199	100	124	7	2	209	46	752
	8:45 AM	2	5	7	36	12	191	105	131	7	9	196	55	756
	VOLUMES	32	61	62	328	59	1,508	790	841	40	69	1,700	328	5,818
	APPROACH %	21%	39%	40%	17%	3%	80%	47%	50%	2%	3%	81%	16%	
	APP/DEPART	155	/	1,183	1,895	/	167	1,671	/	1,228	2,097	/	3,240	0
	BEGIN PEAK HR	7:30 AM												
VOLUMES	17	42	35	186	26	827	474	446	20	38	893	159	3,163	
APPROACH %	18%	45%	37%	18%	3%	80%	50%	47%	2%	3%	82%	15%		
PEAK HR FACTOR	0.783			0.887			0.907			0.902			0.976	
APP/DEPART	94	/	676	1,039	/	84	940	/	666	1,090	/	1,737	0	
<b>PM</b>	4:00 PM	4	14	6	50	7	141	207	245	6	8	158	52	898
	4:15 PM	5	10	8	52	8	171	174	217	4	14	158	64	885
	4:30 PM	7	10	8	50	6	116	205	262	4	9	176	53	906
	4:45 PM	0	9	7	67	6	139	178	197	5	13	160	56	837
	5:00 PM	3	11	6	60	10	129	213	262	5	11	196	74	980
	5:15 PM	6	7	9	73	11	153	185	224	5	7	157	46	883
	5:30 PM	2	4	11	46	15	134	217	240	1	3	181	46	900
	5:45 PM	4	8	3	66	12	156	174	237	4	3	178	43	888
	VOLUMES	31	73	58	464	75	1,139	1,553	1,884	34	68	1,364	434	7,177
	APPROACH %	19%	45%	36%	28%	4%	68%	45%	54%	1%	4%	73%	23%	
	APP/DEPART	162	/	2,061	1,678	/	175	3,471	/	2,407	1,866	/	2,534	0
	BEGIN PEAK HR	5:00 PM												
VOLUMES	15	30	29	245	48	572	789	963	15	24	712	209	3,651	
APPROACH %	20%	41%	39%	28%	6%	66%	45%	54%	1%	3%	75%	22%		
PEAK HR FACTOR	0.841			0.912			0.920			0.841			0.931	
APP/DEPART	74	/	1,029	865	/	87	1,767	/	1,236	945	/	1,299	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	2	0	0	2
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	4	0	1	5

0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	2	3



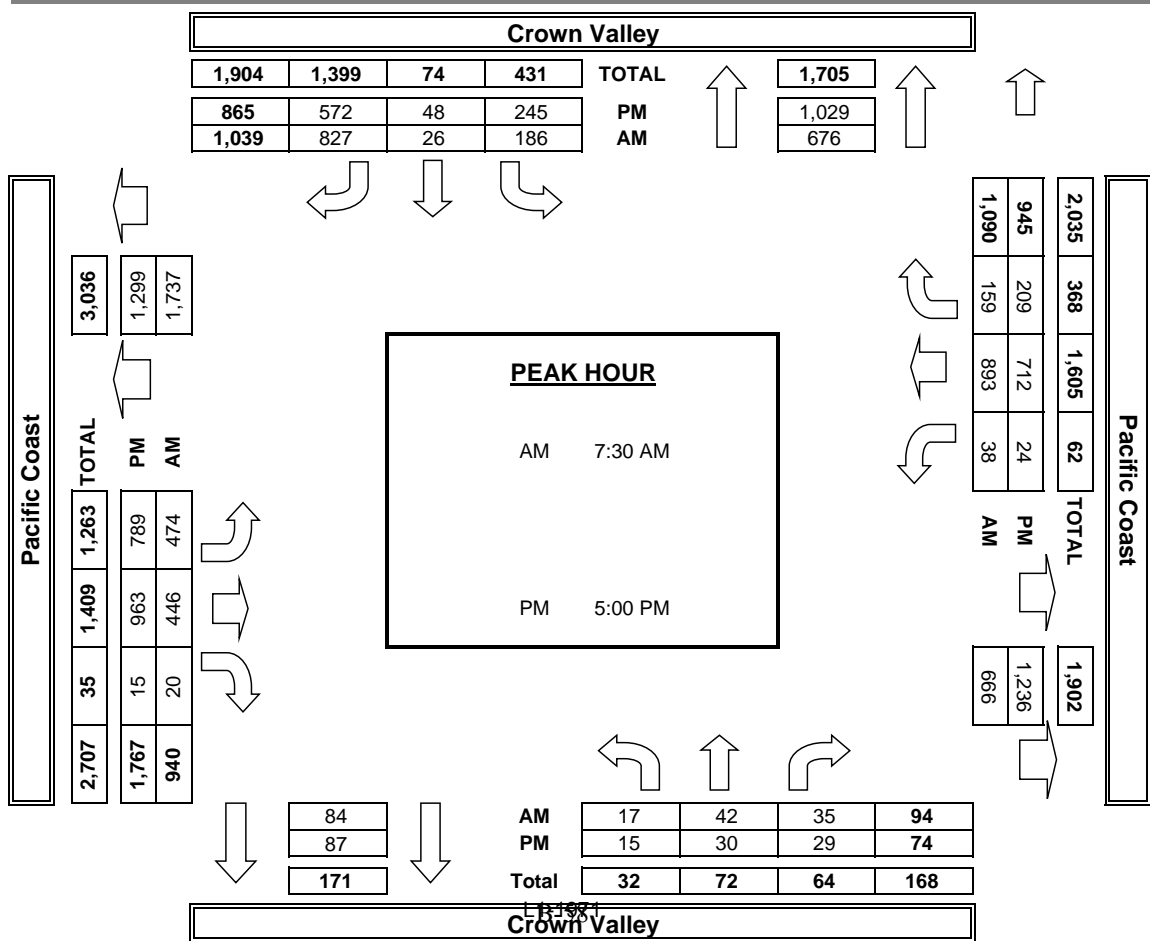
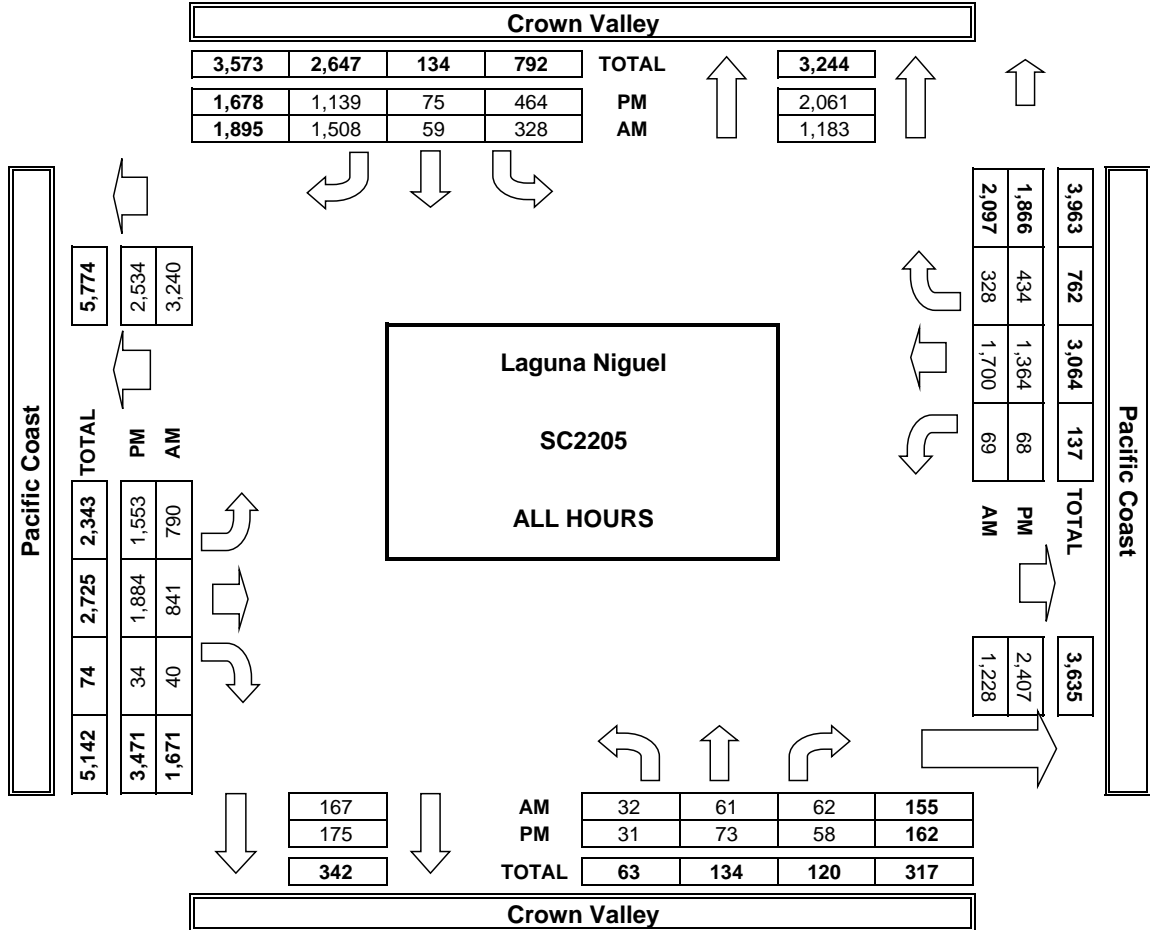
<b>AM</b>	7:00 AM	
	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	8:30 AM	
	8:45 AM	
	TOTAL	
	AM BEGIN PEAK HR	
<b>PM</b>	4:00 PM	
	4:15 PM	
	4:30 PM	
	4:45 PM	
	5:00 PM	
	5:15 PM	
	5:30 PM	
	5:45 PM	
	TOTAL	
	PM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	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				
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5:00 PM				
0	0	0	0	0
0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: **Tue, May 21, 19** LOCATION: **Laguna Niguel** PROJECT #: **SC2205**  
 NORTH & SOUTH: **Niguel** LOCATION #: **29**  
 EAST & WEST: **Marina Hills** CONTROL: **SIGNAL**

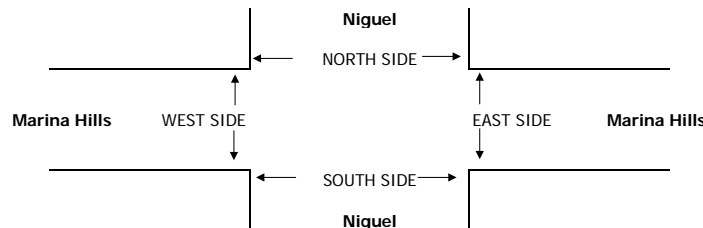


LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
	X	2	0	2	2	X	X	X	X	1.5	X	1.5	0	0	0	0	0	

Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	58	20	18	84	0	0	0	0	38	0	33	251
7:15 AM	0	112	31	27	86	0	0	0	0	77	0	61	394
7:30 AM	0	147	54	59	112	0	0	0	0	90	0	57	519
7:45 AM	0	162	83	45	89	0	0	0	0	70	0	62	511
8:00 AM	0	138	51	32	86	0	0	0	0	39	0	68	414
8:15 AM	0	167	38	32	85	0	0	0	0	36	0	62	420
8:30 AM	0	104	40	31	80	0	0	0	0	49	0	62	366
8:45 AM	0	114	24	41	94	0	0	0	0	46	0	67	386
VOLUMES	0	1,002	341	285	716	0	0	0	0	445	0	472	3,261
APPROACH %	0%	75%	25%	28%	72%	0%	0%	0%	0%	49%	0%	51%	
APP/DEPART	1,343	/	1,474	1,001	/	1,161	0	/	626	917	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	614	226	168	372	0	0	0	0	235	0	249	1,864
APPROACH %	0%	73%	27%	31%	69%	0%	0%	0%	0%	49%	0%	51%	
PEAK HR FACTOR	0.857			0.789			0.000			0.823			0.898
APP/DEPART	840	/	863	540	/	607	0	/	394	484	/	0	0
4:00 PM	0	95	40	57	117	0	0	0	0	42	0	55	406
4:15 PM	0	91	50	67	120	0	0	0	0	39	0	70	437
4:30 PM	0	105	58	72	121	0	0	0	0	47	0	58	461
4:45 PM	0	127	53	73	121	0	0	0	0	45	0	70	489
5:00 PM	0	107	50	84	127	0	0	0	0	51	0	47	466
5:15 PM	0	129	62	61	111	0	0	0	0	50	0	68	481
5:30 PM	0	127	68	75	115	0	0	0	0	39	0	54	478
5:45 PM	0	79	59	78	128	0	0	0	0	52	0	52	448
VOLUMES	0	860	440	567	960	0	0	0	0	365	0	474	3,668
APPROACH %	0%	66%	34%	37%	63%	0%	0%	0%	0%	44%	0%	56%	
APP/DEPART	1,301	/	1,335	1,528	/	1,326	0	/	1,007	839	/	0	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	0	490	233	293	474	0	0	0	0	185	0	239	1,914
APPROACH %	0%	68%	32%	38%	62%	0%	0%	0%	0%	44%	0%	56%	
PEAK HR FACTOR	0.927			0.909			0.000			0.898			0.979
APP/DEPART	723	/	729	767	/	659	0	/	526	424	/	0	0

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

NB	SB	EB	WB	TTL
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2

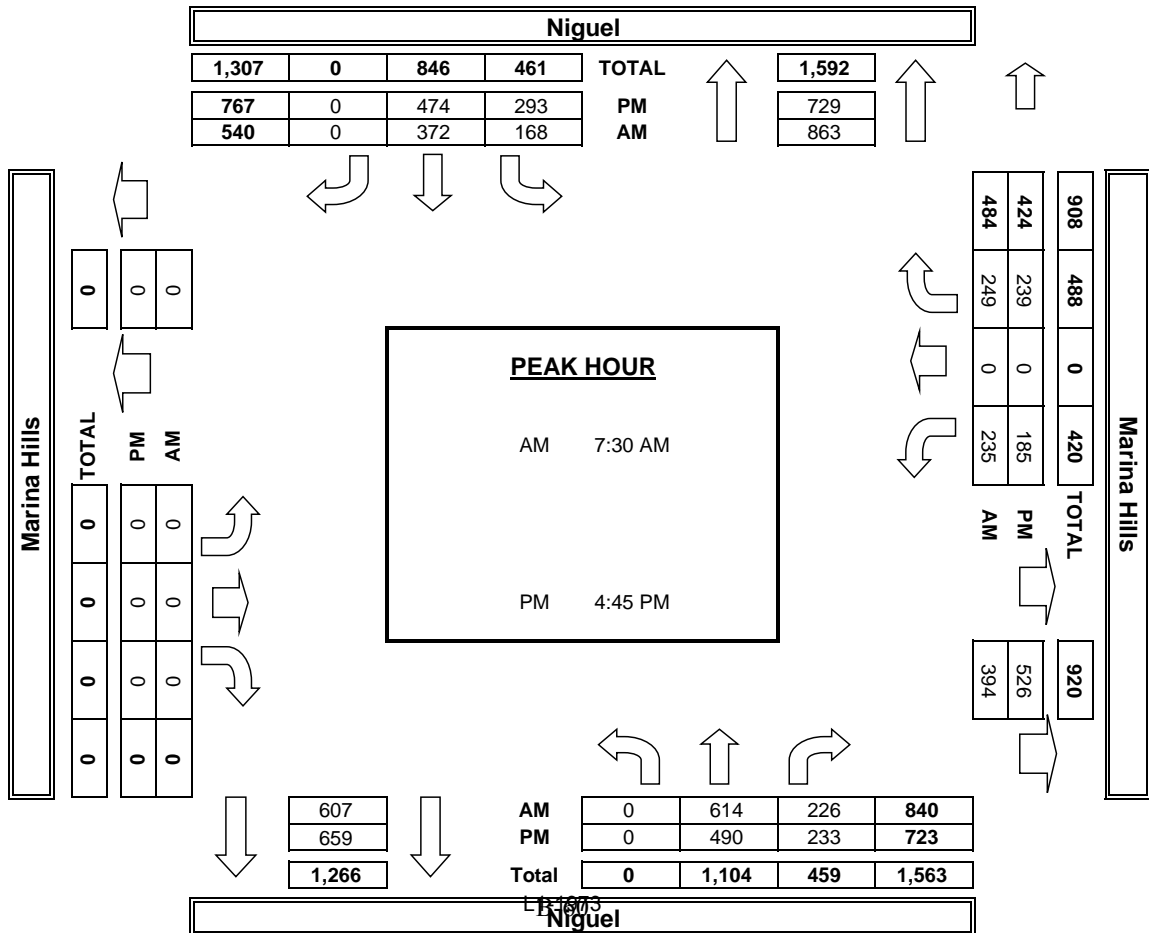
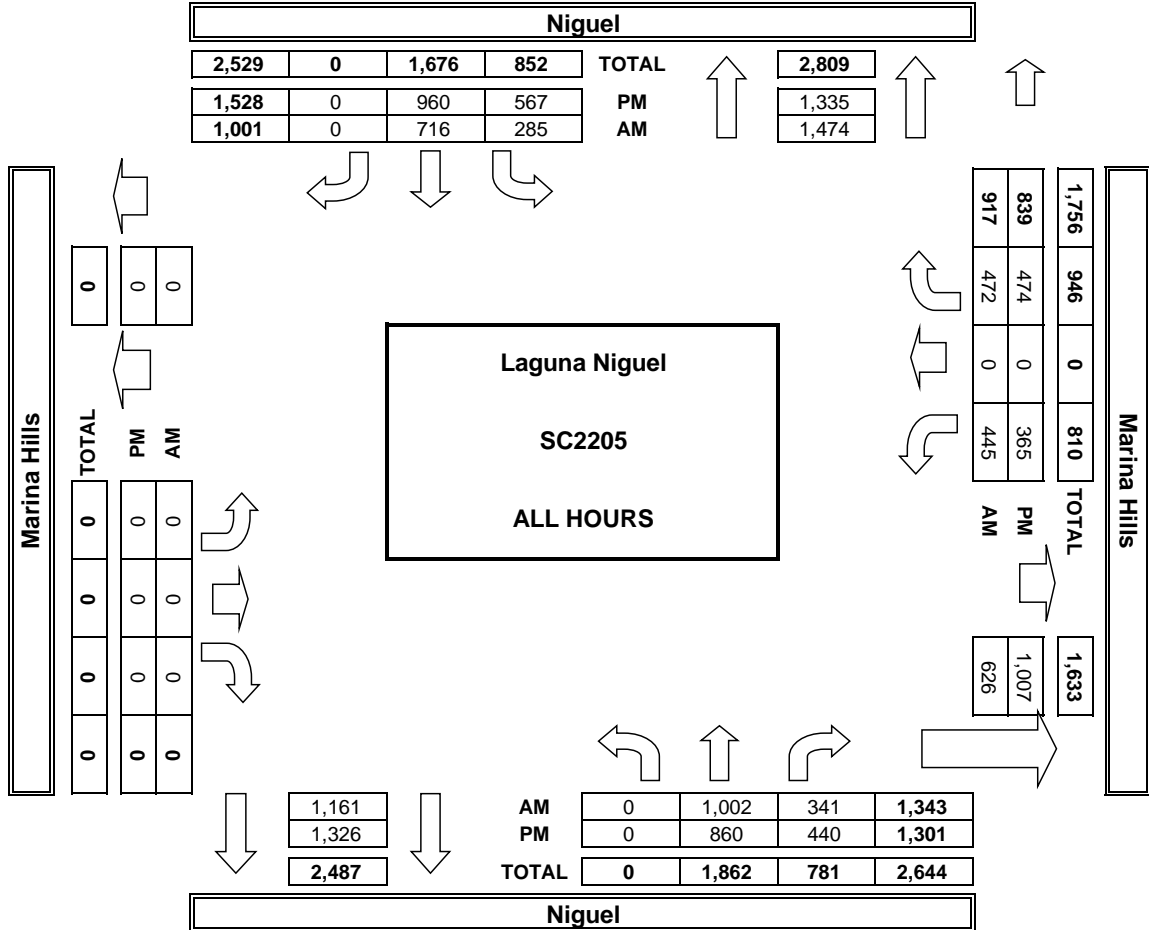


Time	PEDESTRIAN + BIKE CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	4:45 PM				0

Time	PEDESTRIAN CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	4:45 PM				0

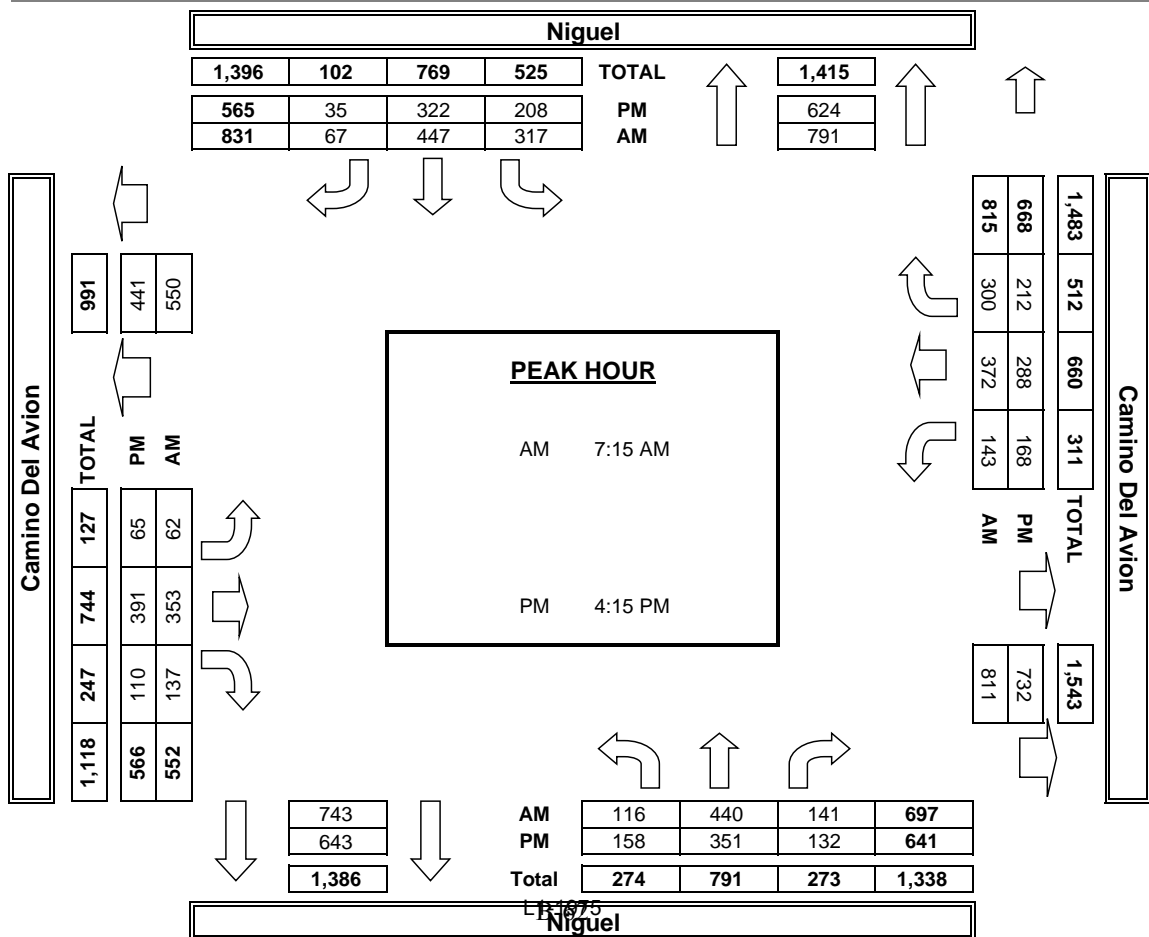
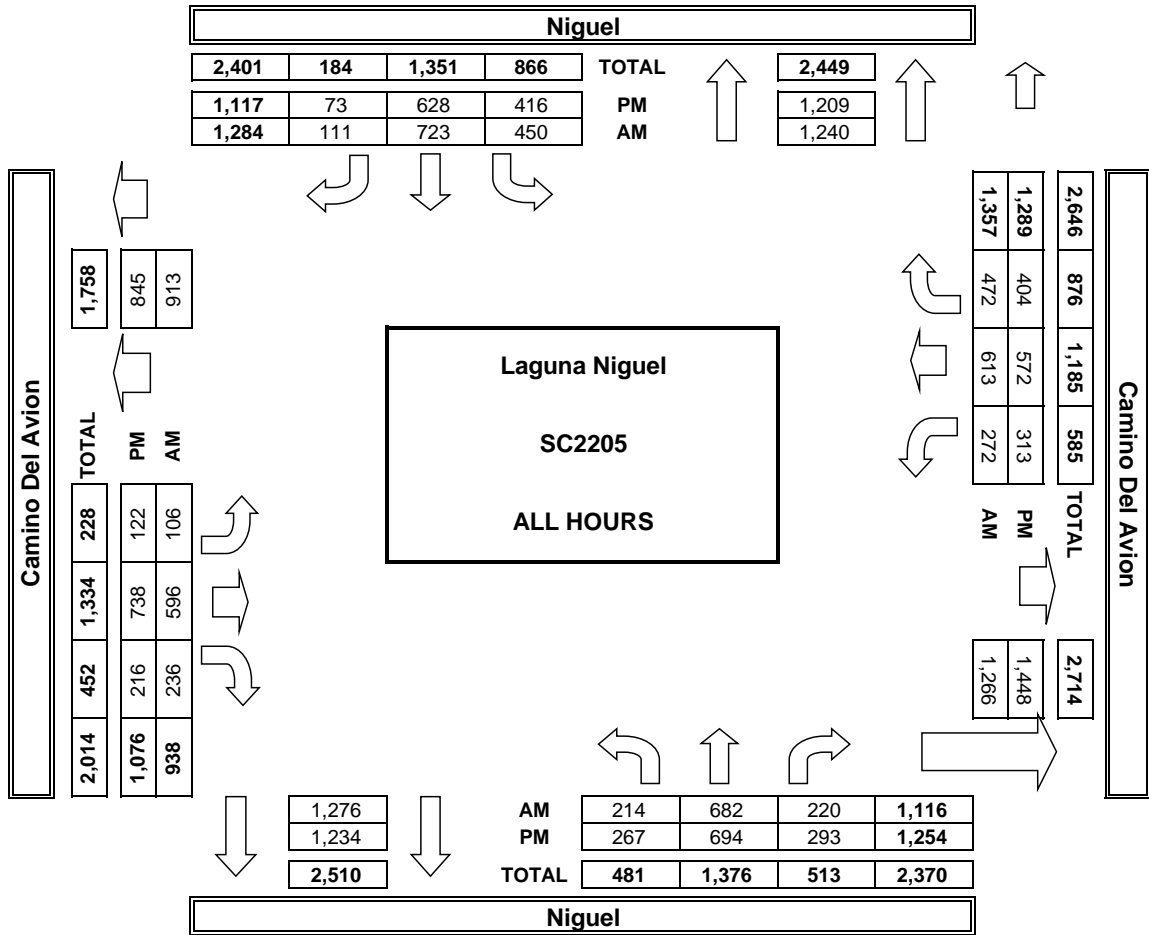
Time	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	4:45 PM				0

**AimTD LLC**  
TURNING MOVEMENT COUNTS





**AimTD LLC**  
TURNING MOVEMENT COUNTS

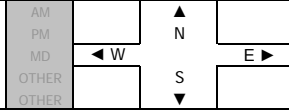


## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, May 21, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Niguel Stonehill	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 31 <b>CONTROL:</b> SIGNAL
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**NOTES:**



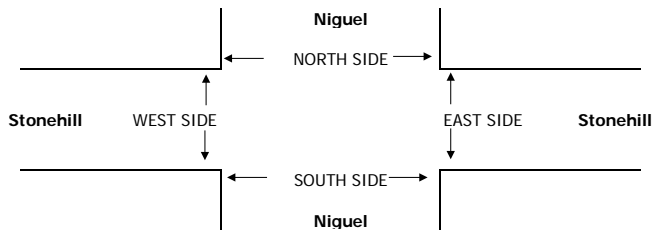
⊞ Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS						
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR								
	1	2	0	1	2	1	1	0.5	0.5	1	1	1				NB	SB	EB	WB	TTL

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR			
7:00 AM	1	46	15	27	50	1	1	2	0	47	0	32	222		
7:15 AM	0	65	39	56	62	1	4	1	0	63	1	54	346		
7:30 AM	3	74	44	107	92	1	5	7	2	61	0	109	505		
7:45 AM	0	78	32	86	115	2	1	1	0	67	0	131	513		
8:00 AM	2	77	43	45	83	0	2	4	1	49	1	66	373		
8:15 AM	1	70	45	27	89	0	2	1	4	67	0	54	360		
8:30 AM	4	69	39	39	87	1	3	4	2	61	2	38	349		
8:45 AM	1	73	32	42	87	3	1	3	0	75	0	51	368		
VOLUMES	12	552	289	429	665	9	19	23	9	490	4	535	3,036		
APPROACH %	1%	65%	34%	39%	60%	1%	37%	45%	18%	48%	0%	52%			
APP/DEPART	853	/	1,109	1,103	/	1,166	51	/	739	1,029	/	22	0		
BEGIN PEAK HR	7:30 AM														
VOLUMES	6	299	164	265	379	3	10	13	7	244	1	360	1,751		
APPROACH %	1%	64%	35%	41%	59%	0%	33%	43%	23%	40%	0%	60%			
PEAK HR FACTOR	0.961						0.797						0.536	0.764	0.853
APP/DEPART	469	/	672	647	/	630	30	/	440	605	/	9	0		
PM	4:00 PM	2	79	83	49	99	0	1	0	0	41	2	44	400	
	4:15 PM	0	104	74	36	88	7	3	2	2	39	1	49	405	
	4:30 PM	0	87	84	62	108	1	0	1	4	33	2	53	435	
	4:45 PM	2	101	71	40	77	0	2	0	1	47	0	55	396	
	5:00 PM	3	105	58	62	84	0	1	0	1	45	5	47	411	
	5:15 PM	1	93	84	50	92	0	2	2	1	49	4	49	427	
	5:30 PM	2	111	66	52	90	7	2	3	1	36	5	50	425	
	5:45 PM	3	88	65	45	77	4	1	1	2	28	4	51	369	
	VOLUMES	13	768	585	396	715	19	12	9	12	318	23	398	3,268	
	APPROACH %	1%	56%	43%	35%	63%	2%	36%	27%	36%	43%	3%	54%		
APP/DEPART	1,366	/	1,191	1,130	/	1,044	33	/	980	739	/	53	0		
BEGIN PEAK HR	4:30 PM														
VOLUMES	6	386	297	214	361	1	5	3	7	174	11	204	1,669		
APPROACH %	1%	56%	43%	37%	63%	0%	33%	20%	47%	45%	3%	52%			
PEAK HR FACTOR	0.968						0.842						0.750	0.953	0.959
APP/DEPART	689	/	604	576	/	540	15	/	507	389	/	18	0		

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	1	3
1	1	0	0	2
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
3	3	0	1	7

NB	SB	EB	WB	TTL
0	1	0	1	2
0	1	0	0	1
0	4	0	0	4
0	2	0	1	3
0	1	0	0	1
0	2	0	1	3
0	1	0	0	1
2	1	0	0	3
2	13	0	3	18



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	AM BEGIN PEAK HR

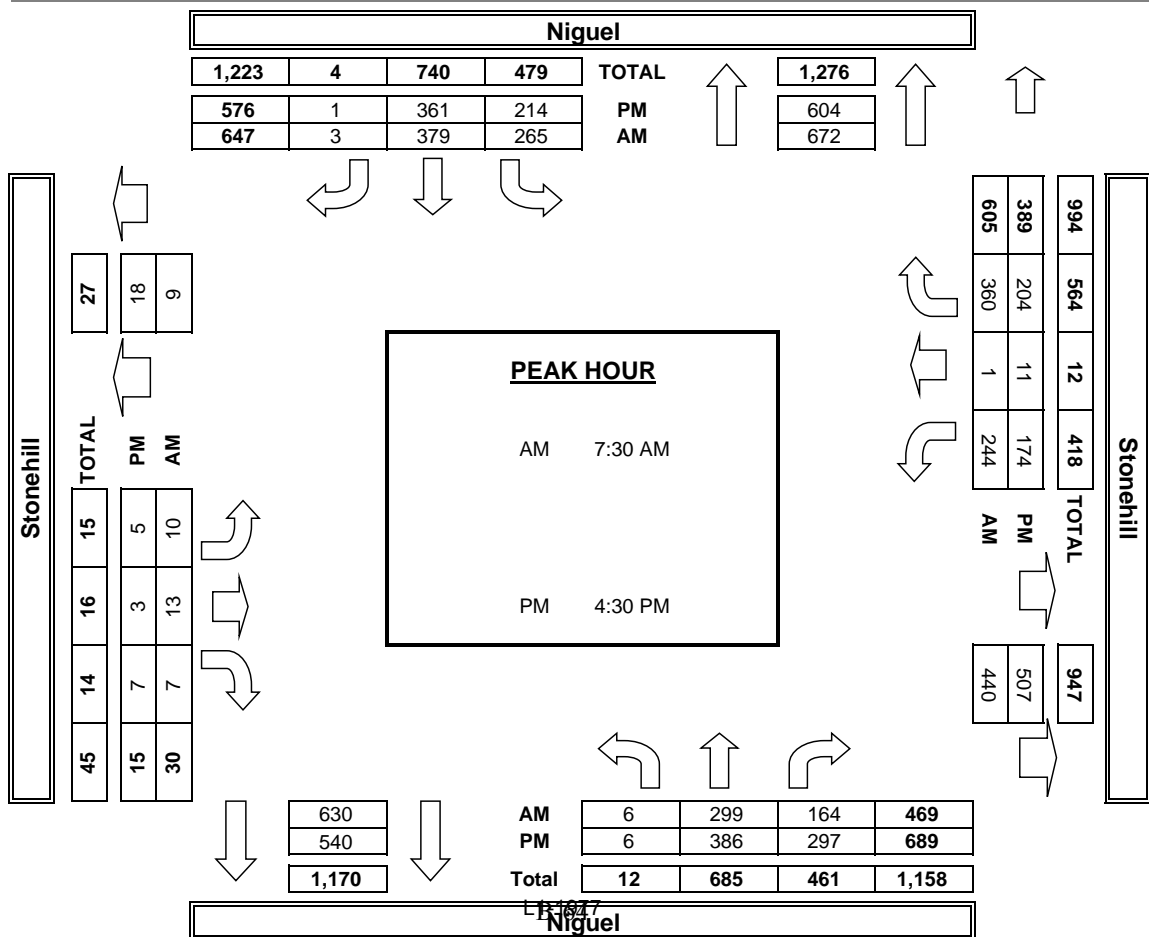
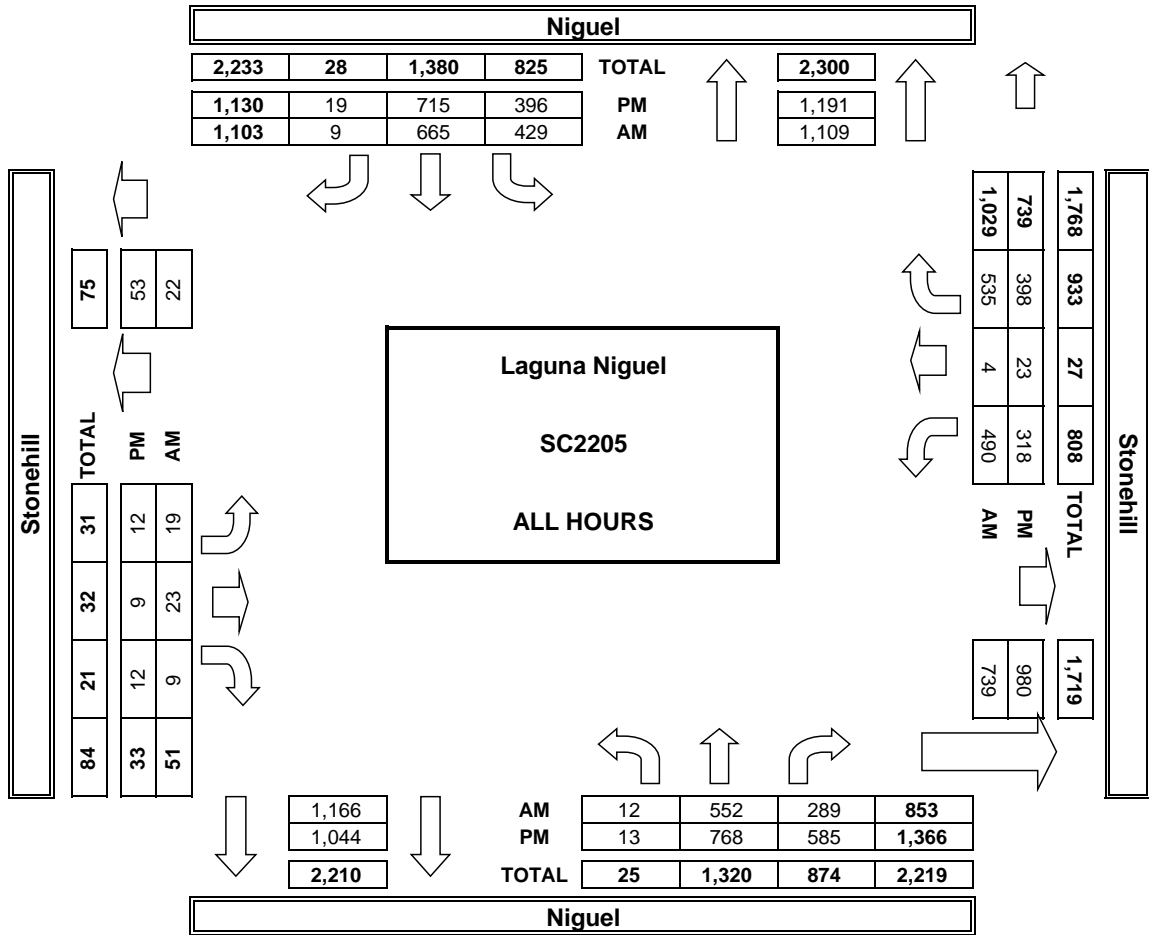
PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL				
PM BEGIN PEAK HR				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL				
PM BEGIN PEAK HR				

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL				
PM BEGIN PEAK HR				

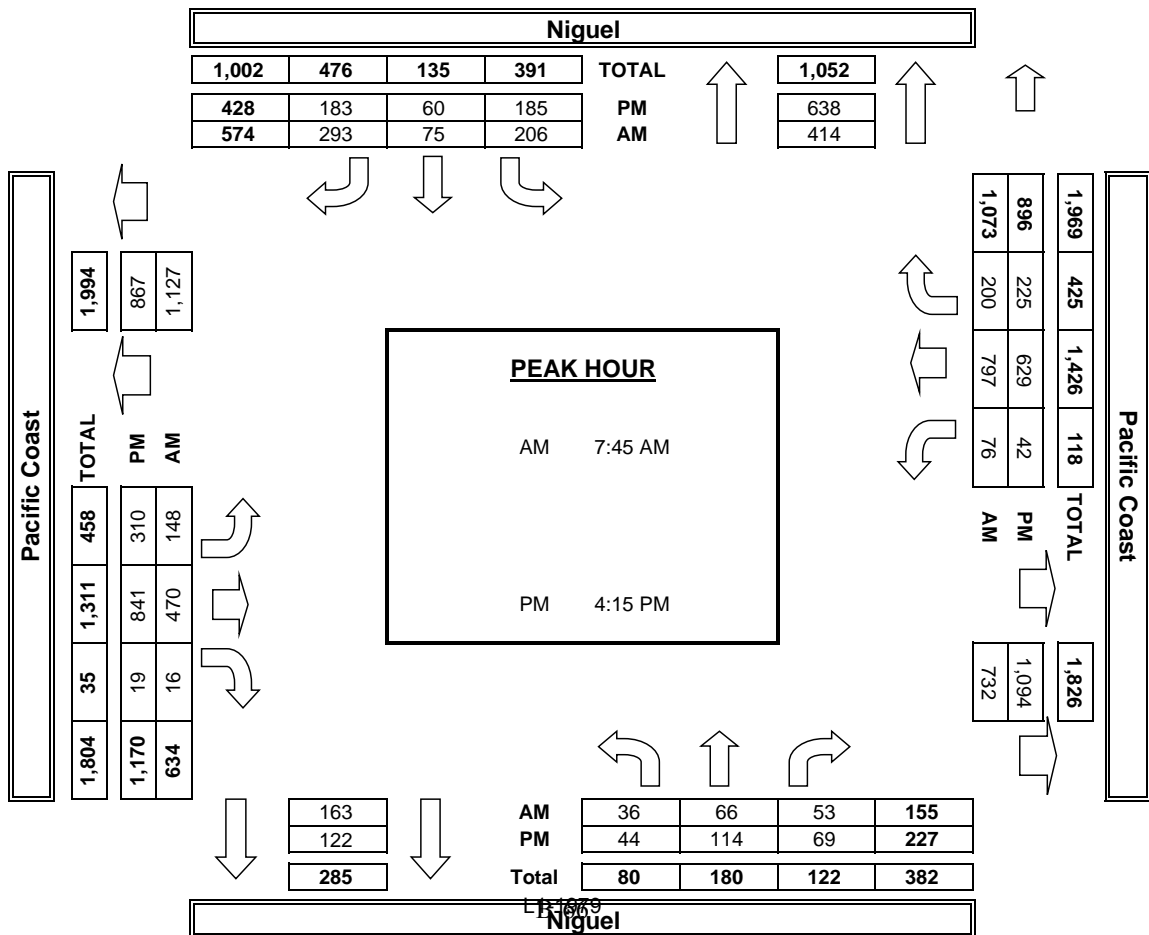
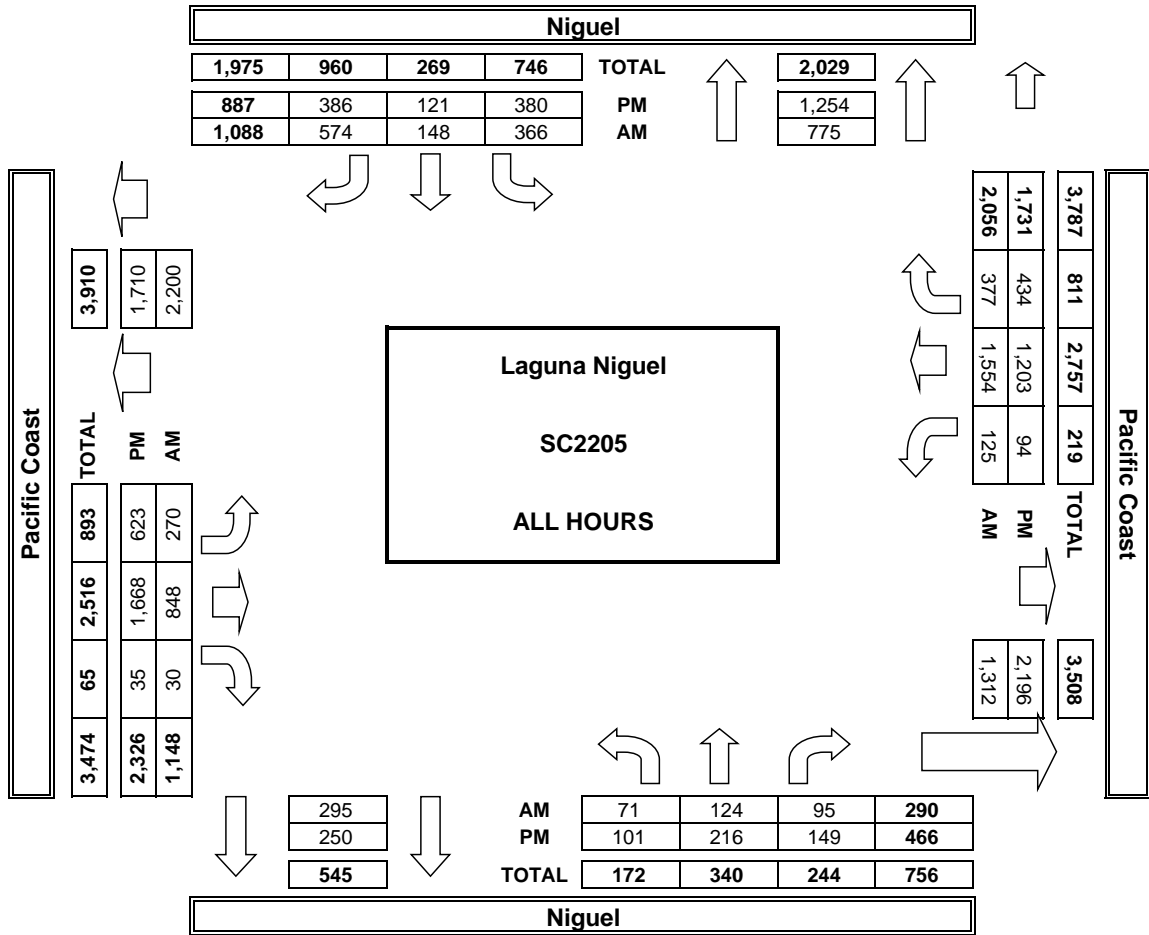


**AimTD LLC**  
TURNING MOVEMENT COUNTS





**AimTD LLC**  
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T218

DATE: Sat, May 18, 19

LOCATION: Laguna Niguel
NORTH & SOUTH: Alicia
EAST & WEST: Moulton

PROJECT #: SC2205
LOCATION #: 1
CONTROL: SIGNAL

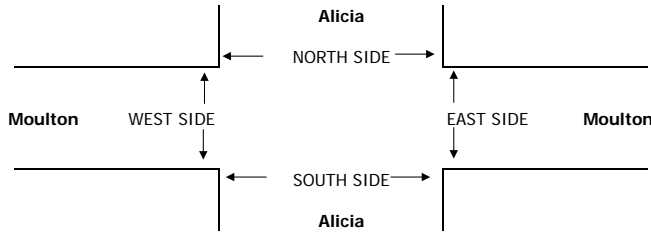
NOTES: Diagram showing traffic directions for Alicia and Moulton streets with arrows for North, South, East, and West movements.

Add U-Turns to Left Turns

Summary table for lanes: NORTHBOUND (NL, NT, NR), SOUTHBOUND (SL, ST, SR), EASTBOUND (EL, ET, ER), WESTBOUND (WL, WT, WR), and TOTAL.

U-TURNS table with columns for NB, SB, EB, WB, and TTL, showing zero counts for all categories.

Main data table for MIDDAY period showing hourly volumes, approach percentages, and peak hour factors for various time slots from 12:00 PM to 1:45 PM.



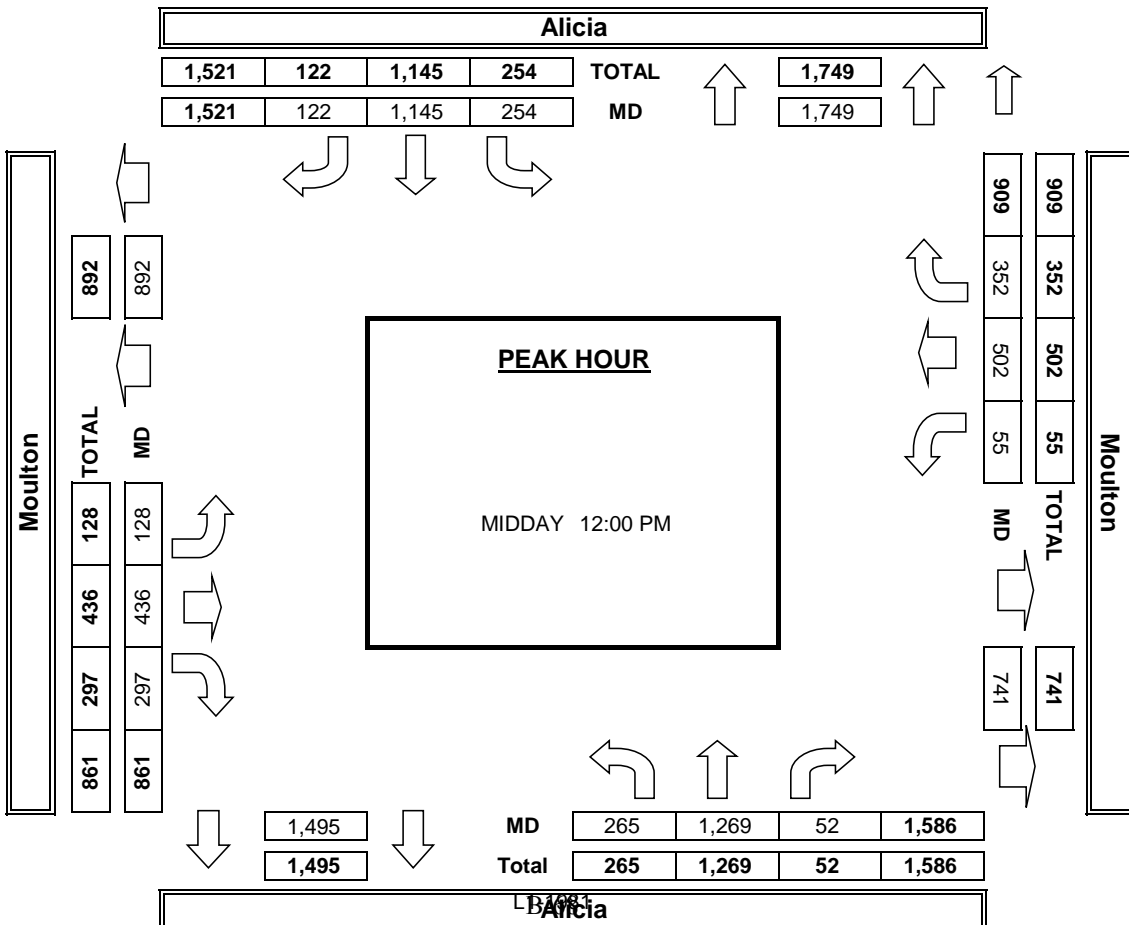
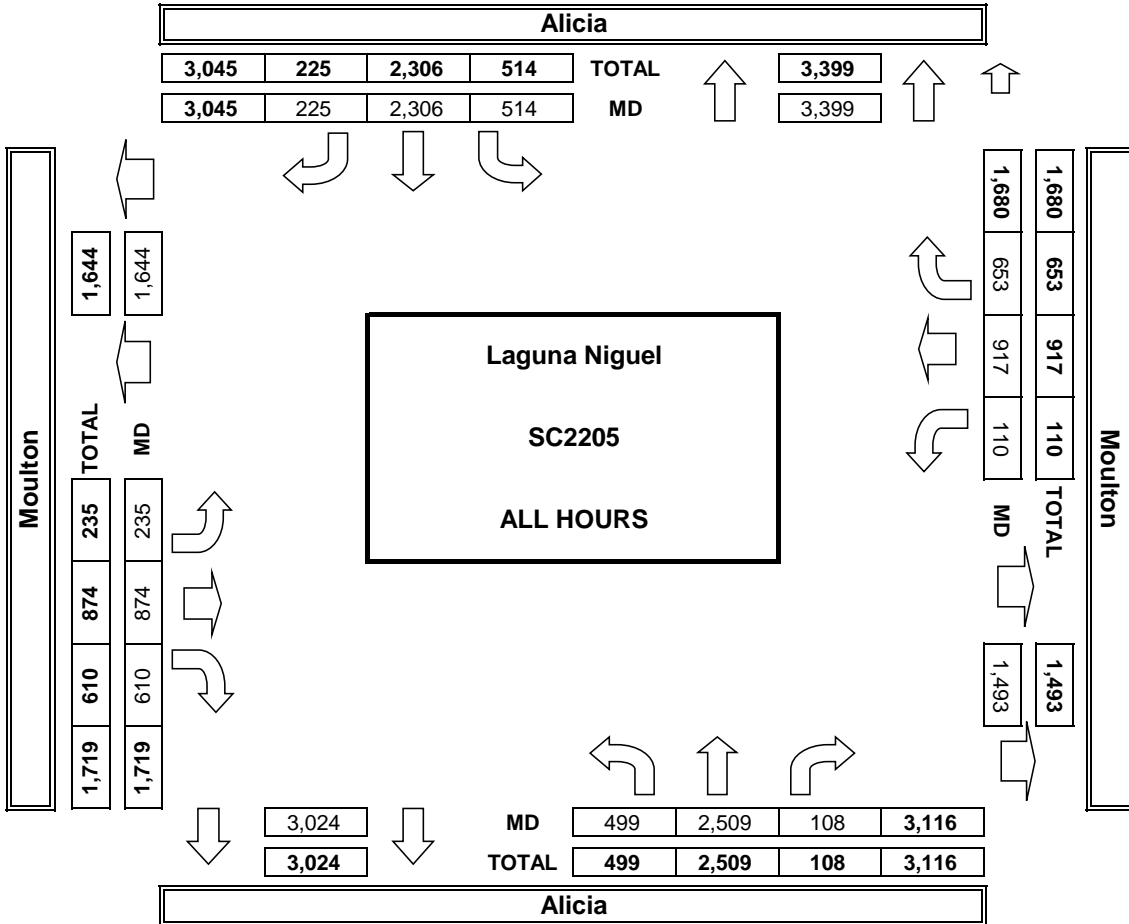
MIDDAY AM BEGIN PEAK HR summary table.

PEDESTRIAN + BIKE CROSSINGS table with columns for N Side, S Side, E Side, W Side, and TOTAL.

PEDESTRIAN CROSSINGS table with columns for N Side, S Side, E Side, W Side, and TOTAL.

BICYCLE CROSSINGS table with columns for NS, SS, ES, WS, and TOTAL.

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

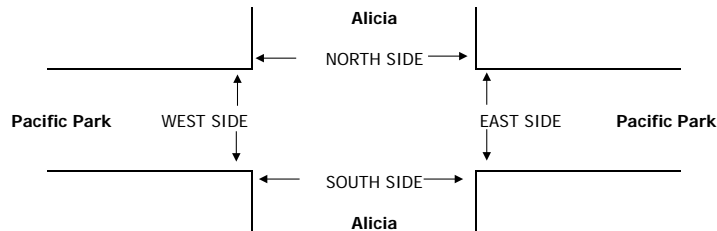
<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Alicia Pacific Park	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 2 <b>CONTROL:</b> SIGNAL
---------------------------------	--	---	---

NOTES:	AM	▲	<input type="checkbox"/> Add U-Turns to Left Turns	
	PM	N		
	MD	← W		E →
	OTHER	S		
	OTHER	▼		

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

MIDDAY	12:00 PM	75	215	59	110	187	84	86	236	50	55	216	62	1,435	0	0	0	26	26	
	12:15 PM	96	227	42	93	155	79	92	251	51	47	227	59	1,419	0	0	0	11	11	
	12:30 PM	89	207	46	109	187	86	75	225	51	47	178	63	1,363	0	0	0	23	23	
	12:45 PM	93	254	32	91	173	96	107	240	56	55	201	72	1,470	0	0	1	26	27	
	1:00 PM	79	188	34	112	183	86	110	239	54	38	203	63	1,389	0	0	0	14	14	
	1:15 PM	89	213	43	85	166	74	114	258	64	46	184	66	1,402	2	0	0	19	21	
	1:30 PM	73	189	27	128	218	88	80	234	43	47	204	82	1,413	0	0	1	14	15	
	1:45 PM	94	228	41	92	170	87	93	237	40	53	216	68	1,419	0	0	0	20	20	
	VOLUMES	688	1,721	324	820	1,439	680	757	1,920	409	388	1,629	535	11,310						
	APPROACH %	25%	63%	12%	28%	49%	23%	25%	62%	13%	15%	64%	21%							
	APP/DEPART	2,733	/	3,011	2,939	/	2,085	3,086	/	3,217	2,552	/	2,997	0						
	BEGIN PEAK HR	12:00 PM																		
	VOLUMES	353	903	179	403	702	345	360	952	208	204	822	256	5,687						
APPROACH %	25%	63%	12%	28%	48%	24%	24%	63%	14%	16%	64%	20%								
PEAK HR FACTOR	0.947			0.949			0.943			0.962			0.967							
APP/DEPART	1,435	/	1,518	1,450	/	1,028	1,520	/	1,620	1,282	/	1,521	0							



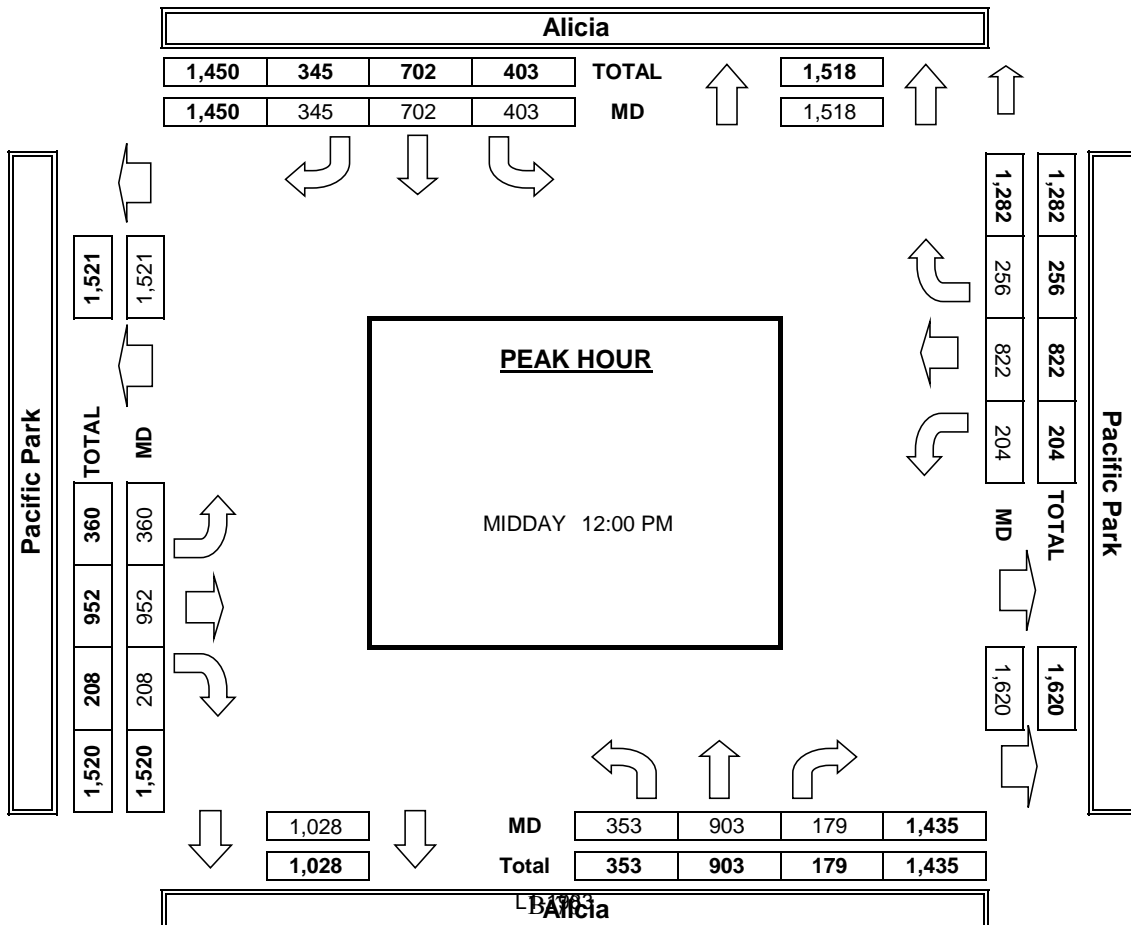
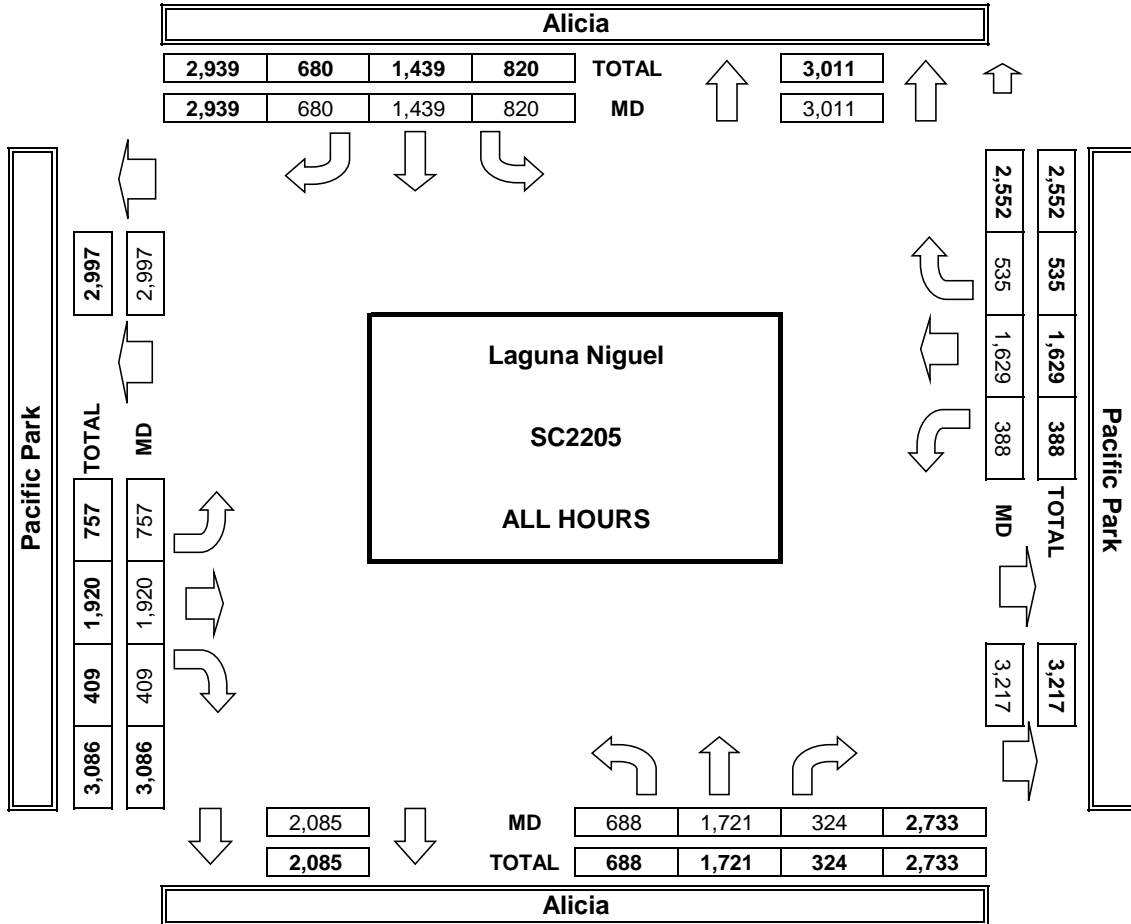
MIDDAY	12:00 PM	
	12:15 PM	
	12:30 PM	
	12:45 PM	
	1:00 PM	
	1:15 PM	
	1:30 PM	
	1:45 PM	
TOTAL		
AM BEGIN PEAK HR		

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL				
12:00 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL				
12:00 PM				

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL				
12:00 PM				

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

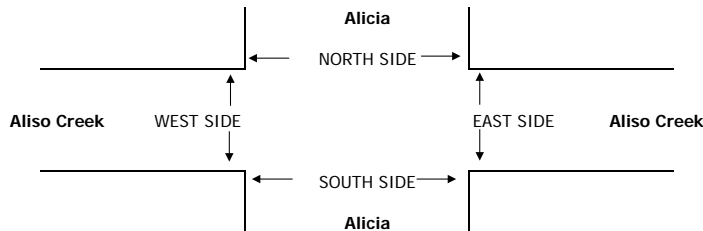
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Alicia Aliso Creek	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 3 <b>CONTROL:</b> SIGNAL																				
<b>NOTES:</b>		<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>← W</td><td></td><td>E →</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td>OTHER</td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM		N		MD	← W		E →	OTHER		S		OTHER		▼		<input type="checkbox"/> Add U-Turns to Left Turns
AM		▲																					
PM		N																					
MD	← W		E →																				
OTHER		S																					
OTHER		▼																					

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Alicia			Alicia			Aliso Creek			Aliso Creek			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	1	2	3	1	2	2.5	1.5	2	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	7	0	0	7
0	1	0	1	2
0	0	0	1	1
0	3	1	1	5
0	2	0	0	2
0	2	0	1	3
0	0	0	0	0
0	1	1	0	2
0	16	2	4	22

MIDDAY	12:00 PM												TOTAL		
	12:00 PM	91	198	55	28	167	50	66	142	113	64	128		29	1,131
	12:15 PM	106	233	40	26	192	47	44	113	86	49	102		34	1,072
	12:30 PM	110	226	49	29	162	49	57	132	117	57	136		27	1,151
	12:45 PM	83	200	54	37	202	54	45	123	89	52	142		25	1,106
	1:00 PM	93	208	56	28	149	50	54	113	108	68	131		29	1,087
	1:15 PM	89	203	35	27	162	61	48	117	98	56	88		32	1,016
	1:30 PM	92	210	43	30	184	46	67	141	98	64	127		29	1,131
	1:45 PM	84	201	41	43	217	67	56	112	105	56	112		39	1,133
	VOLUMES	748	1,679	373	248	1,435	424	437	993	814	466	966		244	8,827
	APPROACH %	27%	60%	13%	12%	68%	20%	19%	44%	36%	28%	58%		15%	
	APP/DEPART	2,800	/	2,374	2,107	/	2,711	2,244	/	1,602	1,676	/		2,140	0
	BEGIN PEAK HR VOLUMES	390	857	198	120	723	200	212	510	405	222	508		115	4,460
	APPROACH %	27%	59%	14%	12%	69%	19%	19%	45%	36%	26%	60%		14%	
PEAK HR FACTOR		0.938			0.890			0.878			0.956		0.969		
APP/DEPART	1,445	/	1,194	1,043	/	1,347	1,127	/	820	845	/	1,099	0		



MIDDAY	PEDESTRIAN + BIKE CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
	12:00 PM	0	0	0	0	0
	12:15 PM	0	0	0	0	0
	12:30 PM	0	0	0	0	0
	12:45 PM	0	0	0	0	0
	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	0	0	0
	1:30 PM	0	0	0	0	0
	1:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0	
AM BEGIN PEAK HR						

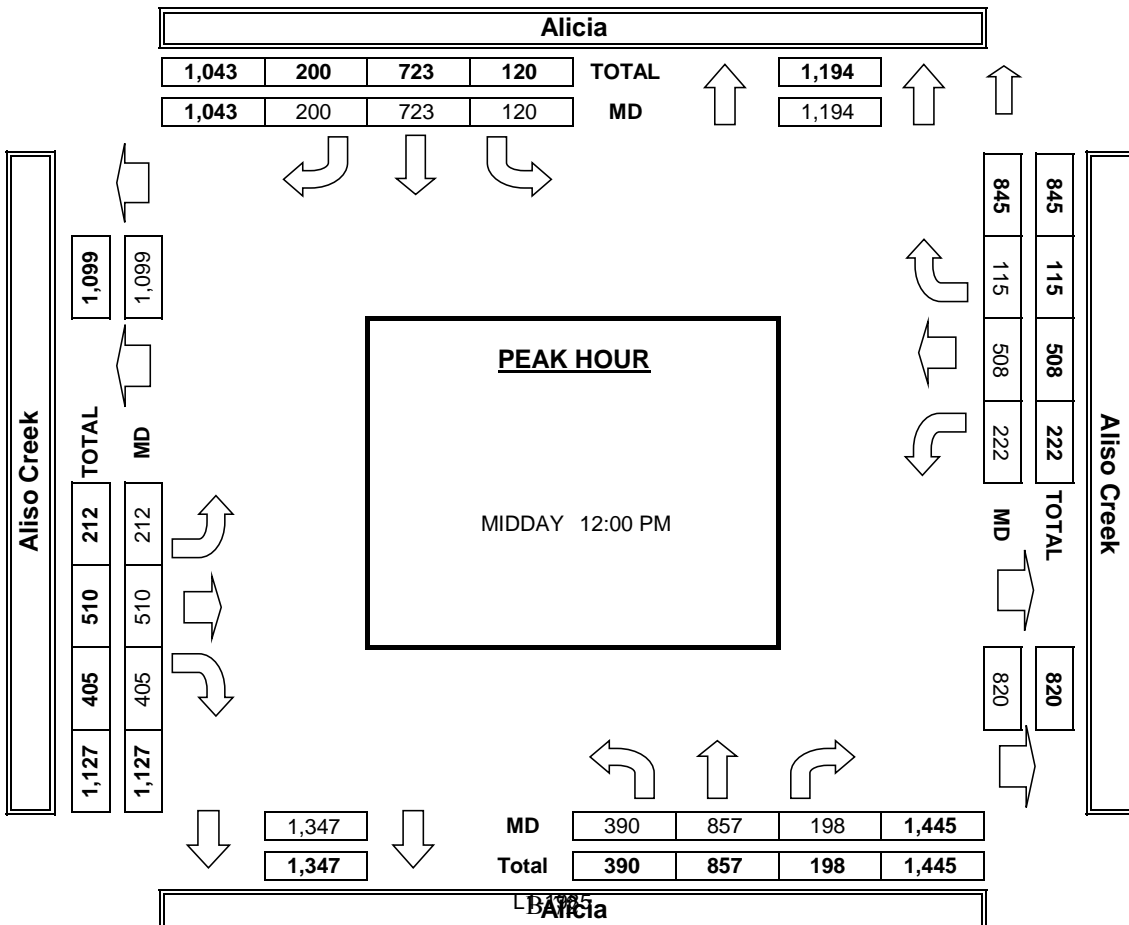
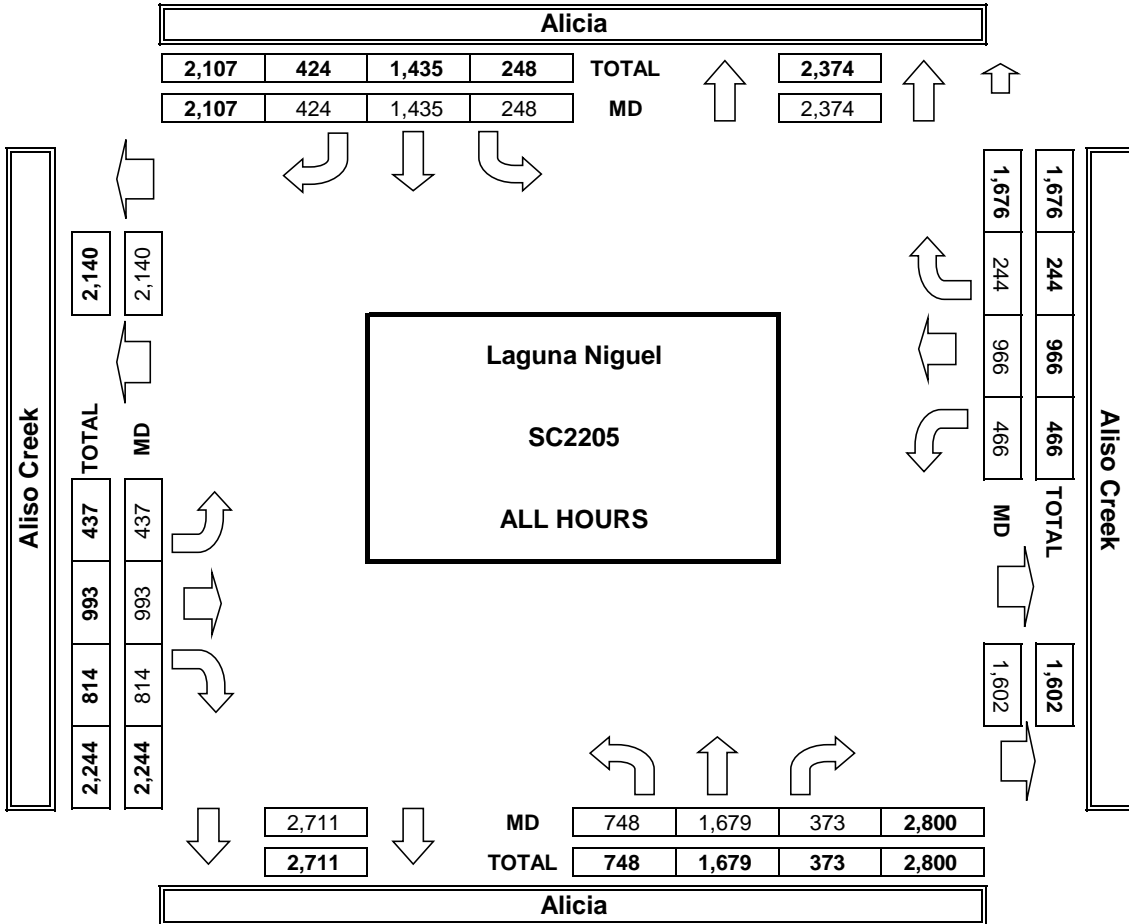
PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
TOTAL	0	0	0	0
AM BEGIN PEAK HR				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
TOTAL	0	0	0	0
AM BEGIN PEAK HR				

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
TOTAL	0	0	0	0
AM BEGIN PEAK HR				



**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Sat, May 18, 19

**LOCATION:** Laguna Niguel  
NORTH & SOUTH: Alicia  
EAST & WEST: Niguel

**PROJECT #:** SC2205  
**LOCATION #:** 4  
**CONTROL:** SIGNAL

NOTES:

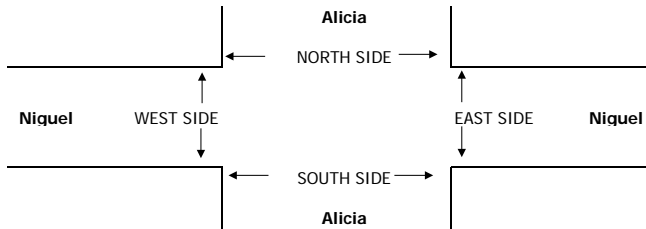
AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

☑ Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Alicia			Alicia			Niguel			Niguel			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	2	3	0	1	2	0	1	1.5	1.5	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	2	2
2	0	0	3	5
1	0	0	0	1
1	0	0	0	1
0	0	0	2	2
1	0	0	1	2
0	0	0	1	1
1	0	0	1	2
6	0	0	10	16

MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Alicia			Alicia			Niguel			Niguel			
12:00 PM	10	155	4	98	178	32	21	33	19	18	27	109	704
12:15 PM	10	173	4	65	169	20	24	30	20	18	22	101	656
12:30 PM	16	149	7	84	186	26	18	34	13	25	28	135	721
12:45 PM	17	164	11	90	154	17	11	28	12	13	29	104	650
1:00 PM	11	151	9	87	198	18	15	26	9	13	34	114	685
1:15 PM	16	160	7	62	144	7	17	29	16	15	31	105	609
1:30 PM	11	145	9	95	192	24	20	35	16	14	35	111	707
1:45 PM	18	155	6	68	190	20	17	16	17	18	33	95	653
VOLUMES	109	1,252	57	649	1,411	164	143	231	122	134	239	874	5,385
APPROACH %	8%	88%	4%	29%	63%	7%	29%	47%	25%	11%	19%	70%	
APP/DEPART	1,418	/	2,269	2,224	/	1,663	496	/	947	1,247	/	506	0
BEGIN PEAK HR	12:00 PM												
VOLUMES	53	641	26	337	687	95	74	125	64	74	106	449	2,731
APPROACH %	7%	89%	4%	30%	61%	8%	28%	48%	24%	12%	17%	71%	
PEAK HR FACTOR	0.938			0.908			0.889			0.836			0.947
APP/DEPART	720	/	1,164	1,119	/	824	263	/	493	629	/	250	0

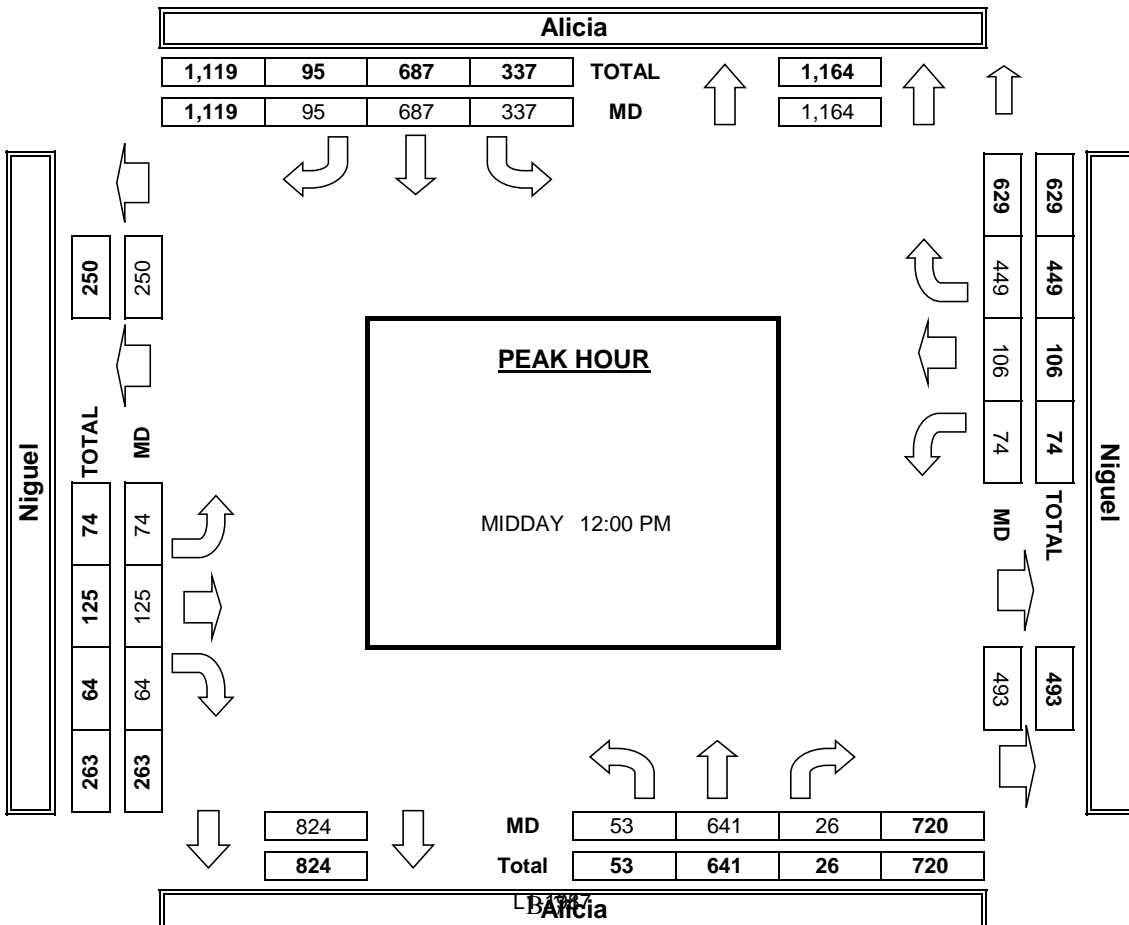
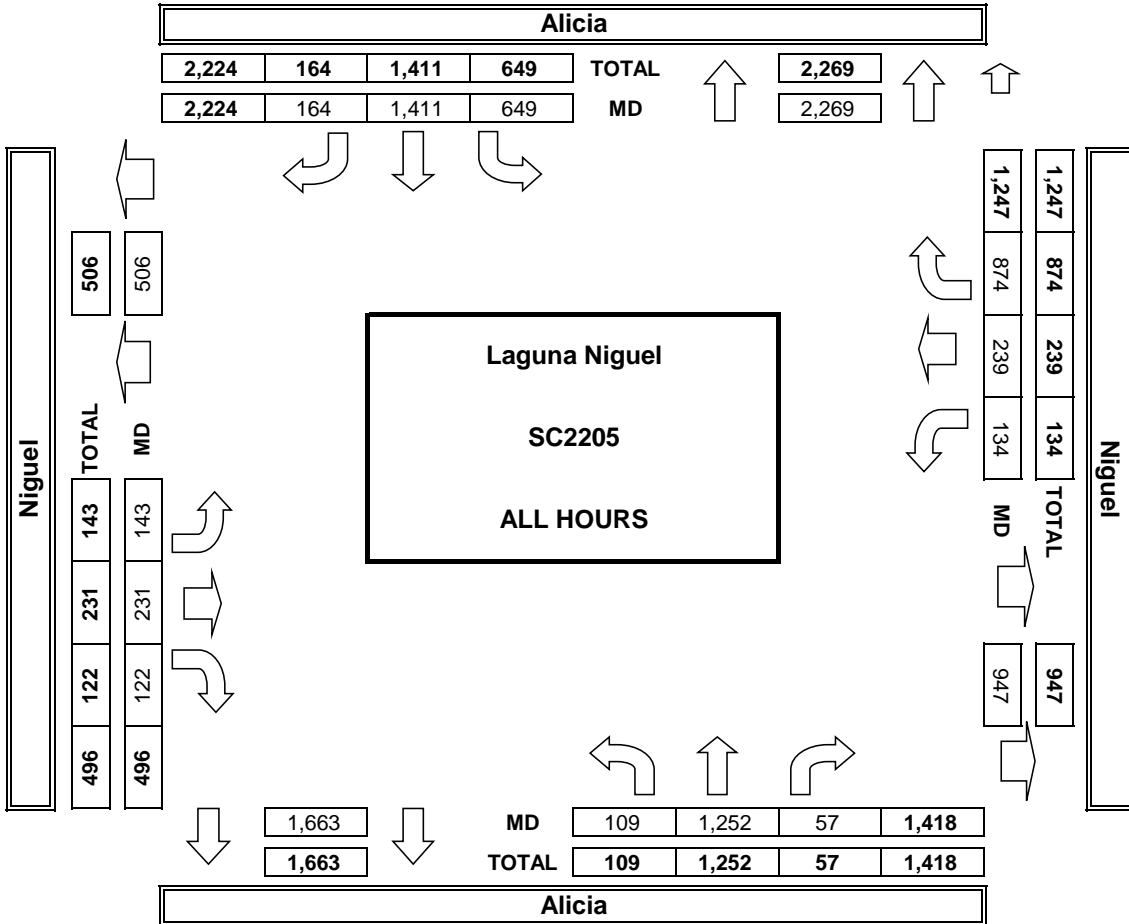


MIDDAY	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	12:00 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

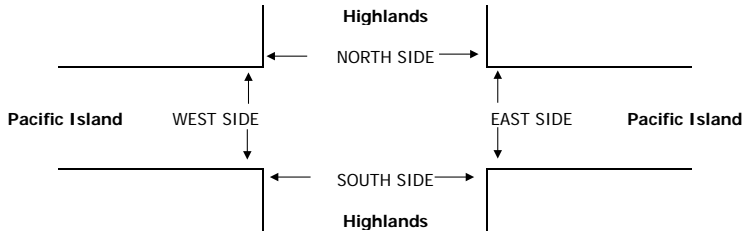
T218

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Highlands Pacific Island	PROJECT #: LOCATION #: CONTROL:	SC2205 5 SIGNAL
<b>NOTES:</b>				

Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Highlands			Highlands			Pacific Island			Pacific Island			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>LANES:</b>	X	X	X	1	X	1	1	2	X	X	2	0	
<b>MIDDAY</b>	0	0	0	15	0	8	6	59	0	0	52	16	156
12:15 PM	0	0	0	10	0	8	14	76	0	0	79	23	210
12:30 PM	0	0	0	13	0	11	11	60	0	0	82	20	197
12:45 PM	0	0	0	29	0	13	12	66	0	0	75	18	213
1:00 PM	0	0	0	22	0	13	8	68	0	0	72	18	201
1:15 PM	0	0	0	20	0	7	9	75	0	0	73	15	199
1:30 PM	0	0	0	9	0	17	5	63	0	0	67	11	172
1:45 PM	0	0	0	7	0	12	6	73	0	0	82	20	200
<b>VOLUMES</b>	0	0	0	125	0	89	71	540	0	0	582	141	1,548
<b>APPROACH %</b>	0%	0%	0%	58%	0%	42%	12%	88%	0%	0%	80%	20%	
<b>APP/DEPART</b>	0	/	207	214	/	0	611	/	665	723	/	676	0
<b>BEGIN PEAK HR</b>	12:15 PM												
<b>VOLUMES</b>	0	0	0	74	0	45	45	270	0	0	308	79	821
<b>APPROACH %</b>	0%	0%	0%	62%	0%	38%	14%	86%	0%	0%	80%	20%	
<b>PEAK HR FACTOR</b>	0.000			0.708			0.875			0.949			0.964
<b>APP/DEPART</b>	0	/	121	119	/	0	315	/	344	387	/	356	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	0	5	0	5



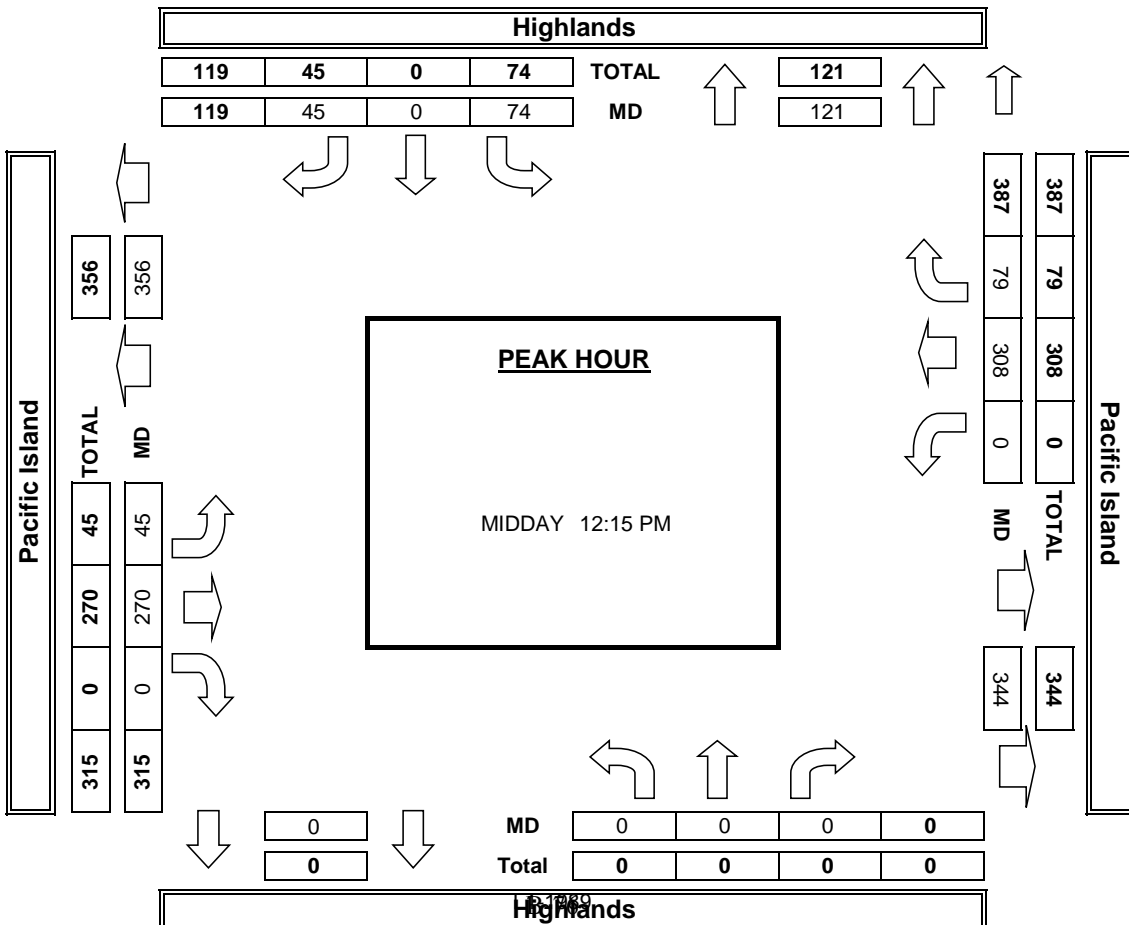
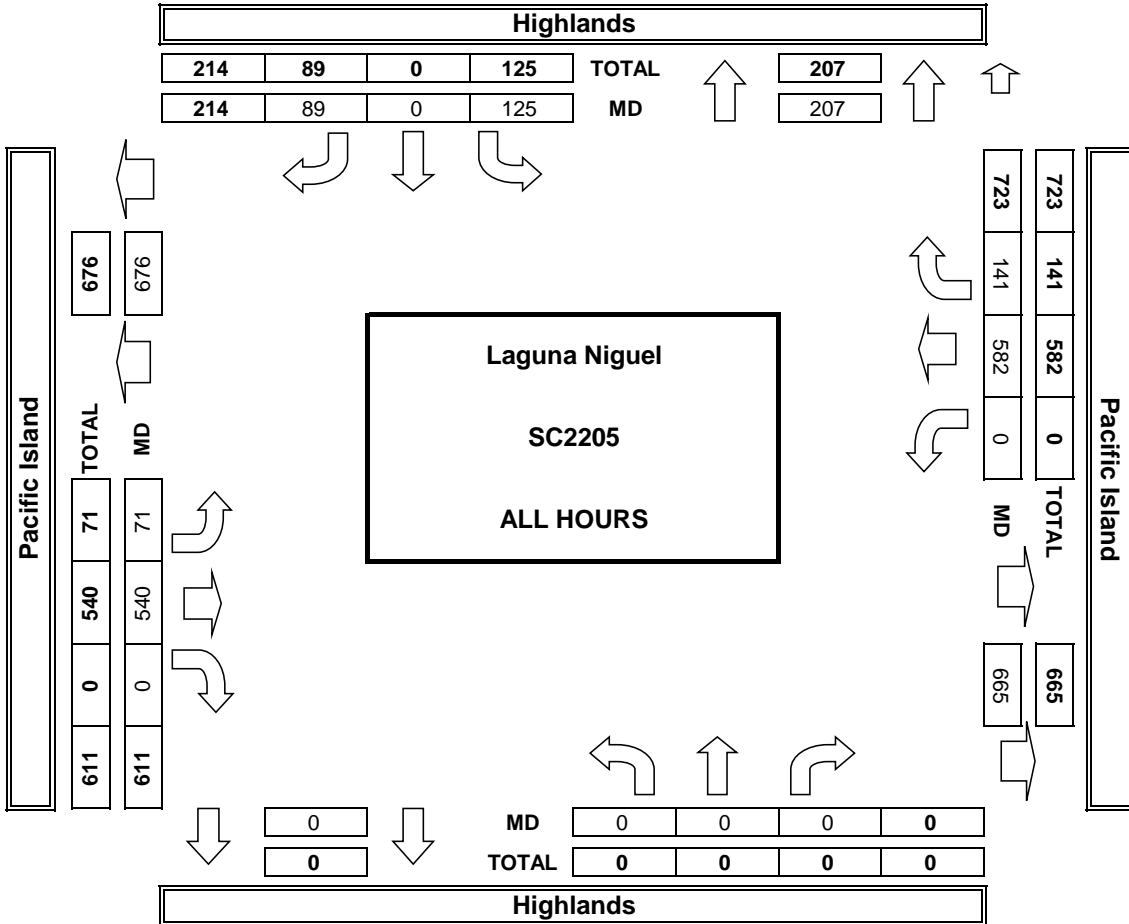
MIDDAY	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>AM BEGIN PEAK HR</b>	12:15 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: Alicia EAST & WEST: Pacific Island	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 6 <b>CONTROL:</b> SIGNAL
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<b>NOTES:</b>	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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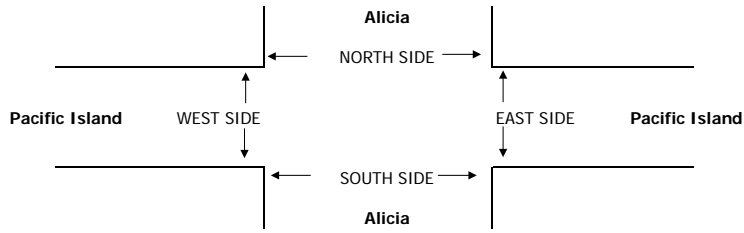
☑ Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>Alicia</small>			SOUTHBOUND <small>Alicia</small>			EASTBOUND <small>Pacific Island</small>			WESTBOUND <small>Pacific Island</small>			TOTAL
	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

MIDDAY	NORTHBOUND <small>Alicia</small>			SOUTHBOUND <small>Alicia</small>			EASTBOUND <small>Pacific Island</small>			WESTBOUND <small>Pacific Island</small>			TOTAL
	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 0	
12:00 PM	23	100	7	11	135	30	47	7	27	9	10	6	412
12:15 PM	32	134	14	6	153	50	47	8	23	5	6	5	483
12:30 PM	45	110	13	9	120	48	35	9	26	7	10	11	443
12:45 PM	28	124	15	6	127	44	43	12	41	4	12	6	462
1:00 PM	34	92	3	6	138	43	43	9	30	6	13	13	430
1:15 PM	24	121	10	7	130	37	46	5	41	9	12	7	449
1:30 PM	18	112	15	7	160	40	41	6	24	3	6	1	433
1:45 PM	33	117	6	7	153	45	41	4	27	6	8	8	455
VOLUMES	237	910	83	59	1,116	337	343	60	239	49	77	57	3,567
APPROACH %	19%	74%	7%	4%	74%	22%	53%	9%	37%	27%	42%	31%	
APP/DEPART	1,230	/	1,329	1,512	/	1,408	642	/	181	183	/	649	0
BEGIN PEAK HR	12:15 PM												
VOLUMES	139	460	45	27	538	185	168	38	120	22	41	35	1,818
APPROACH %	22%	71%	7%	4%	72%	25%	52%	12%	37%	22%	42%	36%	
PEAK HR FACTOR	0.894			0.897			0.849			0.766			0.941
APP/DEPART	644	/	672	750	/	682	326	/	100	98	/	364	0

2	2	1	0	5
0	3	1	0	4
1	4	0	0	5
0	2	0	0	2
1	1	0	0	2
0	4	0	0	4
0	2	0	0	2
0	3	0	0	3
4	21	2	0	27



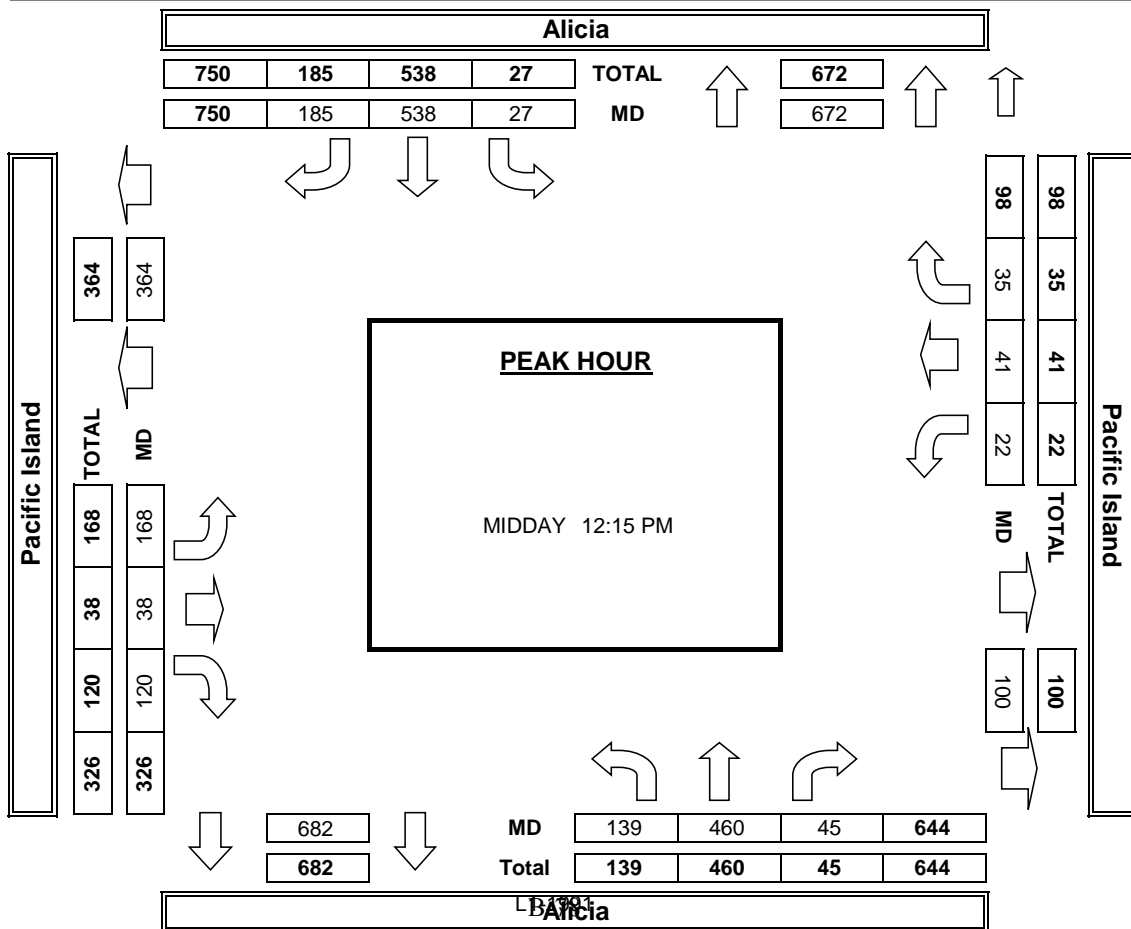
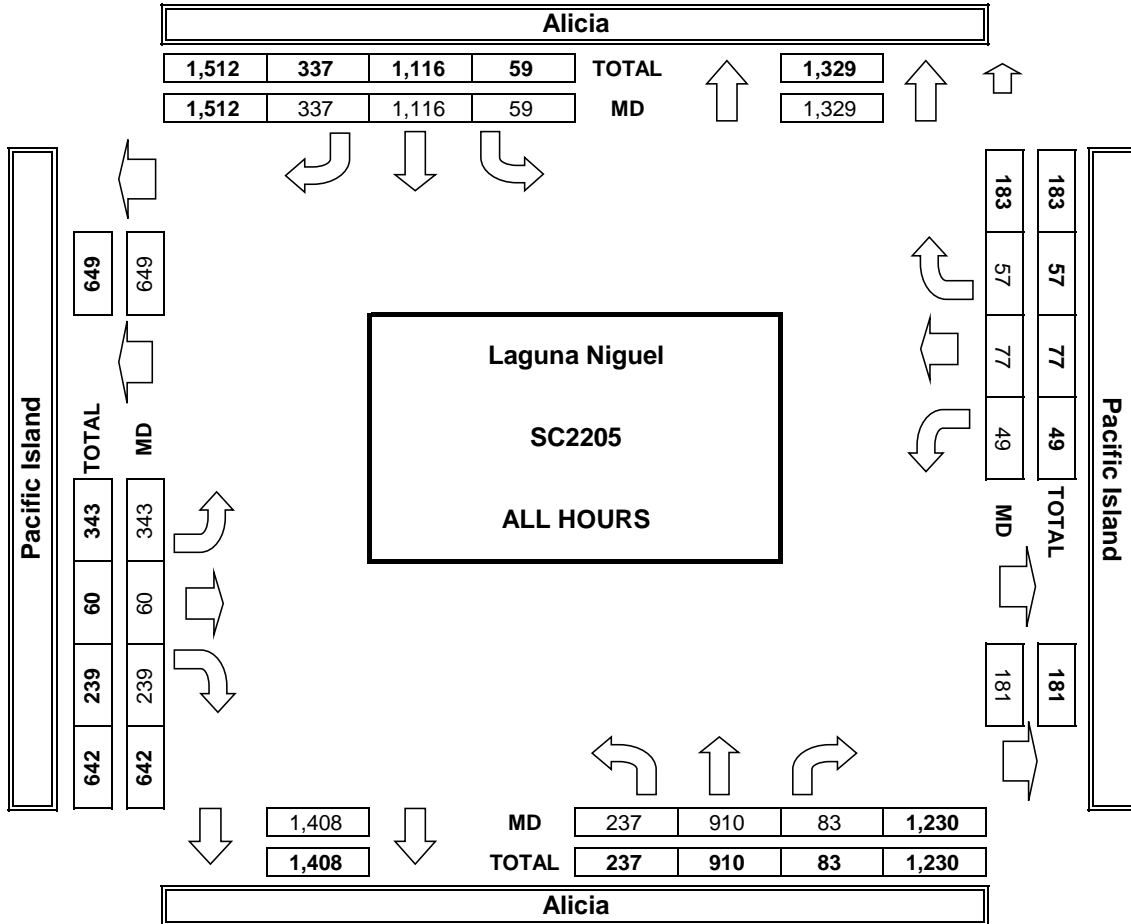
MIDDAY	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	12:15 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



**INTERSECTION TURNING MOVEMENT COUNTS**

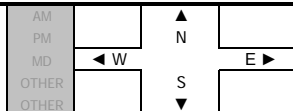
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Sat, May 18, 19

**LOCATION:** Laguna Niguel  
NORTH & SOUTH: Alicia  
EAST & WEST: Town Center

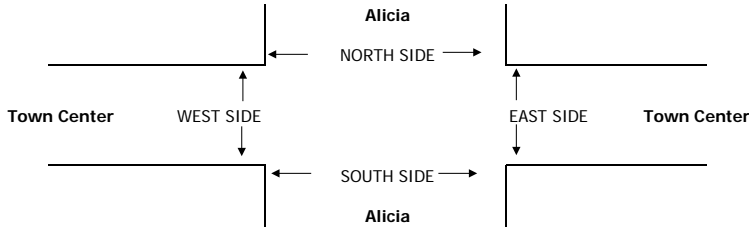
**PROJECT #:** SC2205  
**LOCATION #:** 7  
**CONTROL:** STOP E/W

NOTES:



	NORTHBOUND Alicia			SOUTHBOUND Alicia			EASTBOUND Town Center			WESTBOUND Town Center			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>LANES:</b>	1	3	0	1	3	0	0	1	0	0	1	0	
<b>MIDDAY</b>	12:00 PM	8	103	5	12	158	0	0	0	6	0	19	311
	12:15 PM	8	153	10	17	153	1	0	1	3	0	13	359
	12:30 PM	5	152	12	13	155	0	0	0	7	0	19	363
	12:45 PM	4	141	7	11	159	0	0	0	4	0	18	344
	1:00 PM	7	132	9	15	163	0	0	0	7	0	23	356
	1:15 PM	10	135	8	8	172	0	0	0	12	0	17	362
	1:30 PM	2	140	6	13	174	0	0	0	4	0	14	353
	1:45 PM	7	129	8	14	172	0	0	1	9	0	18	358
	VOLUMES	51	1,085	65	103	1,306	1	0	2	52	0	141	2,806
	APPROACH %	4%	90%	5%	7%	93%	0%	0%	100%	27%	0%	73%	
APP/DEPART	1,201	/	1,232	1,410	/	1,408	2	/	162	193	/	4	0
BEGIN PEAK HR	1:00 PM												
VOLUMES	26	536	31	50	681	0	0	1	32	0	72	1,429	
APPROACH %	4%	90%	5%	7%	93%	0%	0%	100%	31%	0%	69%		
PEAK HR FACTOR	0.969		0.977		0.250		0.867		0.987				
APP/DEPART	593	/	610	731	/	738	1	/	79	104	/	2	0

U-TURNS				
NB	SB	EB	WB	TTL
8	0	0	0	8
8	3	0	0	11
5	0	0	0	5
3	1	0	0	4
7	0	0	0	7
9	0	0	0	9
2	0	0	0	2
6	2	0	0	8
48	6	0	0	54



<b>MIDDAY</b>	
	12:00 PM
	12:15 PM
	12:30 PM
	12:45 PM
	1:00 PM
	1:15 PM
	1:30 PM
1:45 PM	
TOTAL	
AM BEGIN PEAK HR	

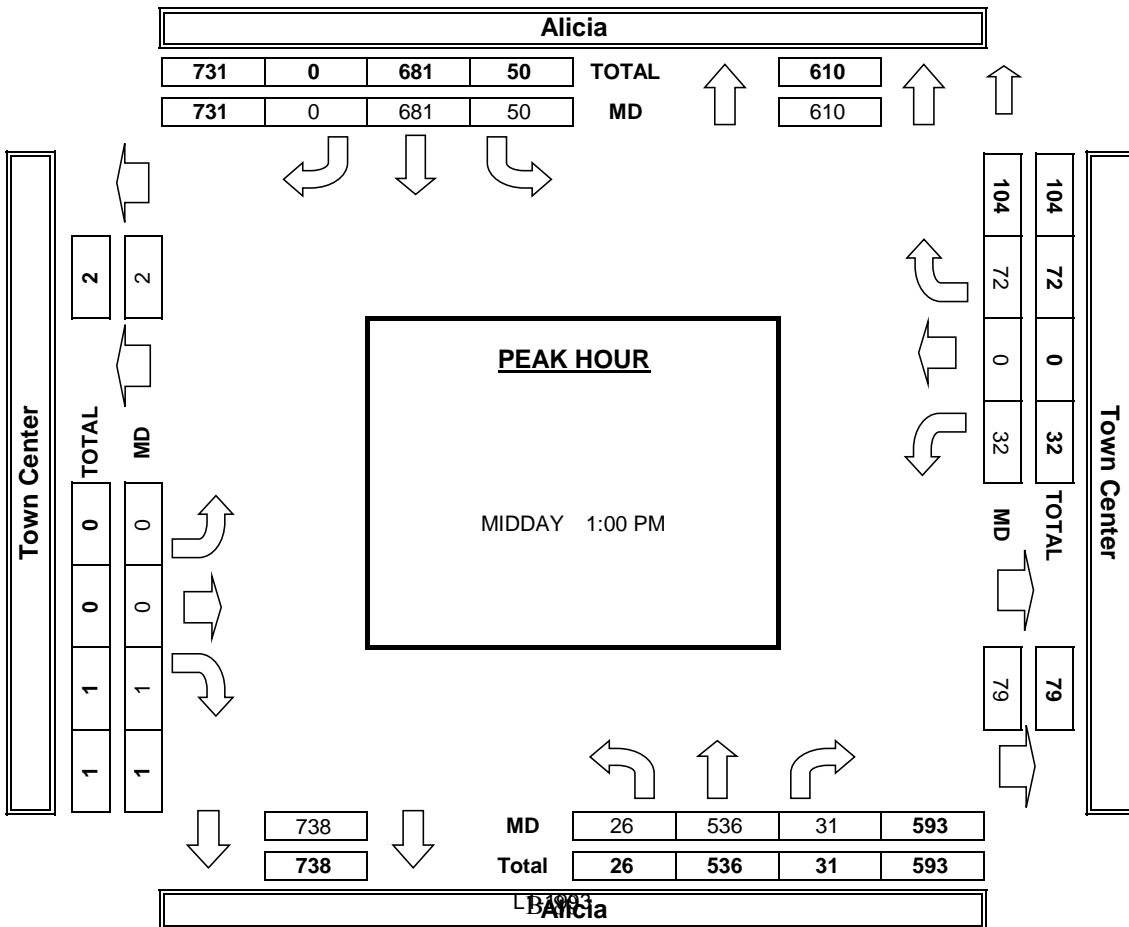
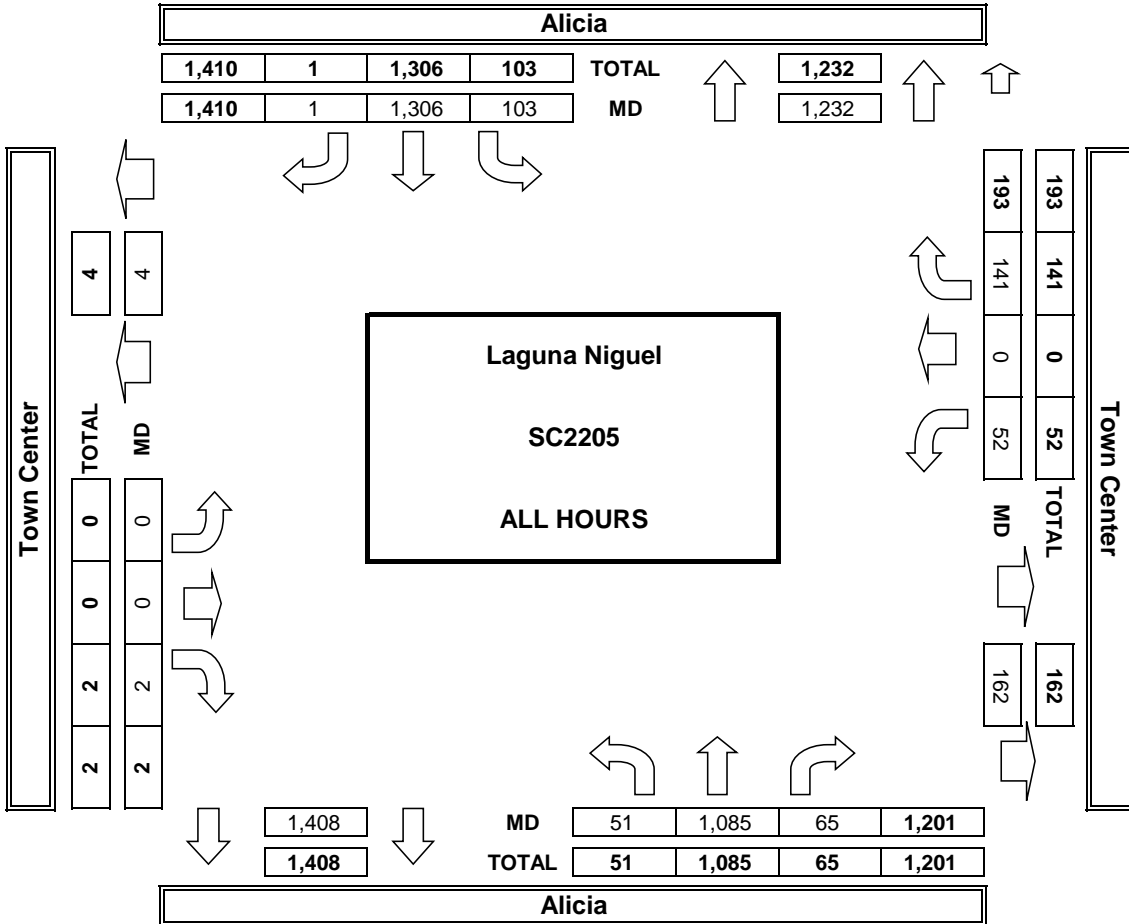
PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1:00 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



**AimTD LLC**  
TURNING MOVEMENT COUNTS



## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:  
Sat, May 18, 19

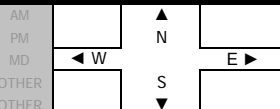
LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Laguna Niguel  
La Paz  
SR-73 NB Ramps

PROJECT #:  
LOCATION #:  
CONTROL:

SC2205  
8  
SIGNAL

NOTES:

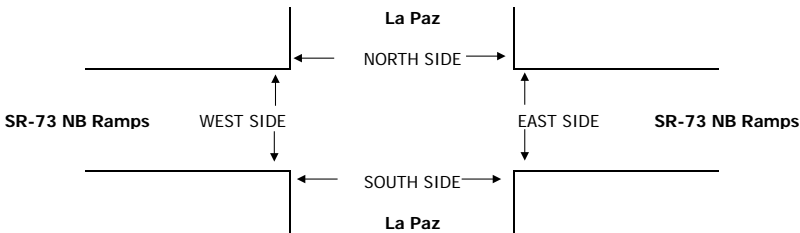


Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	1	2	3	0	0	1	0	1	0.5	0.5	

U-TURNS				
NB	SB	EB	WB	TTL
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
2	0	0	1	3
0	0	0	0	0
0	0	0	0	0
5	0	0	1	6

MIDDAY													
12:00 PM	5	175	26	21	156	2	4	0	6	15	0	17	427
12:15 PM	6	161	27	13	140	1	4	0	4	16	0	34	406
12:30 PM	4	183	19	16	130	2	1	0	3	18	0	44	420
12:45 PM	3	176	27	13	154	3	0	0	5	17	0	25	423
1:00 PM	5	175	20	20	170	3	5	1	2	14	0	14	429
1:15 PM	5	171	23	13	166	3	3	1	5	16	1	12	419
1:30 PM	4	207	18	14	157	2	2	0	10	16	0	12	442
1:45 PM	2	162	18	4	148	3	1	0	4	9	0	11	362
VOLUMES	34	1,410	178	114	1,221	19	20	2	39	121	1	169	3,328
APPROACH %	2%	87%	11%	8%	90%	1%	33%	3%	64%	42%	0%	58%	
APP/DEPART	1,622	/	1,599	1,354	/	1,385	61	/	295	291	/	49	0
BEGIN PEAK HR 12:45 PM													
VOLUMES	17	729	88	60	647	11	10	2	22	63	1	63	1,713
APPROACH %	2%	87%	11%	8%	90%	2%	29%	6%	65%	50%	1%	50%	
PEAK HR FACTOR	0.910			0.930			0.708			0.756			0.969
APP/DEPART	834	/	802	718	/	734	34	/	151	127	/	26	0



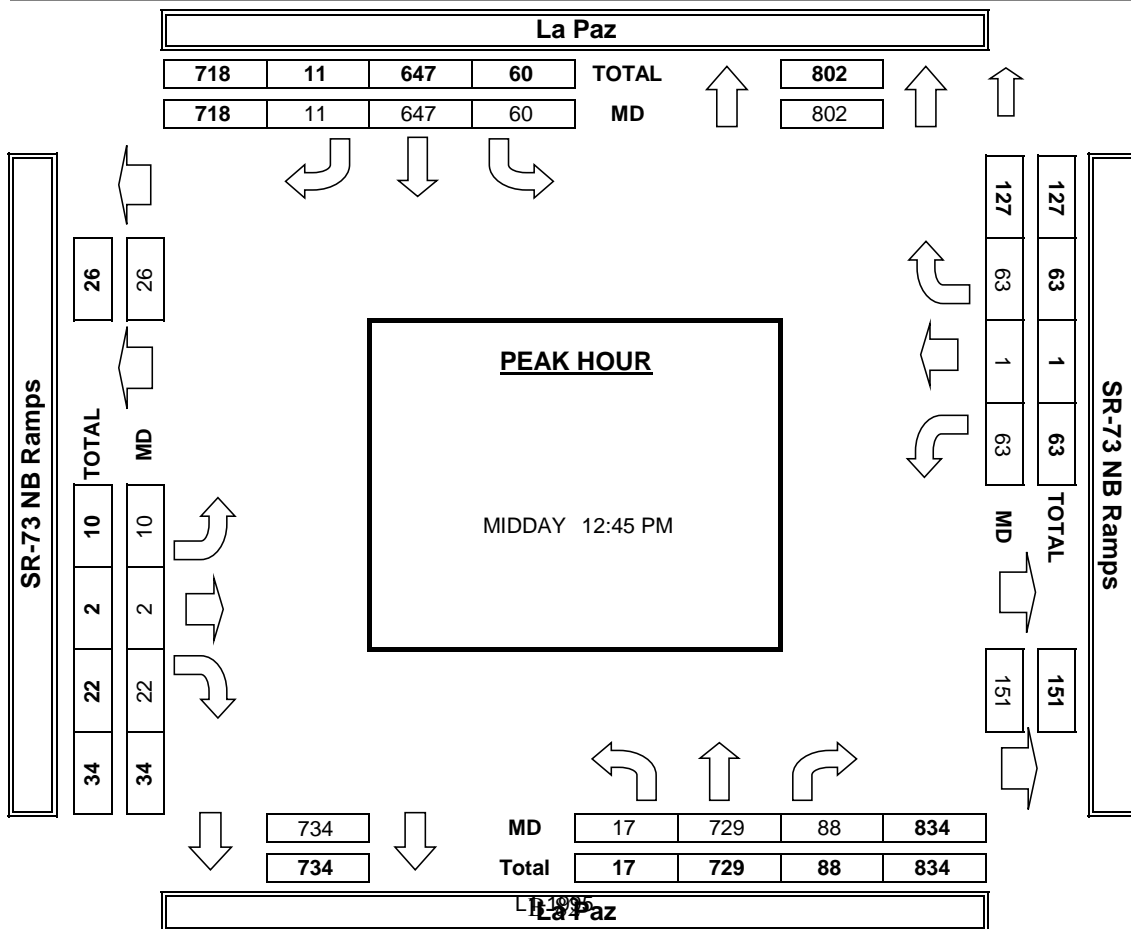
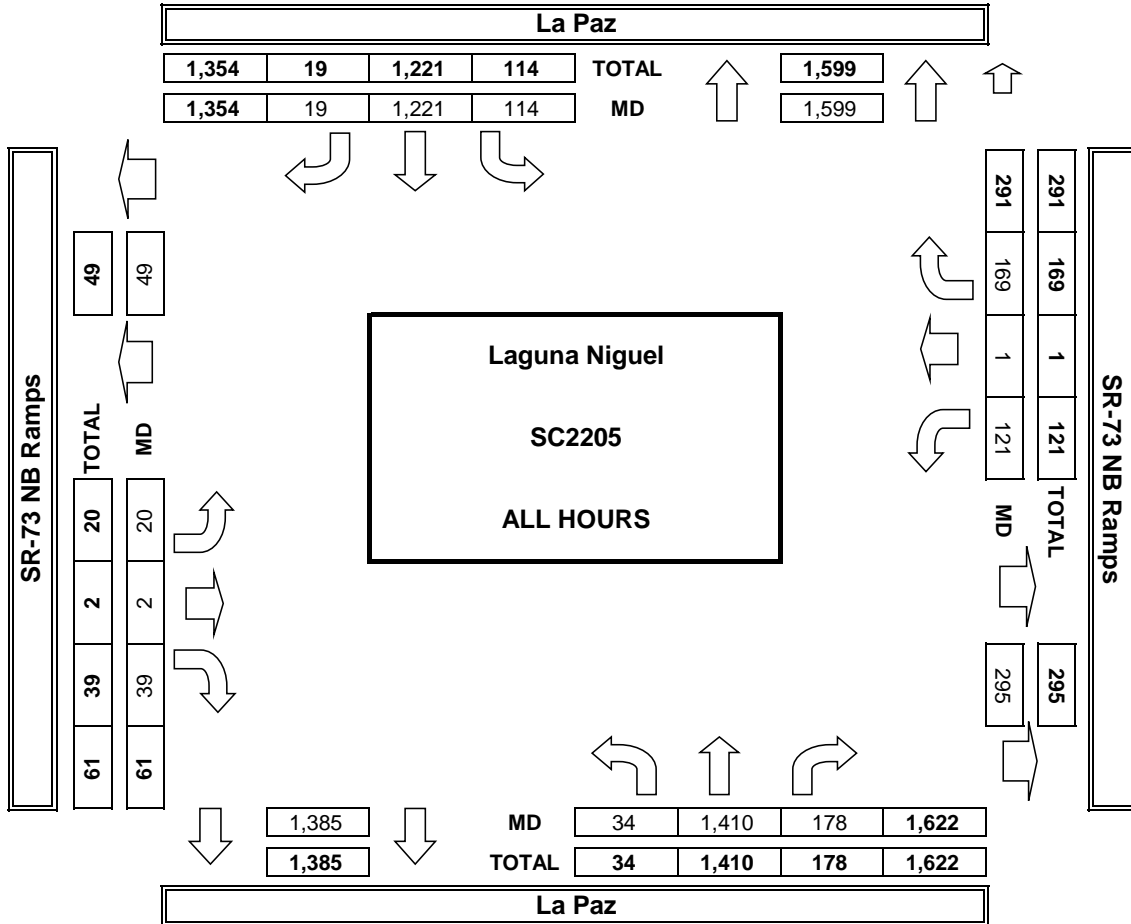
MIDDAY	
12:00 PM	
12:15 PM	
12:30 PM	
12:45 PM	
1:00 PM	
1:15 PM	
1:30 PM	
1:45 PM	
TOTAL	
AM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL 12:45 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T218

DATE: <b>Sat, May 18, 19</b>	LOCATION: NORTH & SOUTH: EAST & WEST:	Laguna Niguel <b>La Paz</b> SR-73 SB Ramps	PROJECT #: LOCATION #: CONTROL:	SC2205 9 SIGNAL
NOTES:				

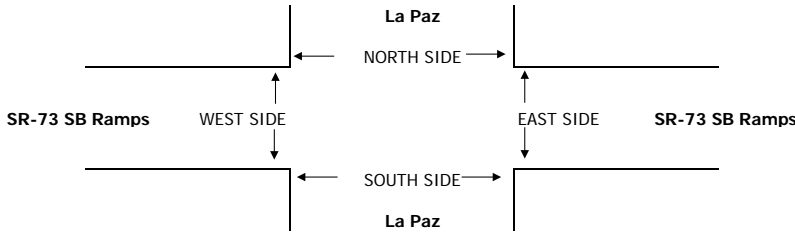
Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>La Paz</small>			SOUTHBOUND <small>La Paz</small>			EASTBOUND <small>SR-73 SB Ramps</small>			WESTBOUND <small>SR-73 SB Ramps</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

<b>MIDDAY</b>	12:00 PM	15	162	10	47	134	4	13	2	12	11	3	21	434
	12:15 PM	18	155	21	31	129	7	13	1	29	17	0	24	445
	12:30 PM	19	162	10	28	111	3	15	2	17	18	2	21	408
	12:45 PM	12	162	17	40	144	7	8	4	18	24	0	31	467
	1:00 PM	23	156	13	44	138	4	14	4	26	15	4	23	464
	1:15 PM	22	168	13	45	134	4	9	4	23	8	1	28	459
	1:30 PM	12	178	11	41	128	8	12	3	20	28	5	31	477
	1:45 PM	14	152	15	31	141	5	12	3	25	15	1	24	438
	VOLUMES	135	1,295	110	307	1,059	42	96	23	170	136	16	203	3,592
	APPROACH %	9%	84%	7%	22%	75%	3%	33%	8%	59%	38%	5%	57%	
	APP/DEPART	1,540	/	1,629	1,408	/	1,409	289	/	405	355	/	149	0
	BEGIN PEAK HR	12:45 PM												
	VOLUMES	69	664	54	170	544	23	43	15	87	75	10	113	1,867
	APPROACH %	9%	84%	7%	23%	74%	3%	30%	10%	60%	38%	5%	57%	
	PEAK HR FACTOR	0.969		0.965				0.824		0.773				0.979
APP/DEPART	787	/	838	737	/	732	145	/	221	198	/	76	0	

6	10	0	0	16
5	3	0	0	8
4	1	0	0	5
3	2	0	0	5
7	5	0	0	12
10	7	0	0	17
6	4	0	0	10
3	3	0	0	6
44	35	0	0	79



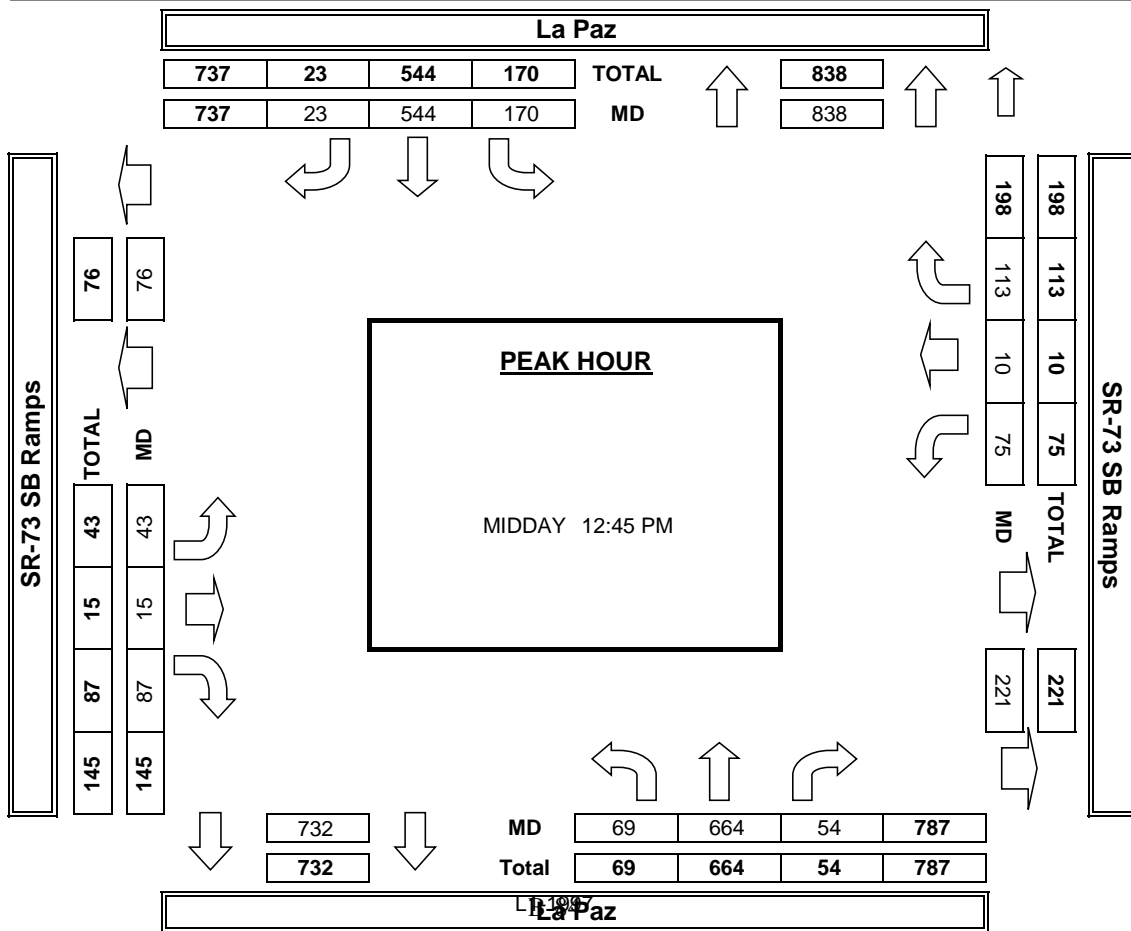
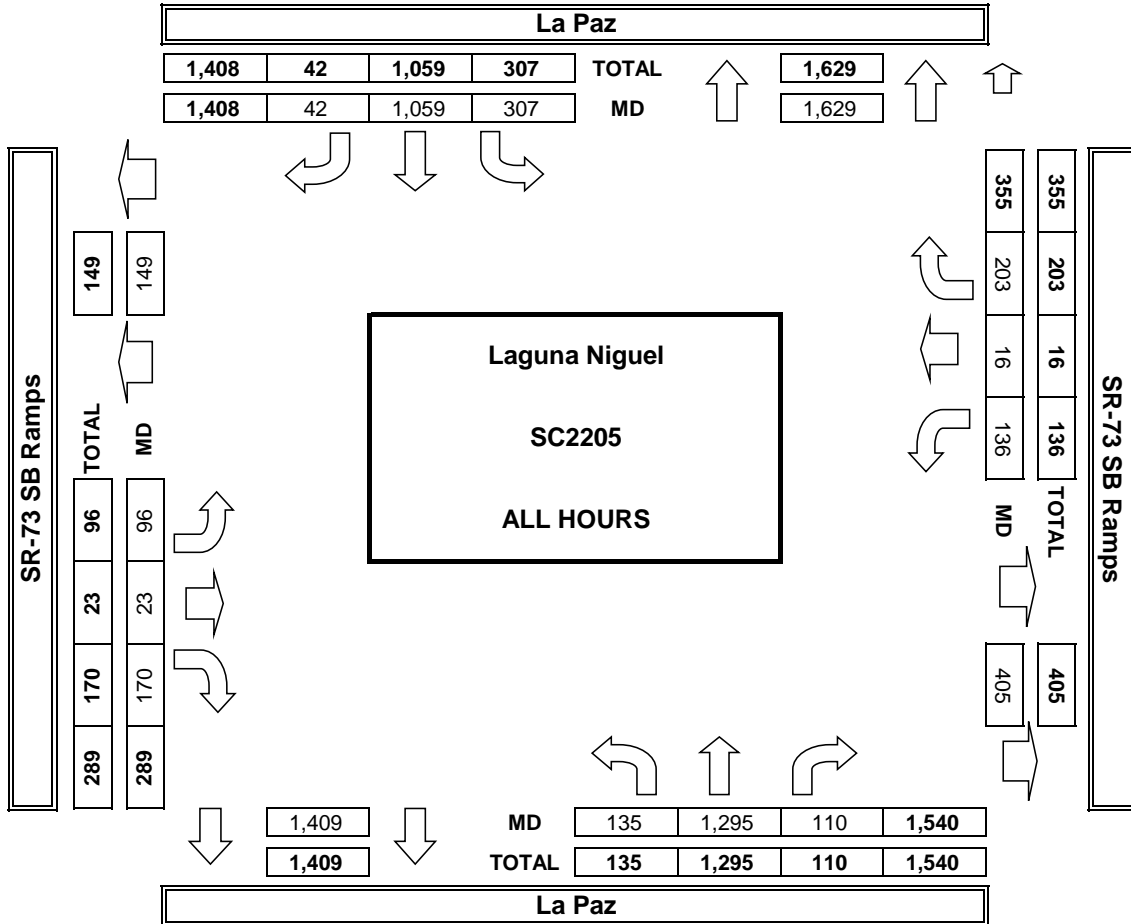
<b>MIDDAY</b>	12:00 PM	0	0	0	0	0
	12:15 PM	0	0	0	0	0
	12:30 PM	0	0	0	0	0
	12:45 PM	0	0	0	0	0
	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	0	0	0
	1:30 PM	0	0	0	0	0
	1:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0	
AM BEGIN PEAK HR	12:45 PM					

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

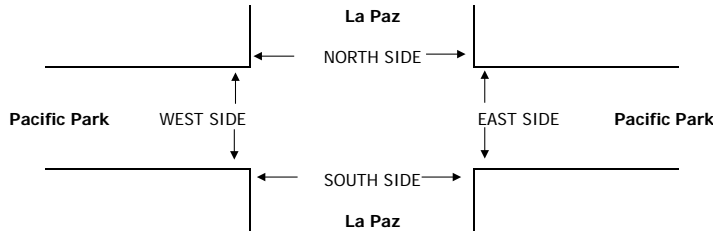
T218

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel La Paz Pacific Park	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 10 <b>CONTROL:</b> SIGNAL	<table border="1" style="margin: auto;"> <tr> <td>▲</td> <td></td> <td>N</td> <td></td> </tr> <tr> <td></td> <td>◀</td> <td>W</td> <td>▶</td> </tr> <tr> <td>▼</td> <td></td> <td>S</td> <td></td> </tr> </table>	▲		N			◀	W	▶	▼		S	
▲		N														
	◀	W	▶													
▼		S														
<b>NOTES:</b>																

Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	La Paz			La Paz			Pacific Park			Pacific Park			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>LANES:</b>	1	3	1	1	3	1	2	3	1	2	3	0	
<b>MIDDAY</b>													
12:00 PM	57	127	47	9	88	63	81	175	82	71	195	11	1,006
12:15 PM	51	110	48	10	104	68	92	209	59	75	235	14	1,075
12:30 PM	49	135	49	9	91	59	84	162	71	84	164	4	961
12:45 PM	56	124	50	8	124	55	83	192	68	88	203	11	1,062
1:00 PM	50	131	51	14	108	62	92	164	65	78	171	6	992
1:15 PM	51	139	52	13	104	62	125	206	77	78	176	13	1,096
1:30 PM	52	127	46	8	100	73	101	180	60	61	205	6	1,019
1:45 PM	51	120	59	5	106	66	86	167	71	81	190	11	1,013
VOLUMES	417	1,013	402	76	825	508	744	1,455	553	616	1,539	76	8,224
APPROACH %	23%	55%	22%	5%	59%	36%	27%	53%	20%	28%	69%	3%	
APP/DEPART	1,832	/	1,809	1,409	/	1,997	2,752	/	1,921	2,231	/	2,497	0
BEGIN PEAK HR	12:45 PM												
VOLUMES	209	521	199	43	436	252	401	742	270	305	755	36	4,169
APPROACH %	22%	56%	21%	6%	60%	34%	28%	53%	19%	28%	69%	3%	
PEAK HR FACTOR	0.960			0.977			0.866			0.907			0.951
APP/DEPART	929	/	943	731	/	1,014	1,413	/	979	1,096	/	1,233	0

U-TURNS				
NB	SB	EB	WB	TTL
0	2	4	1	7
0	4	6	1	11
0	3	2	0	5
3	1	0	0	4
1	3	6	0	10
1	2	8	1	12
0	1	8	1	10
2	0	6	0	8
7	16	40	4	67



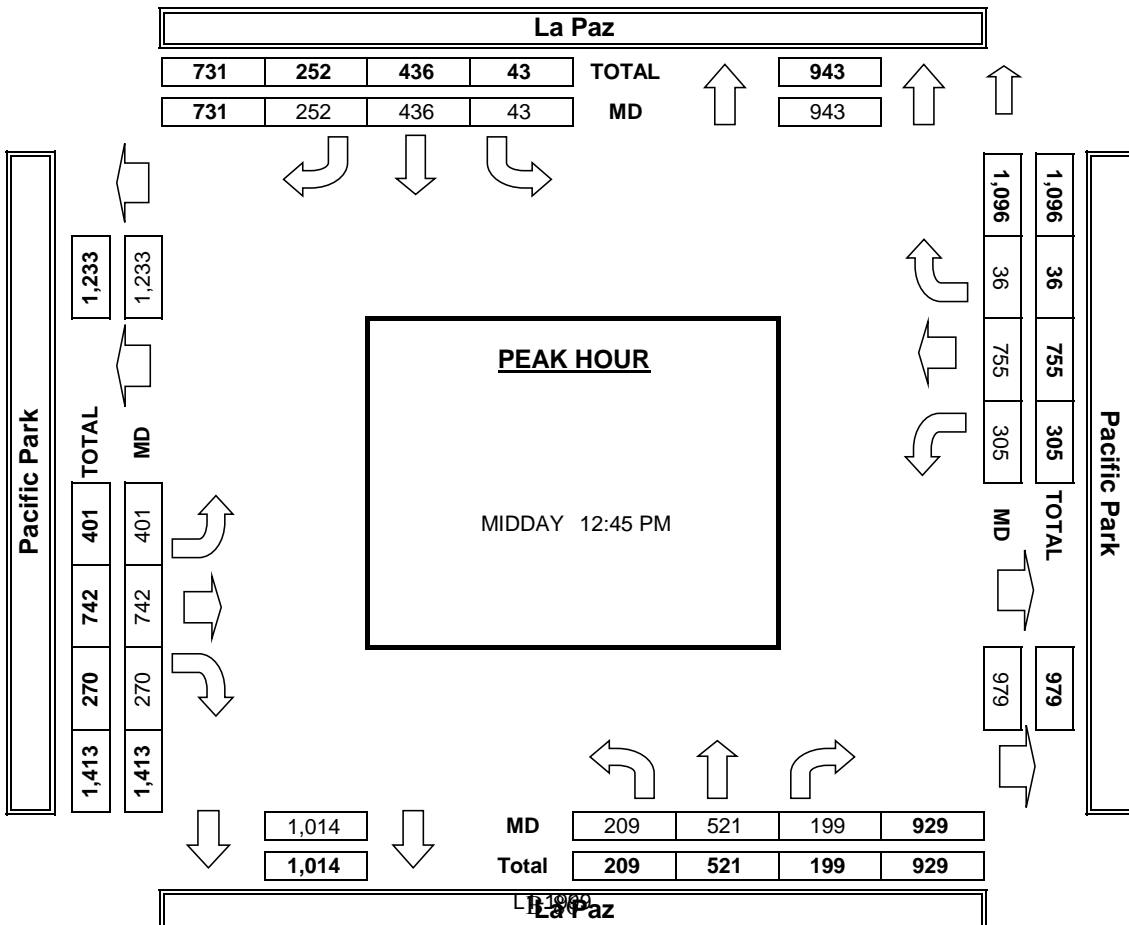
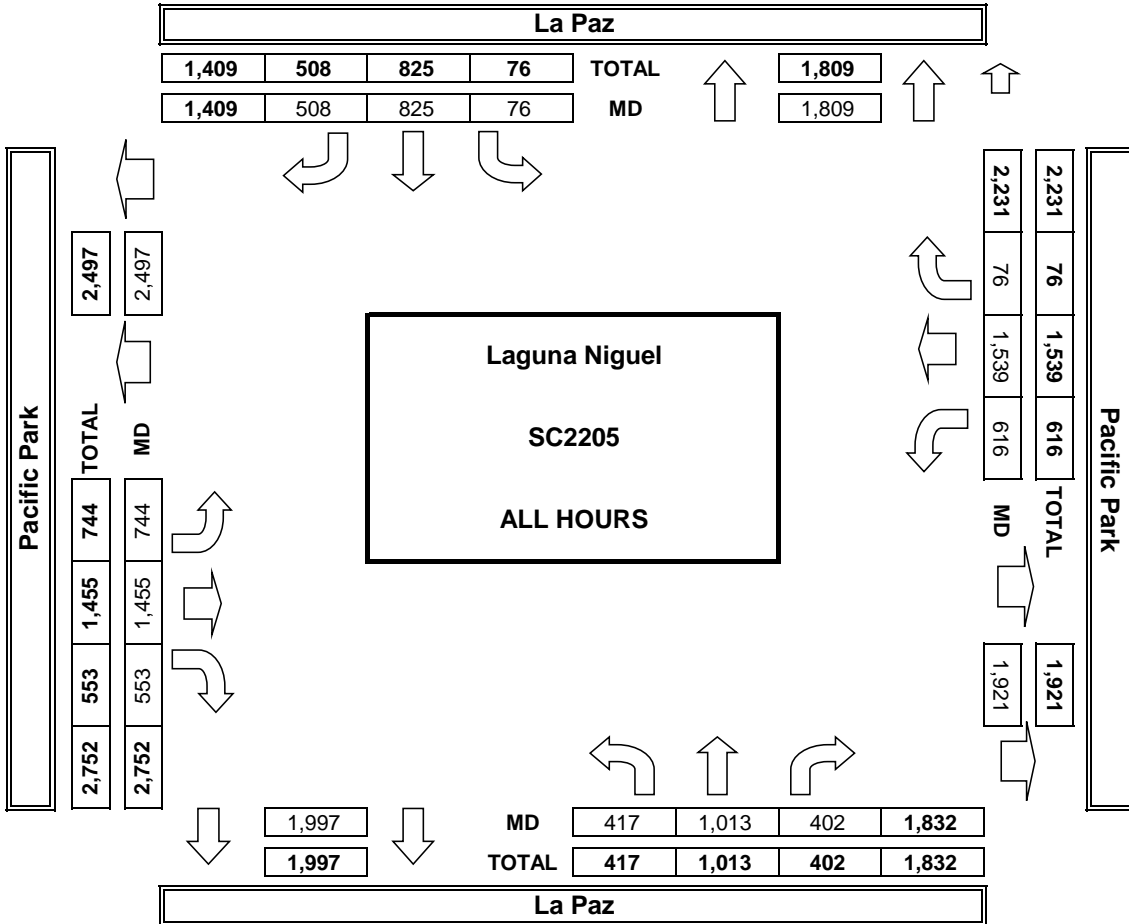
	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
<b>MIDDAY</b>					
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	12:45 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

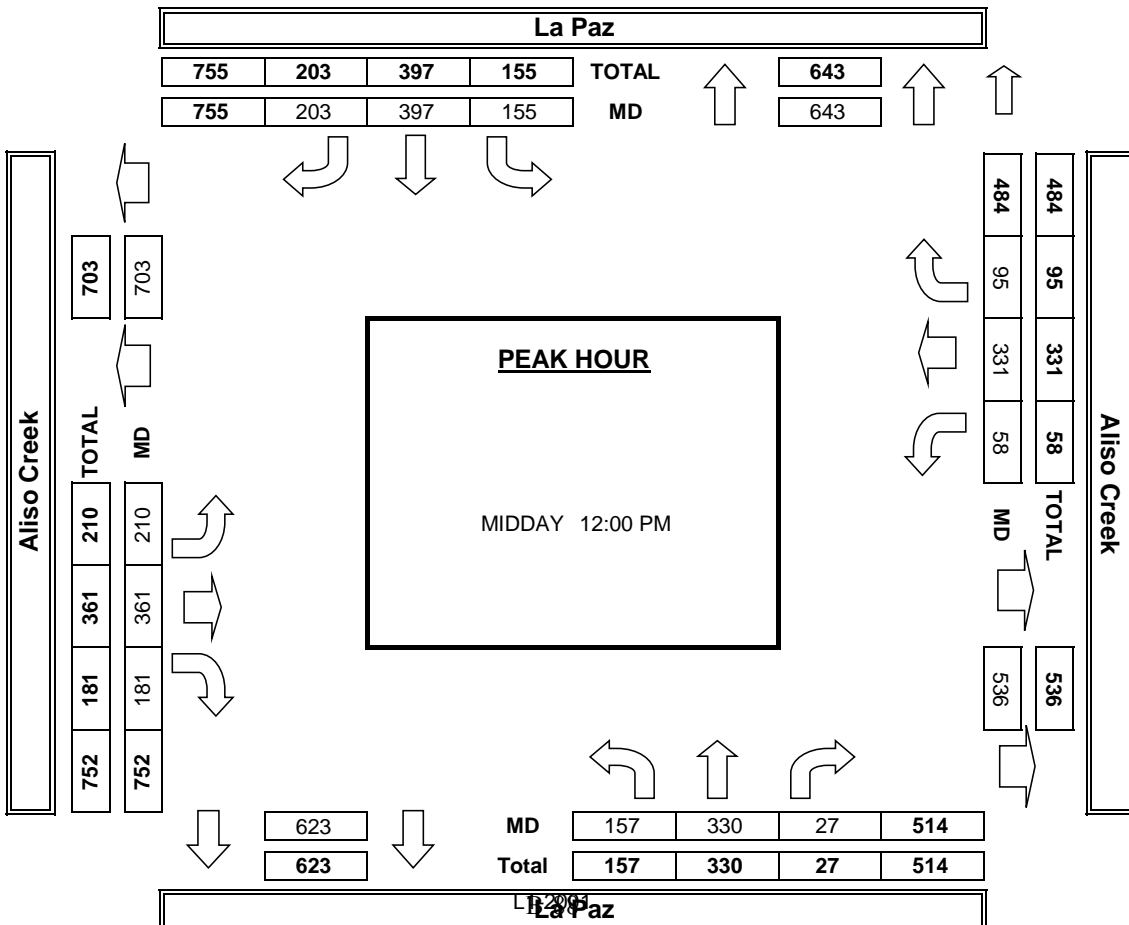
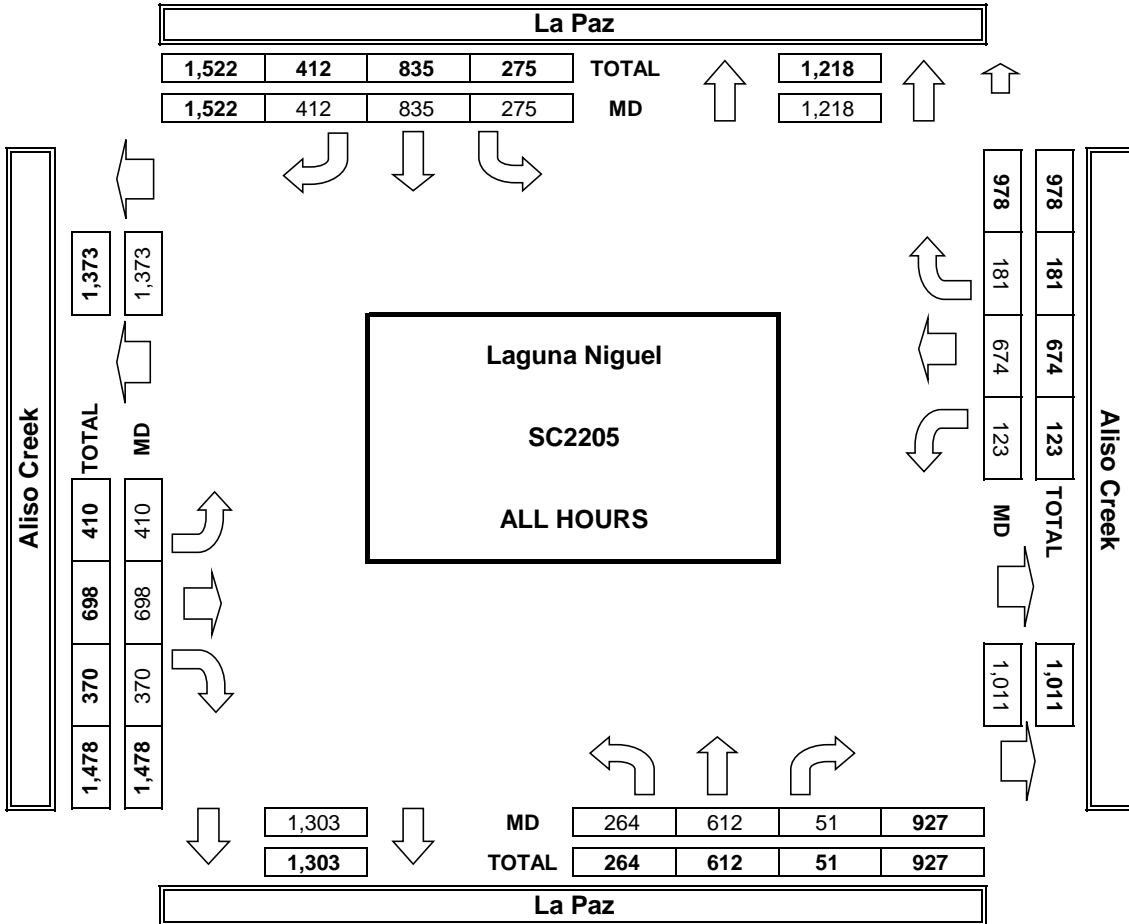
**AimTD LLC**  
TURNING MOVEMENT COUNTS







**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

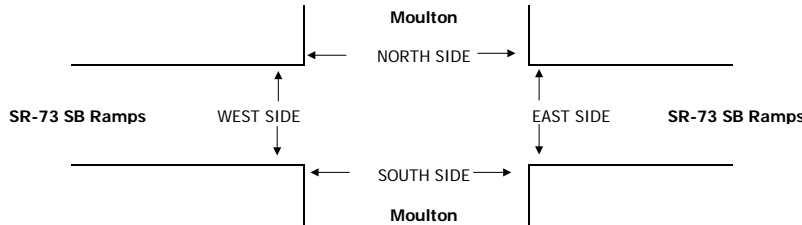
<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Moulton SR-73 SB Ramps	<b>PROJECT #:</b> SC2205	<b>LOCATION #:</b> 12	<b>CONTROL:</b> SIGNAL
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NOTES:	AM	▲	<input type="checkbox"/> Add U-Turns to Left Turns	
	PM	N		
	MD	◀ W		E ▶
	OTHER	S		▼

LANES:	NORTHBOUND Moulton			SOUTHBOUND Moulton			EASTBOUND SR-73 SB Ramps			WESTBOUND SR-73 SB Ramps			TOTAL
	NL X	NT 3	NR X	SL X	ST 3	SR X	EL 0.5	ET X	ER 1.5	WL X	WT X	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

MIDDAY	12:00 PM	0	201	0	0	179	0	42	0	52	0	0	0	474	0	0	0	0	0
	12:15 PM	0	202	0	0	171	0	73	0	48	0	0	0	494	0	0	0	0	0
	12:30 PM	0	211	0	0	228	0	90	0	70	0	0	0	599	0	0	0	0	0
	12:45 PM	0	180	0	0	235	0	99	0	85	0	0	0	599	0	0	0	0	0
	1:00 PM	0	229	0	0	290	0	78	0	81	0	0	0	678	0	0	0	0	0
	1:15 PM	0	184	0	0	244	0	64	0	76	0	0	0	568	0	0	0	0	0
	1:30 PM	0	193	0	0	228	0	49	0	72	0	0	0	542	0	0	0	0	0
	1:45 PM	0	181	0	0	209	0	83	0	76	0	0	0	549	0	0	0	0	0
	VOLUMES	0	1,581	0	0	1,784	0	578	0	560	0	0	0	4,503	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	51%	0%	49%	0%	0%	0%						
APP/DEPART	1,581	/	2,159	1,784	/	2,344	1,138	/	0	0	/	0	0						
BEGIN PEAK HR	12:30 PM																		
VOLUMES	0	804	0	0	997	0	331	0	312	0	0	0	2,444	0	0	0	0	0	
APPROACH %	0%	100%	0%	0%	100%	0%	51%	0%	49%	0%	0%	0%							
PEAK HR FACTOR	0.878		0.859		0.874		0.000		0.901		0								
APP/DEPART	804	/	1,135	997	/	1,309	643	/	0	0	/	0	0						



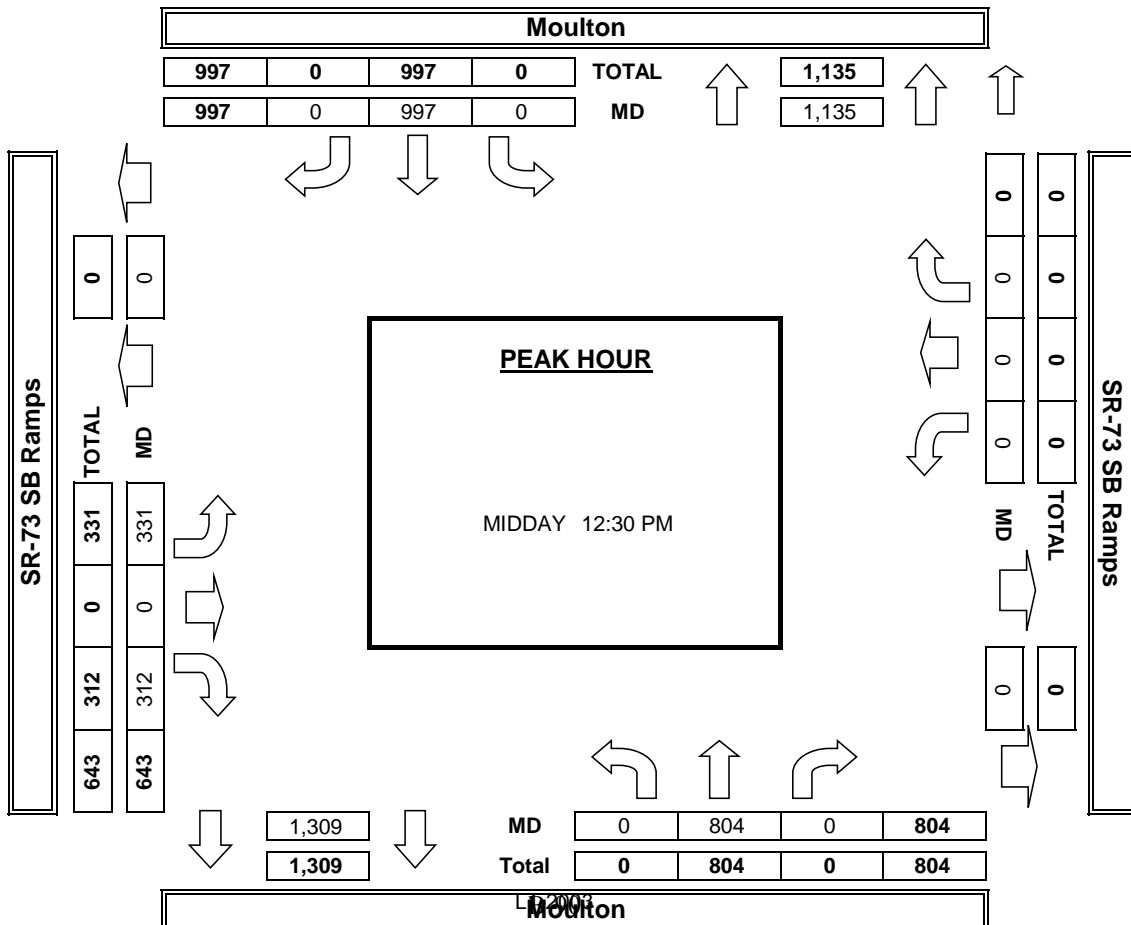
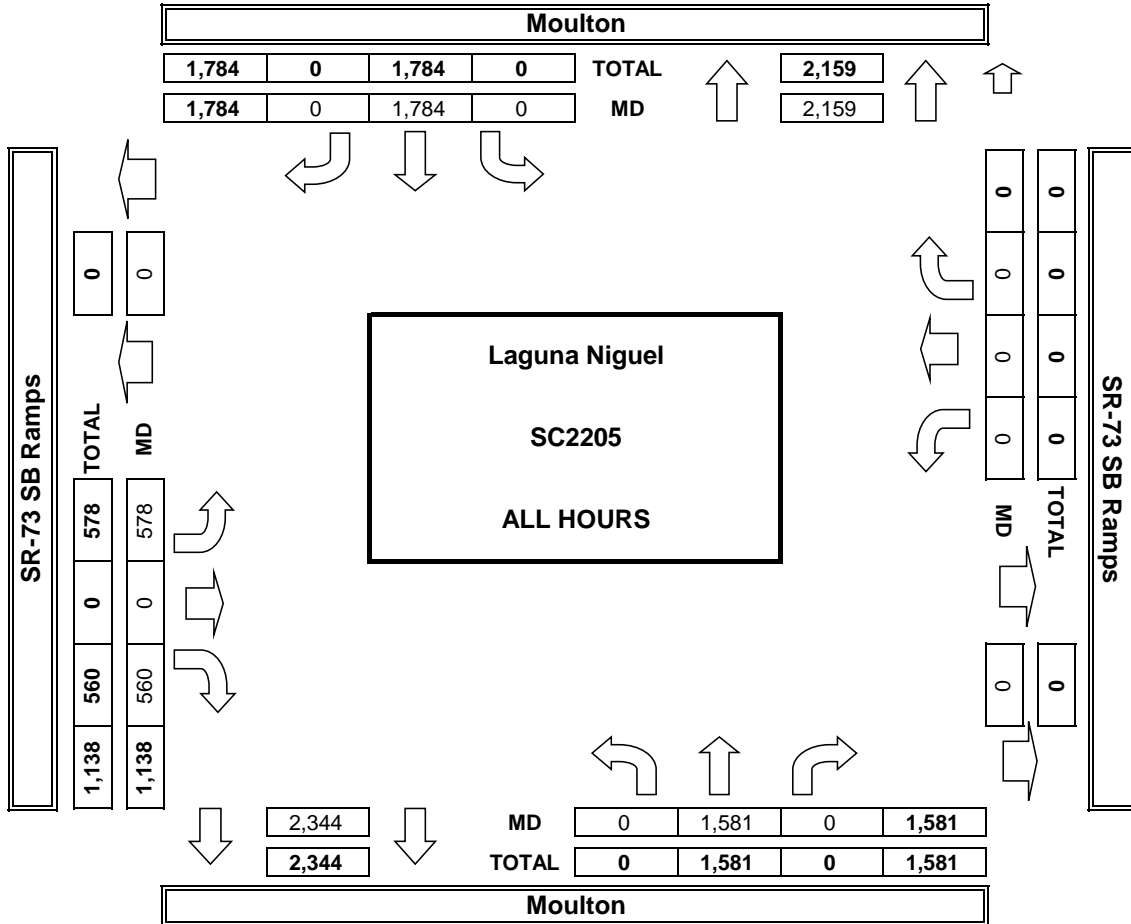
MIDDAY	12:00 PM	
	12:15 PM	
	12:30 PM	
	12:45 PM	
	1:00 PM	
	1:15 PM	
	1:30 PM	
	1:45 PM	
TOTAL		
AM BEGIN PEAK HR		

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:30 PM				
0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, May 18, 19	LOCATION:	Laguna Niguel	PROJECT #:	SC2205
	NORTH & SOUTH:	Moulton	LOCATION #:	13
	EAST & WEST:	Aliso Creek	CONTROL:	SIGNAL

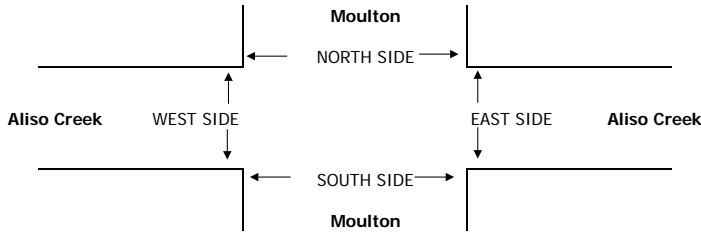
NOTES:	AM		▲	
	PM		N	
	MD	← W		E →
	OTHER		▼	
	OTHER			

Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>Moulton</small>			SOUTHBOUND <small>Moulton</small>			EASTBOUND <small>Aliso Creek</small>			WESTBOUND <small>Aliso Creek</small>			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
12:00 PM	74	231	15	11	169	16	18	9	101	8	13	12	677	0	2	0	0	2
12:15 PM	84	236	7	15	146	19	17	12	102	12	13	6	669	0	2	0	0	2
12:30 PM	94	232	10	16	174	26	17	13	88	23	18	13	724	1	4	0	1	6
12:45 PM	85	201	16	15	177	18	18	20	113	14	9	12	698	0	5	0	0	5
1:00 PM	108	224	12	13	179	17	17	11	65	11	14	9	680	0	3	0	0	3
1:15 PM	88	208	17	13	183	22	18	15	94	24	8	10	700	0	1	0	1	2
1:30 PM	81	210	20	11	179	17	13	10	82	11	14	15	663	0	0	0	0	0
1:45 PM	96	182	15	9	183	18	12	17	108	12	14	18	684	0	1	0	0	1
VOLUMES	710	1,724	112	103	1,390	153	130	107	753	115	103	95	5,495	1	18	0	2	21
APPROACH %	28%	68%	4%	6%	84%	9%	13%	11%	76%	37%	33%	30%						
APP/DEPART	2,546	/	1,967	1,646	/	2,257	990	/	306	313	/	965	0					

MIDDAY

LANES:	NORTHBOUND <small>Moulton</small>			SOUTHBOUND <small>Moulton</small>			EASTBOUND <small>Aliso Creek</small>			WESTBOUND <small>Aliso Creek</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 PM	74	231	15	11	169	16	18	9	101	8	13	12	677
12:15 PM	84	236	7	15	146	19	17	12	102	12	13	6	669
12:30 PM	94	232	10	16	174	26	17	13	88	23	18	13	724
12:45 PM	85	201	16	15	177	18	18	20	113	14	9	12	698
1:00 PM	108	224	12	13	179	17	17	11	65	11	14	9	680
1:15 PM	88	208	17	13	183	22	18	15	94	24	8	10	700
1:30 PM	81	210	20	11	179	17	13	10	82	11	14	15	663
1:45 PM	96	182	15	9	183	18	12	17	108	12	14	18	684
VOLUMES	710	1,724	112	103	1,390	153	130	107	753	115	103	95	5,495
APPROACH %	28%	68%	4%	6%	84%	9%	13%	11%	76%	37%	33%	30%	
APP/DEPART	2,546	/	1,967	1,646	/	2,257	990	/	306	313	/	965	0
BEGIN PEAK HR VOLUMES	375	865	55	57	713	83	70	59	360	72	49	44	2,802
APPROACH %	29%	67%	4%	7%	84%	10%	14%	12%	74%	44%	30%	27%	
PEAK HR FACTOR	0.941			0.978			0.810			0.764			0.968
APP/DEPART	1,295	/	992	853	/	1,144	489	/	160	165	/	506	0



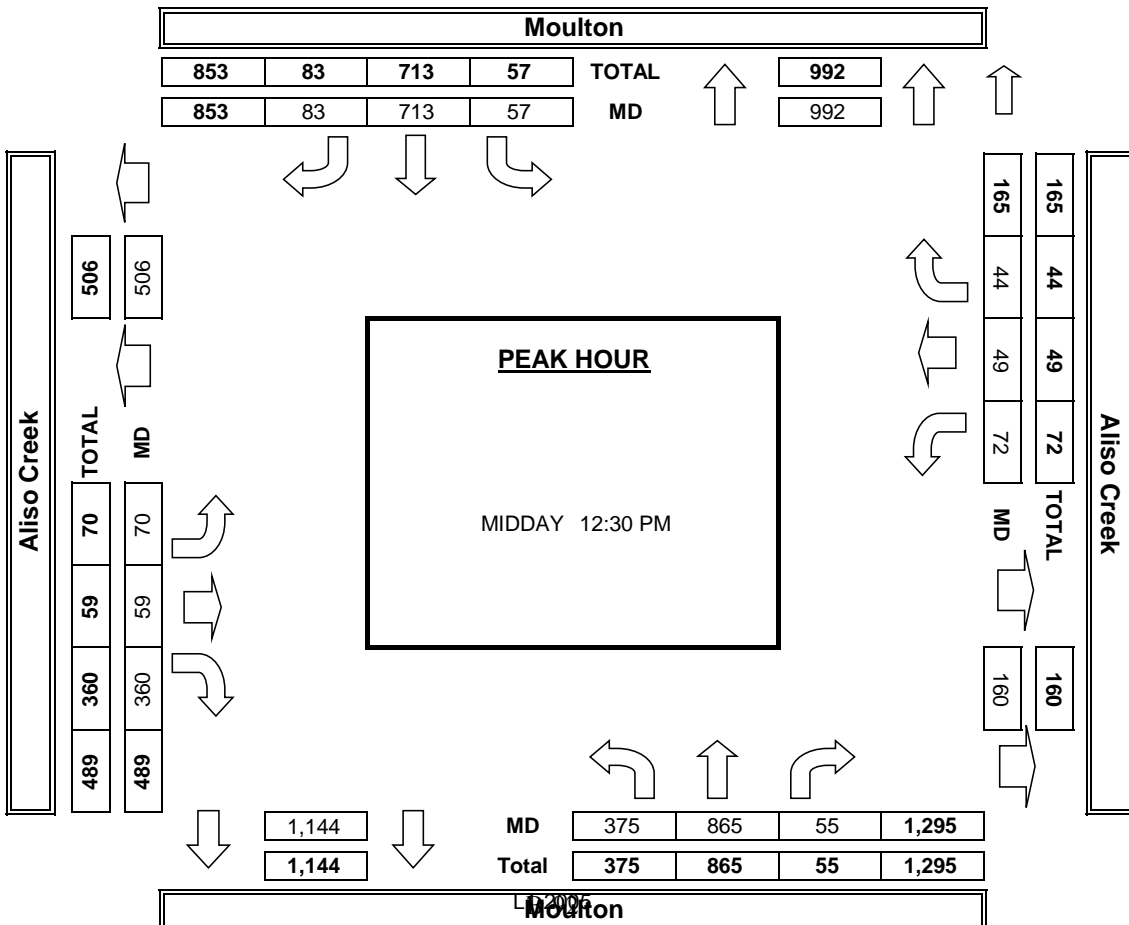
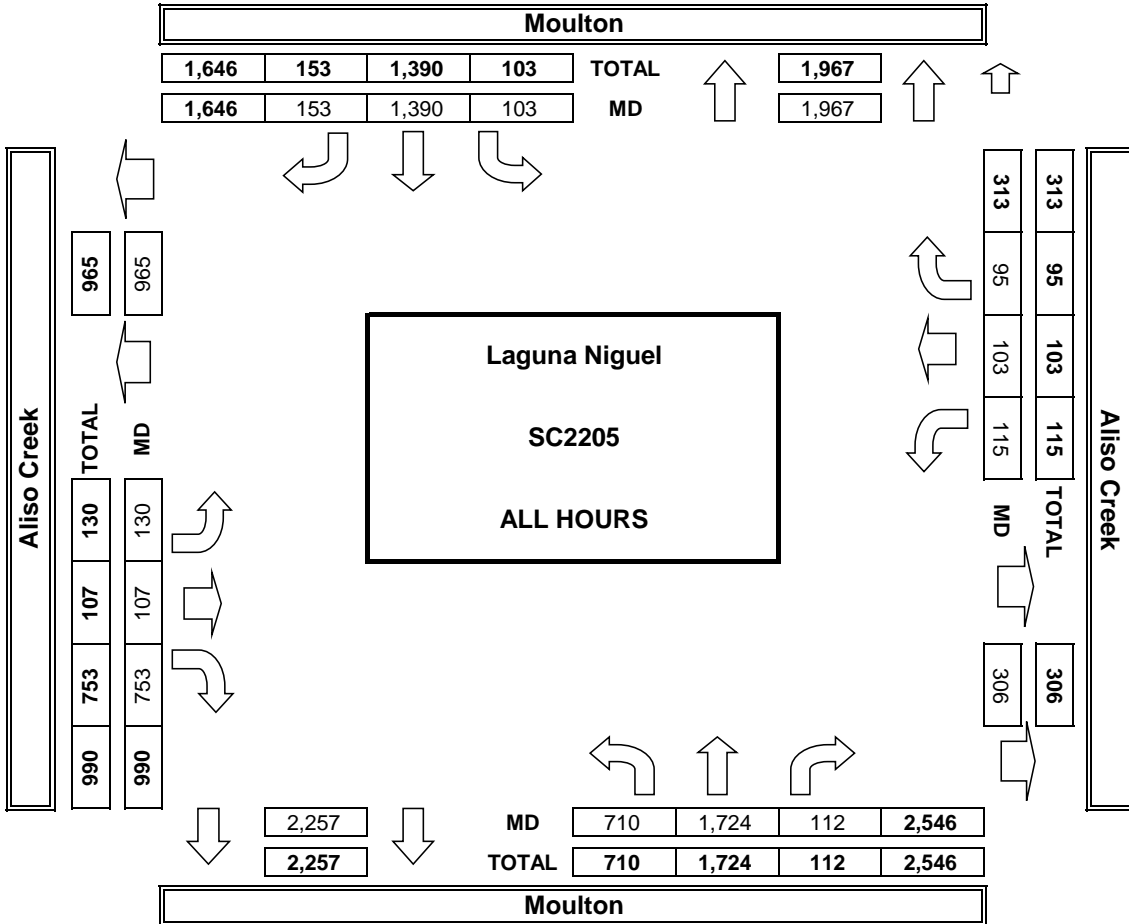
MIDDAY	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	12:30 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM BEGIN PEAK HR

**AimTD LLC**  
TURNING MOVEMENT COUNTS



**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, May 18, 19	LOCATION: NORTH & SOUTH: EAST & WEST:	Laguna Niguel Moulton Rancho Niguel	PROJECT #: LOCATION #: CONTROL:	SC2205 14 SIGNAL
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NOTES:	AM	▲	
	PM		
	MD	◀ W	
	OTHER		
	OTHER	S ▶	

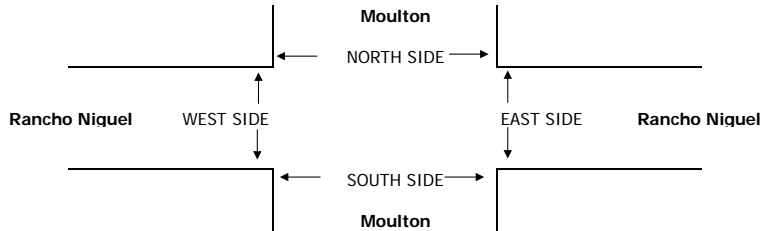
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Moulton			Moulton			Rancho Niguel			Rancho Niguel			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	1	0	1	1	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

MIDDAY	12:00 PM	12	216	16	98	194	6	4	36	16	14	31	104	747
	12:15 PM	17	217	14	90	161	6	9	45	20	23	31	102	735
	12:30 PM	10	221	15	89	184	11	10	40	23	19	39	98	759
	12:45 PM	14	206	19	111	176	11	9	44	23	13	37	97	760
	1:00 PM	12	204	17	85	173	5	3	41	19	19	26	98	702
	1:15 PM	10	220	15	78	181	4	5	40	19	23	25	95	715
	1:30 PM	18	171	17	92	172	6	10	50	20	17	41	128	742
	1:45 PM	11	188	24	86	200	6	7	29	14	13	37	98	713
	VOLUMES	104	1,643	137	729	1,441	55	57	325	154	141	267	820	5,873
	APPROACH %	6%	87%	7%	33%	65%	2%	11%	61%	29%	11%	22%	67%	
	APP/DEPART	1,884	/	2,520	2,225	/	1,738	536	/	1,191	1,228	/	424	0
BEGIN PEAK HR VOLUMES	53	860	64	388	715	34	32	165	82	69	138	401	3,001	
APPROACH %	5%	88%	7%	34%	63%	3%	11%	59%	29%	11%	23%	66%		
PEAK HR FACTOR	0.985			0.954			0.918			0.974			0.987	
APP/DEPART	977	/	1,293	1,137	/	867	279	/	617	608	/	224	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2



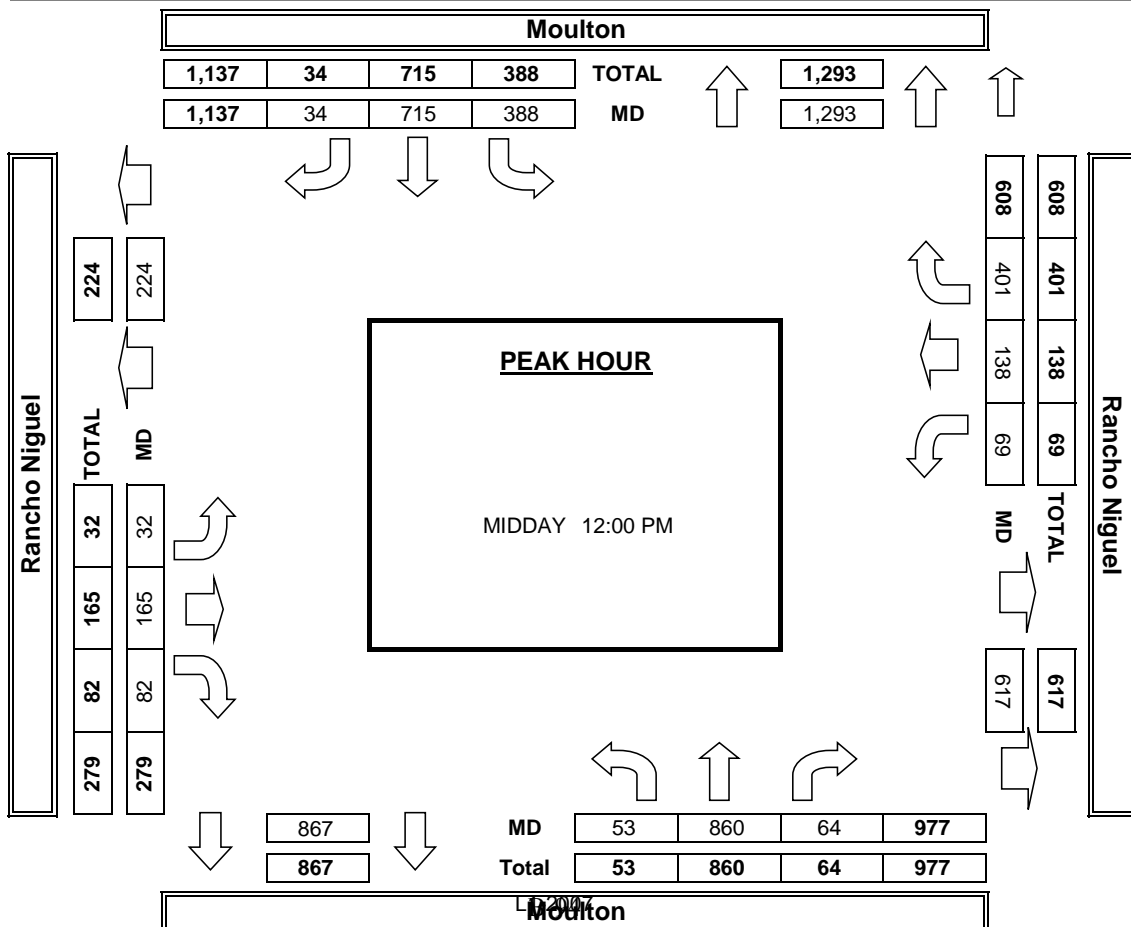
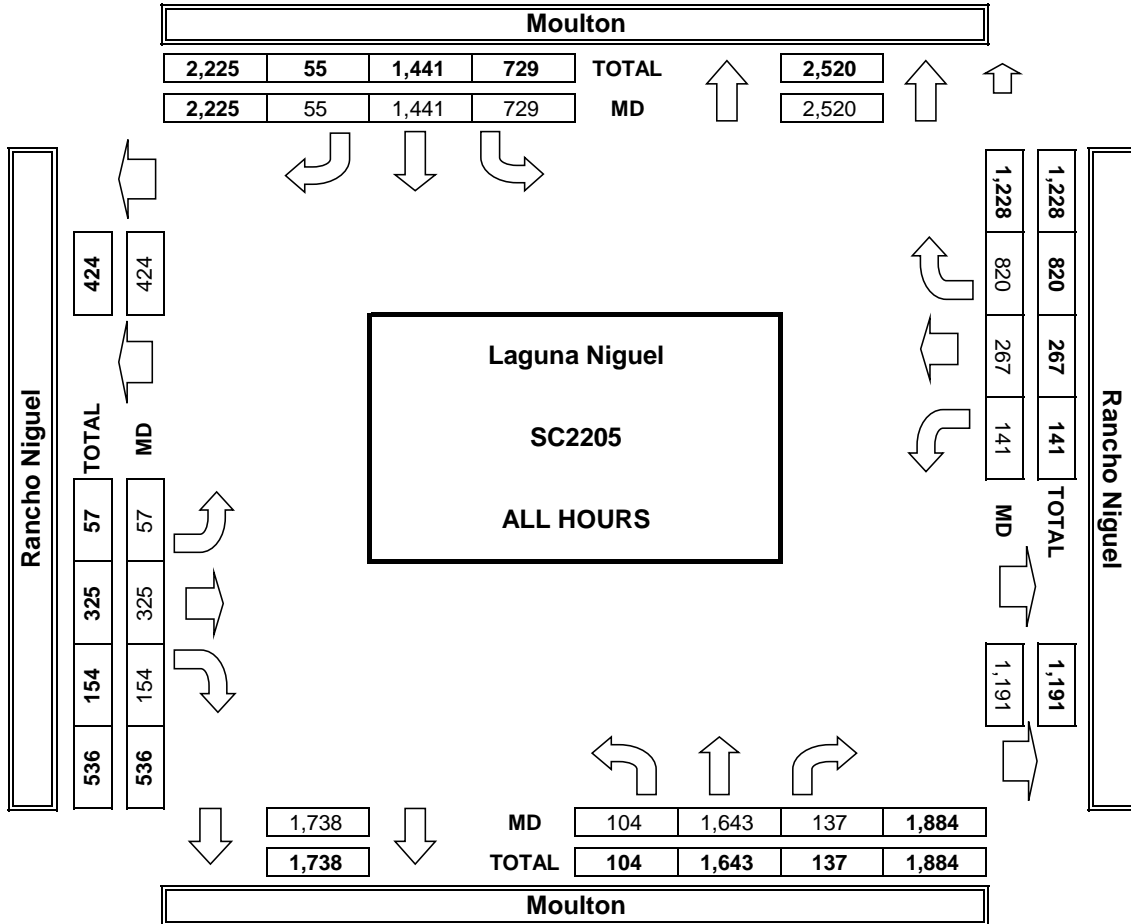
MIDDAY	12:00 PM	
	12:15 PM	
	12:30 PM	
	12:45 PM	
	1:00 PM	
	1:15 PM	
	1:30 PM	
	1:45 PM	
	TOTAL	
	AM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:00 PM				
0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Greenfield SR-73 NB Ramps	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 15 <b>CONTROL:</b> SIGNAL
<b>NOTES:</b> WT - illegal			

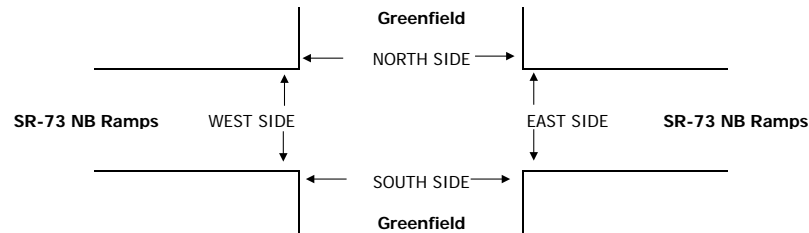
Add U-Turns to Left Turns

LANES:	NORTHBOUND Greenfield			SOUTHBOUND Greenfield			EASTBOUND SR-73 NB Ramps			WESTBOUND SR-73 NB Ramps			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

MIDDAY	12:00 PM	83	14	0	0	15	1	0	0	0	72	0	8	193
	12:15 PM	86	20	0	0	30	3	0	0	0	106	0	16	261
	12:30 PM	99	19	0	0	20	1	0	0	0	119	2	19	279
	12:45 PM	64	35	0	0	22	5	0	0	0	88	1	17	232
	1:00 PM	62	15	0	0	20	0	0	0	0	86	0	17	200
	1:15 PM	54	18	0	0	27	5	0	0	0	89	3	7	203
	1:30 PM	66	16	0	0	16	1	0	0	0	88	0	7	194
	1:45 PM	58	14	0	0	17	1	0	0	0	63	0	2	155
	VOLUMES	572	151	0	0	167	17	0	0	0	711	6	93	1,717
	APPROACH %	79%	21%	0%	0%	91%	9%	0%	0%	0%	88%	1%	11%	
APP/DEPART	723	/	244	184	/	878	0	/	0	810	/	595	0	
BEGIN PEAK HR	12:15 PM													
VOLUMES	311	89	0	0	92	9	0	0	0	399	3	69	972	
APPROACH %	78%	22%	0%	0%	91%	9%	0%	0%	0%	85%	1%	15%		
PEAK HR FACTOR	0.847			0.765			0.000			0.841			0.871	
APP/DEPART	400	/	158	101	/	491	0	/	0	471	/	323	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



MIDDAY	12:00 PM	0	0	0	0	0
	12:15 PM	0	0	0	0	0
	12:30 PM	0	0	0	0	0
	12:45 PM	0	0	0	0	0
	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	0	0	0
	1:30 PM	0	0	0	0	0
	1:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0	
AM BEGIN PEAK HR	12:15 PM					

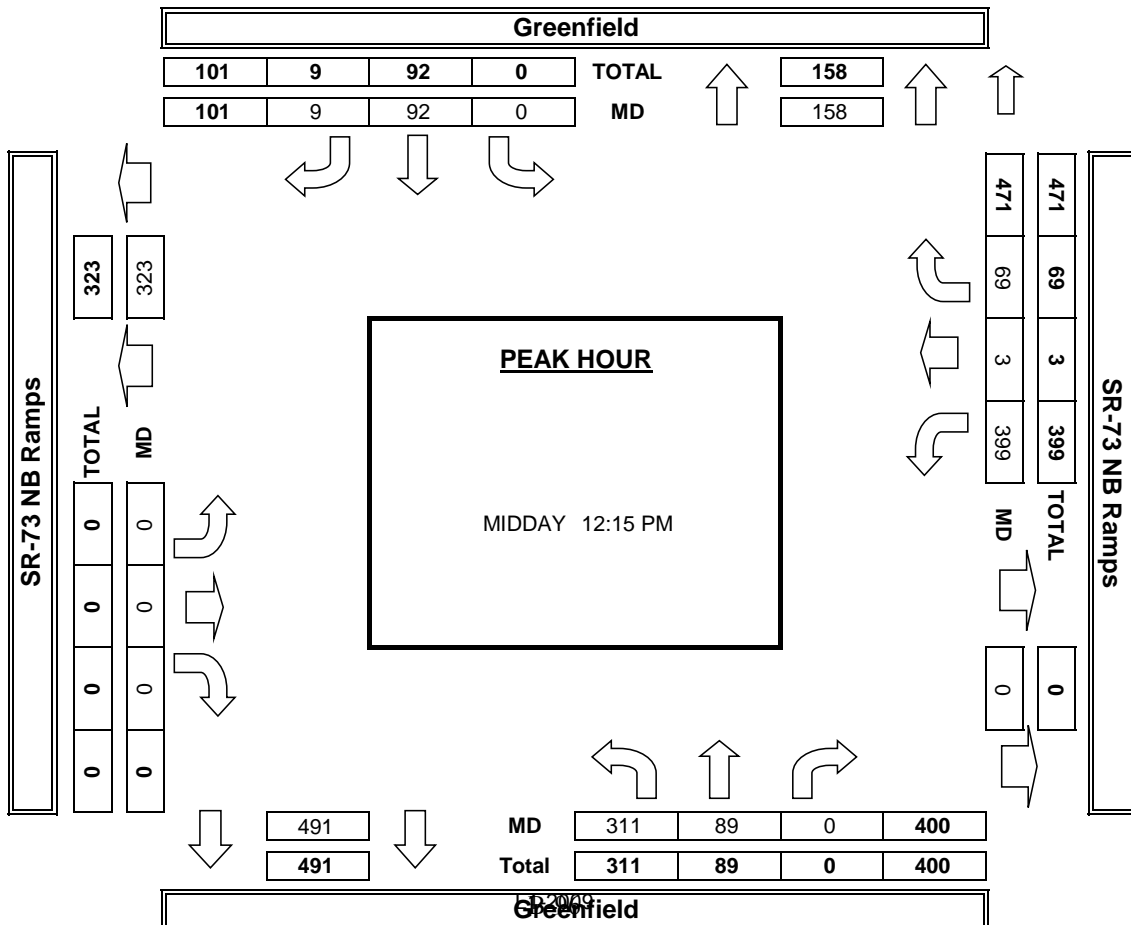
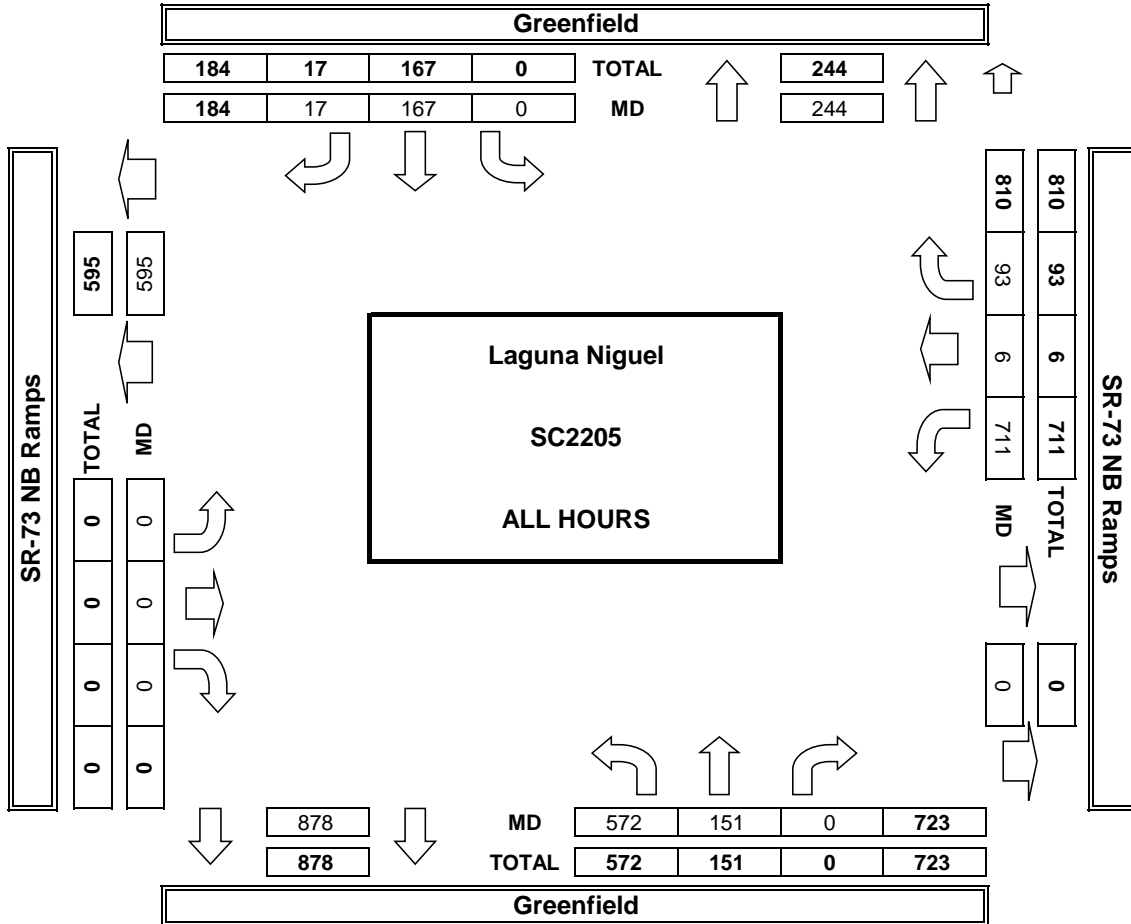
PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
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0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T218

**DATE:**  
Tue, May 21, 19

**LOCATION:** Laguna Niguel  
**NORTH & SOUTH:** Greenfield  
**EAST & WEST:** SR-73 SB Ramps

**PROJECT #:** SC2205  
**LOCATION #:** 16  
**CONTROL:** SIGNAL

**NOTES:**

AM	▲	N
PM	←	W
MD	→	E
OTHER	▼	S
OTHER		

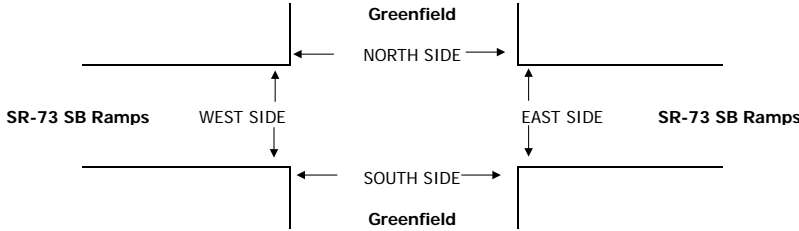
Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>Greenfield</small>			SOUTHBOUND <small>Greenfield</small>			EASTBOUND <small>SR-73 SB Ramps</small>			WESTBOUND <small>SR-73 SB Ramps</small>			TOTAL
	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL 0.5	ET X	ER 1.5	WL X	WT X	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

MIDDAY	12:00 PM	0	95	65	2	90	0	2	0	37	0	0	0	291
	12:15 PM	0	101	82	5	128	0	1	0	47	0	0	0	364
	12:30 PM	0	112	80	4	131	0	1	0	38	0	0	0	366
	12:45 PM	0	96	72	4	110	0	4	0	44	0	0	0	330
	1:00 PM	0	77	76	5	101	0	0	0	48	0	0	0	307
	1:15 PM	0	79	70	12	103	0	3	0	52	0	0	0	319
	1:30 PM	0	80	85	6	95	0	0	0	39	0	0	0	305
	1:45 PM	0	73	86	9	71	0	0	0	47	0	0	0	286
	VOLUMES	0	713	616	47	829	0	11	0	352	0	0	0	2,570
	APPROACH %	0%	54%	46%	5%	95%	0%	3%	0%	97%	0%	0%	0%	
APP/DEPART	1,330	/	725	877	/	1,182	363	/	663	0	/	0	0	
BEGIN PEAK HR	12:15 PM													
VOLUMES	0	386	310	18	470	0	6	0	177	0	0	0	1,368	
APPROACH %	0%	55%	45%	4%	96%	0%	3%	0%	97%	0%	0%	0%		
PEAK HR FACTOR	0.906			0.906			0.953			0.000			0.934	
APP/DEPART	696	/	393	489	/	647	183	/	328	0	/	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	1	0	0	2



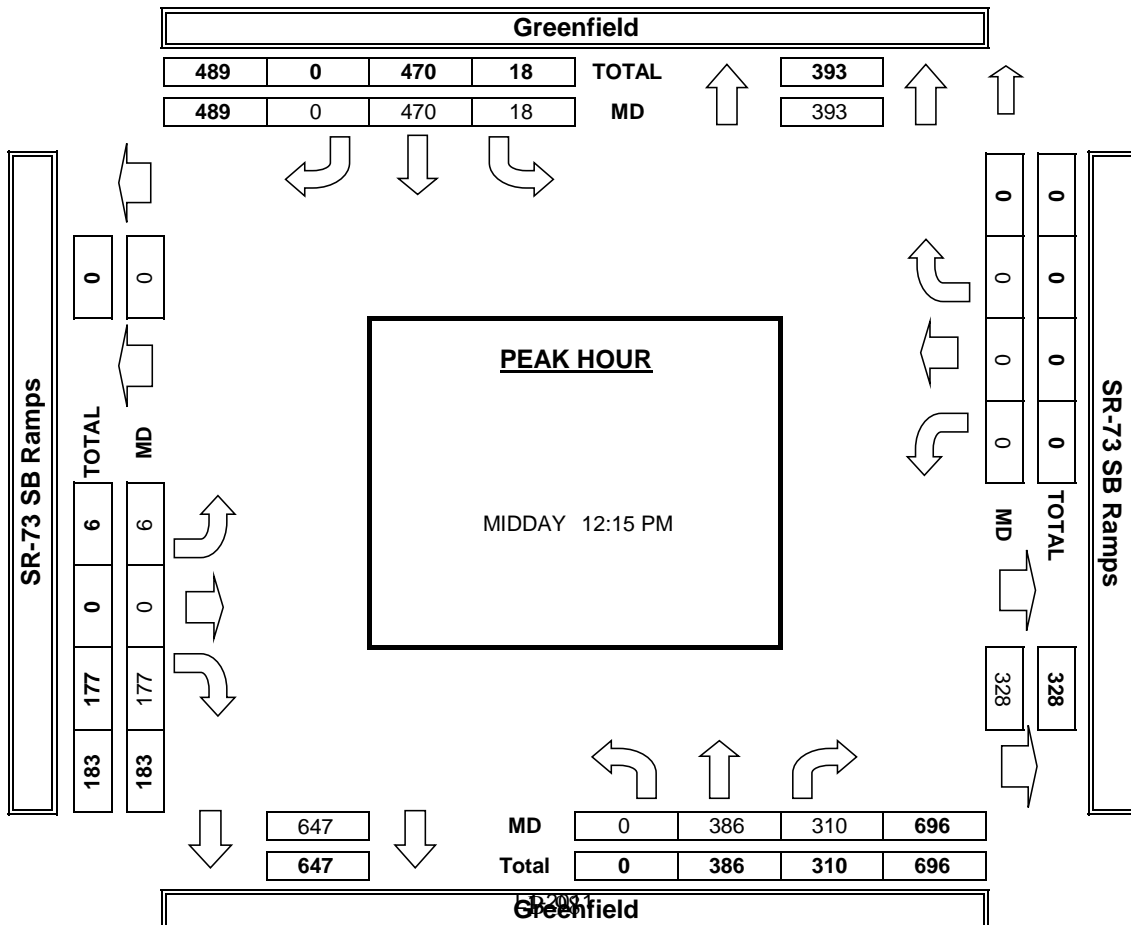
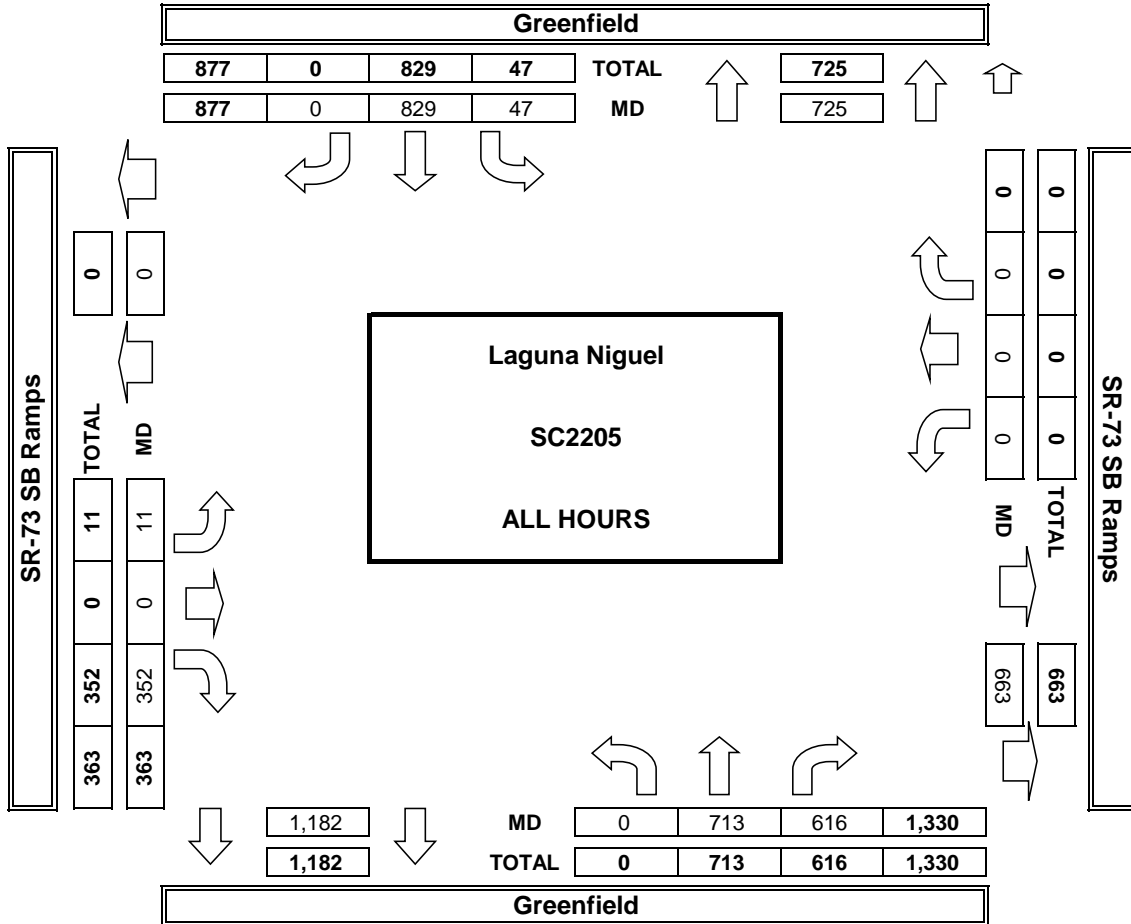
MIDDAY	12:00 PM
	12:15 PM
	12:30 PM
	12:45 PM
	1:00 PM
	1:15 PM
	1:30 PM
	1:45 PM
TOTAL	
AM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:15 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

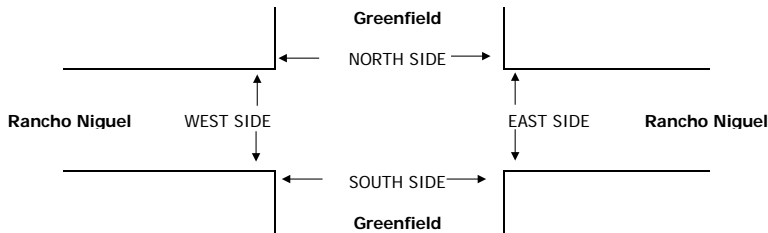
<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Greenfield Rancho Niguel	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 17 <b>CONTROL:</b> SIGNAL																				
<b>NOTES:</b>		<table border="1"> <tr> <td>AM</td> <td></td> <td>▲</td> <td>N</td> </tr> <tr> <td>PM</td> <td></td> <td></td> <td></td> </tr> <tr> <td>MD</td> <td>◀ W</td> <td></td> <td>E ▶</td> </tr> <tr> <td>OTHER</td> <td></td> <td></td> <td>S</td> </tr> <tr> <td>OTHER</td> <td></td> <td></td> <td>▼</td> </tr> </table>	AM		▲	N	PM				MD	◀ W		E ▶	OTHER			S	OTHER			▼	<div style="border: 1px solid black; background-color: yellow; padding: 2px;"> <input type="checkbox"/> Add U-Turns to Left Turns         </div>
AM		▲	N																				
PM																							
MD	◀ W		E ▶																				
OTHER			S																				
OTHER			▼																				

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

MIDDAY	Greenfield			Greenfield			Rancho Niguel			Rancho Niguel			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 PM	85	103	34	17	75	53	58	21	71	61	19	11	608
12:15 PM	93	109	26	23	107	61	80	26	74	51	27	10	687
12:30 PM	108	125	30	22	104	70	70	15	62	46	26	8	686
12:45 PM	87	69	28	23	90	60	76	23	75	48	16	12	607
1:00 PM	90	88	22	21	98	62	64	20	63	36	17	8	589
1:15 PM	98	72	27	29	103	49	67	17	61	36	17	11	587
1:30 PM	78	103	31	23	82	51	80	19	67	41	36	7	618
1:45 PM	94	84	34	27	76	50	71	11	56	45	16	8	572
VOLUMES	733	753	232	185	735	456	566	152	529	364	174	75	4,954
APPROACH %	43%	44%	14%	13%	53%	33%	45%	12%	42%	59%	28%	12%	
APP/DEPART	1,718	/	1,434	1,376	/	1,674	1,247	/	529	613	/	1,317	0
BEGIN PEAK HR	12:00 PM												
VOLUMES	373	406	118	85	376	244	284	85	282	206	88	41	2,588
APPROACH %	42%	45%	13%	12%	53%	35%	44%	13%	43%	61%	26%	12%	
PEAK HR FACTOR	0.853			0.899			0.904			0.920			0.942
APP/DEPART	897	/	749	705	/	884	651	/	270	335	/	685	0

3	5	0	0	8
7	3	0	0	10
5	3	0	0	8
5	7	0	0	12
8	6	0	0	14
4	5	0	0	9
6	7	0	0	13
8	4	0	0	12
46	40	0	0	86



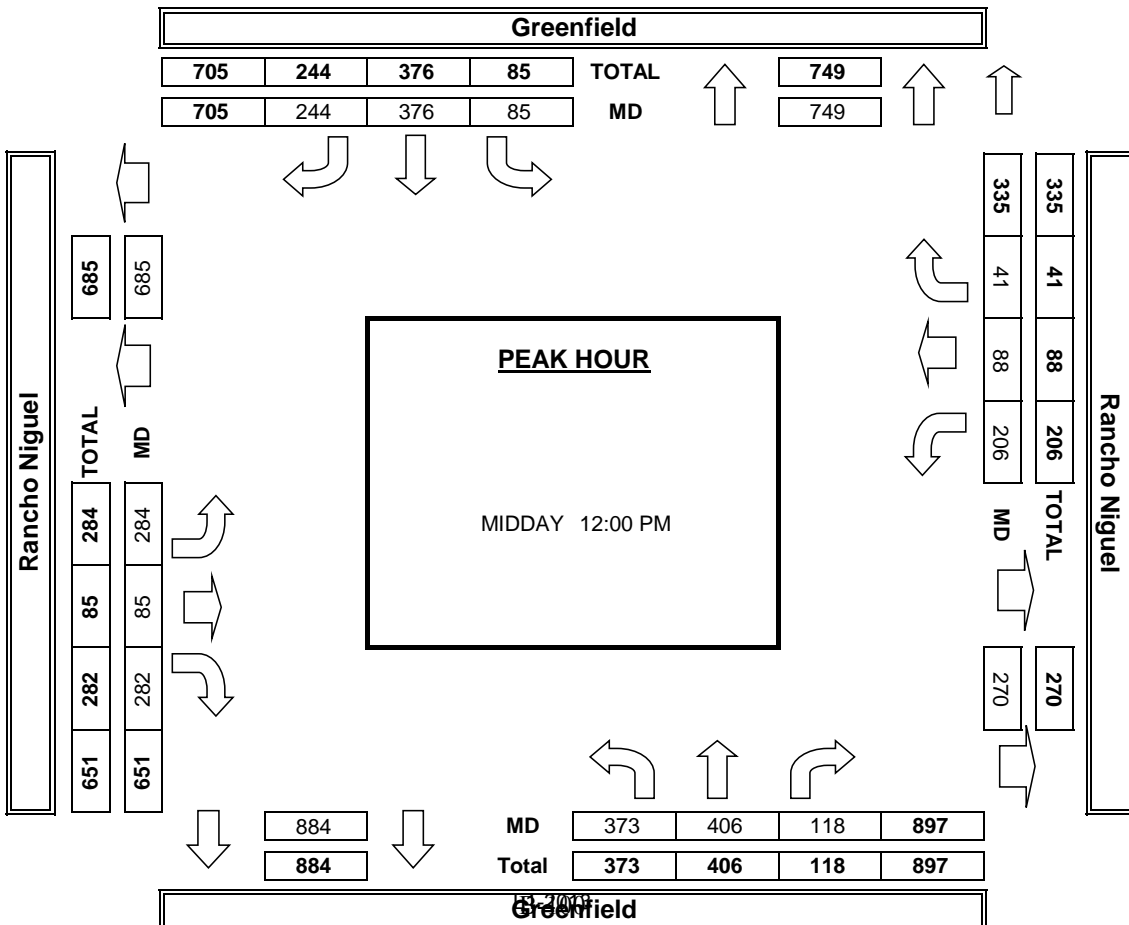
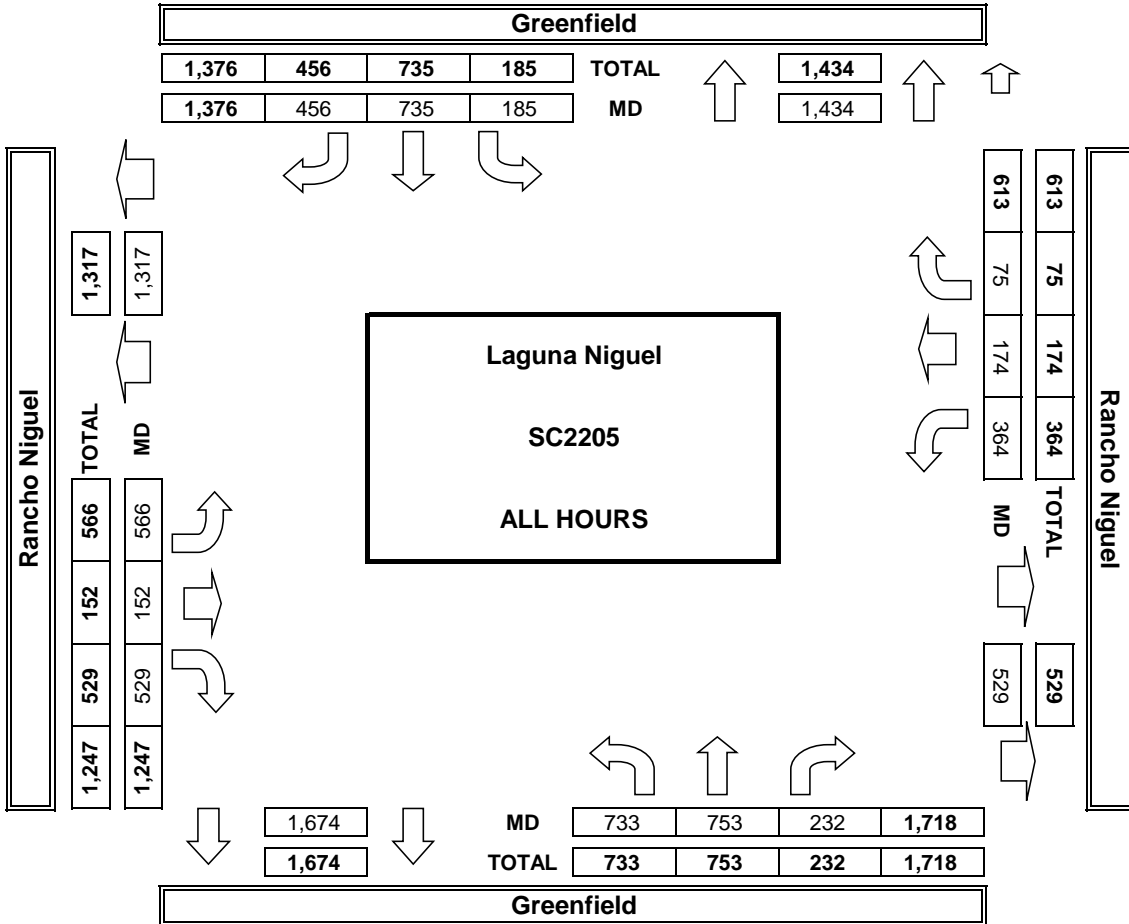
MIDDAY	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	12:00 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS

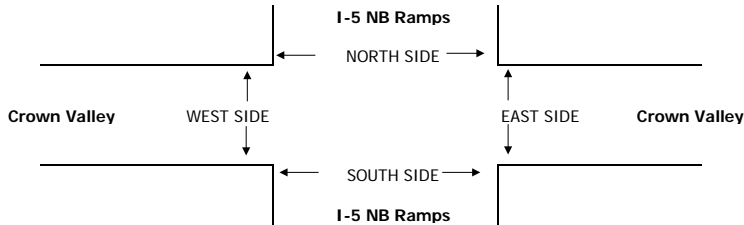


### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	<b>Laguna Niguel</b> I-5 NB Ramps Crown Valley	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 18 <b>CONTROL:</b> SIGNAL
<b>NOTES:</b>			<input type="checkbox"/> Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	I-5 NB Ramps			I-5 NB Ramps			Crown Valley			Crown Valley				NB	SB	EB	WB	TTL
LANES:	NL 1.5	NT X	NR 1.5	SL X	ST X	SR X	EL X	ET 3.5	ER 1.5	WL X	WT 2.5	WR 1.5						
<b>MIDDAY</b>	12:00 PM	55	0	108	0	0	0	424	204	0	440	241	1,472	0	0	0	0	0
	12:15 PM	76	0	123	0	0	0	573	210	0	492	264	1,738	0	0	0	0	0
	12:30 PM	86	0	147	0	0	0	518	220	0	374	282	1,627	0	0	0	1	1
	12:45 PM	68	0	151	0	0	0	585	194	0	390	292	1,680	0	0	0	0	0
	1:00 PM	48	0	103	0	0	0	495	183	0	436	300	1,565	0	0	0	0	0
	1:15 PM	74	0	119	0	0	0	562	172	0	392	305	1,624	0	0	0	0	0
	1:30 PM	54	0	129	0	0	0	565	157	0	374	279	1,558	0	0	0	0	0
	1:45 PM	55	0	115	0	0	0	615	197	0	441	299	1,722	0	0	0	0	0
	VOLUMES	516	0	995	0	0	0	4,337	1,537	0	3,339	2,262	12,987	0	0	0	1	1
	APPROACH %	34%	0%	66%	0%	0%	0%	0%	74%	26%	0%	60%	40%					
APP/DEPART	1,511	/	2,262	0	/	1,537	5,874	/	5,333	5,602	/	3,855	0					
BEGIN PEAK HR	12:15 PM																	
VOLUMES	278	0	524	0	0	0	0	2,171	807	0	1,692	1,138	6,611					
APPROACH %	35%	0%	65%	0%	0%	0%	0%	73%	27%	0%	60%	40%						
PEAK HR FACTOR	0.861			0.000			0.951			0.936			0.951					
APP/DEPART	802	/	1,138	0	/	807	2,978	/	2,696	2,831	/	1,970	0					



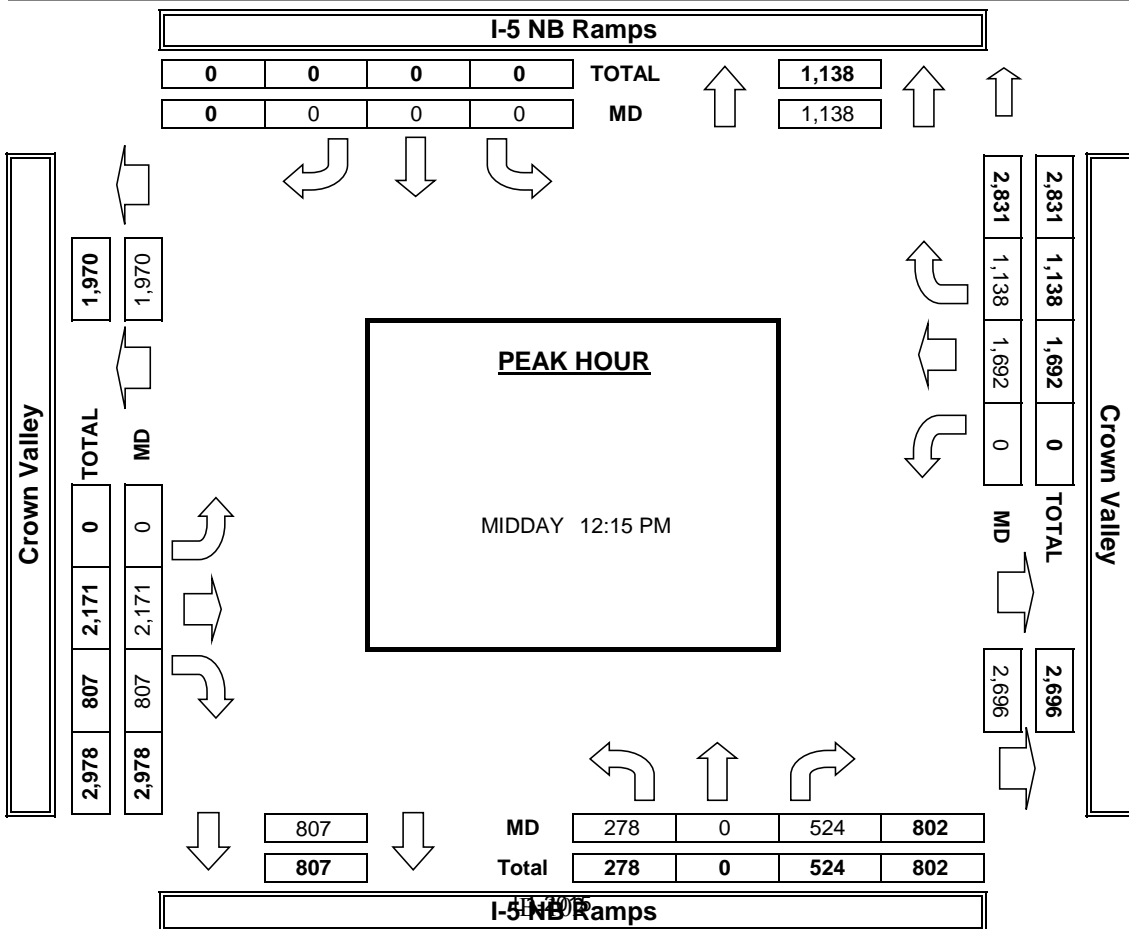
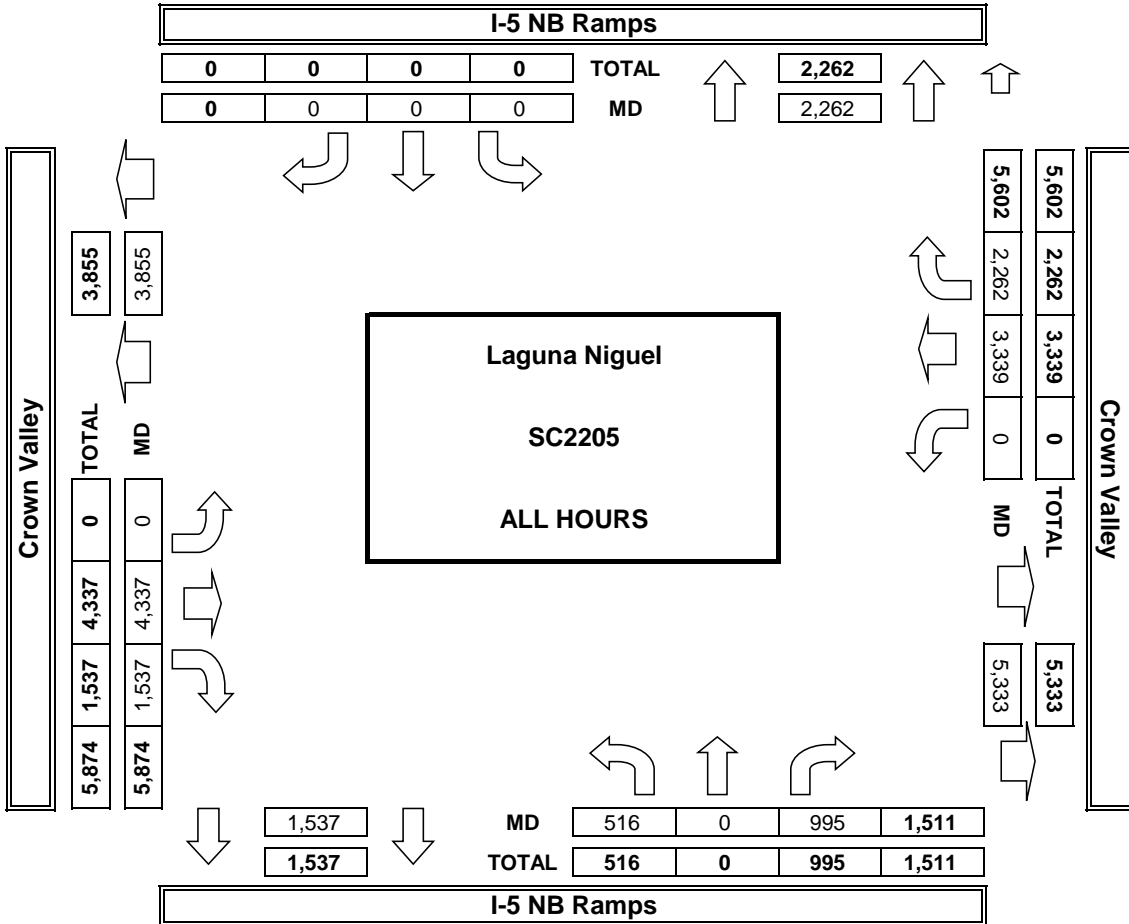
<b>MIDDAY</b>	12:00 PM	0	0	0	0	0
	12:15 PM	0	0	0	0	0
	12:30 PM	0	0	0	0	0
	12:45 PM	0	0	0	0	0
	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	0	0	0
	1:30 PM	0	0	0	0	0
	1:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0	
AM BEGIN PEAK HR	12:15 PM					

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

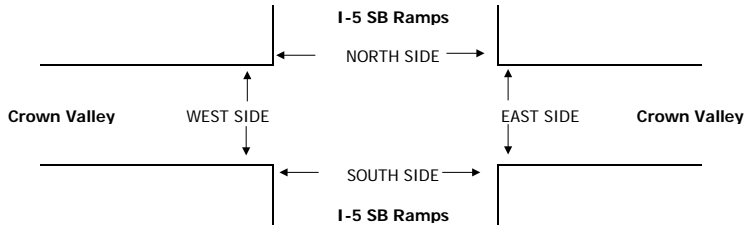
<b>DATE:</b> Sat, May 18, 19	LOCATION: NORTH & SOUTH: EAST & WEST:	Laguna Niguel I-5 SB Ramps Crown Valley	PROJECT #: SC2205 LOCATION #: 19 CONTROL: SIGNAL
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NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	
	OTHER			

Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	I-5 SB Ramps			I-5 SB Ramps			Crown Valley			Crown Valley				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
	X	X	X	2.5	0.5	2	X	5	1	2	3	X		
MIDDAY	12:00 PM	0	0	0	230	0	187	0	396	82	141	356	0	1,392
	12:15 PM	0	0	0	315	1	219	0	466	80	121	447	0	1,649
	12:30 PM	0	0	0	268	2	191	0	465	92	127	333	0	1,478
	12:45 PM	0	0	0	338	0	233	0	438	110	106	352	0	1,577
	1:00 PM	0	0	0	256	0	230	0	421	79	150	334	0	1,470
	1:15 PM	0	0	0	310	1	203	0	423	60	89	377	0	1,463
	1:30 PM	0	0	0	295	1	216	0	423	96	132	296	0	1,459
	1:45 PM	0	0	0	361	0	221	0	450	94	97	399	0	1,622
	VOLUMES	0	0	0	2,373	5	1,700	0	3,482	693	963	2,894	0	12,110
	APPROACH %	0%	0%	0%	58%	0%	42%	0%	83%	17%	25%	75%	0%	
	APP/DEPART	0	/	0	4,078	/	1,647	4,175	/	5,869	3,857	/	4,594	0
	BEGIN PEAK HR	12:15 PM												
	VOLUMES	0	0	0	1,177	3	873	0	1,790	361	504	1,466	0	6,174
	APPROACH %	0%	0%	0%	57%	0%	43%	0%	83%	17%	26%	74%	0%	
	PEAK HR FACTOR	0.000			0.899			0.965			0.867			0.936
	APP/DEPART	0	/	0	2,053	/	861	2,151	/	2,974	1,970	/	2,339	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	2	2
0	0	0	2	2
0	0	0	1	1
0	0	0	3	3
0	0	0	1	1
0	0	0	1	1
0	0	0	4	4
0	0	0	0	0
0	0	0	14	14



MIDDAY	12:00 PM
	12:15 PM
	12:30 PM
	12:45 PM
	1:00 PM
	1:15 PM
	1:30 PM
	1:45 PM
TOTAL	
AM BEGIN PEAK HR	

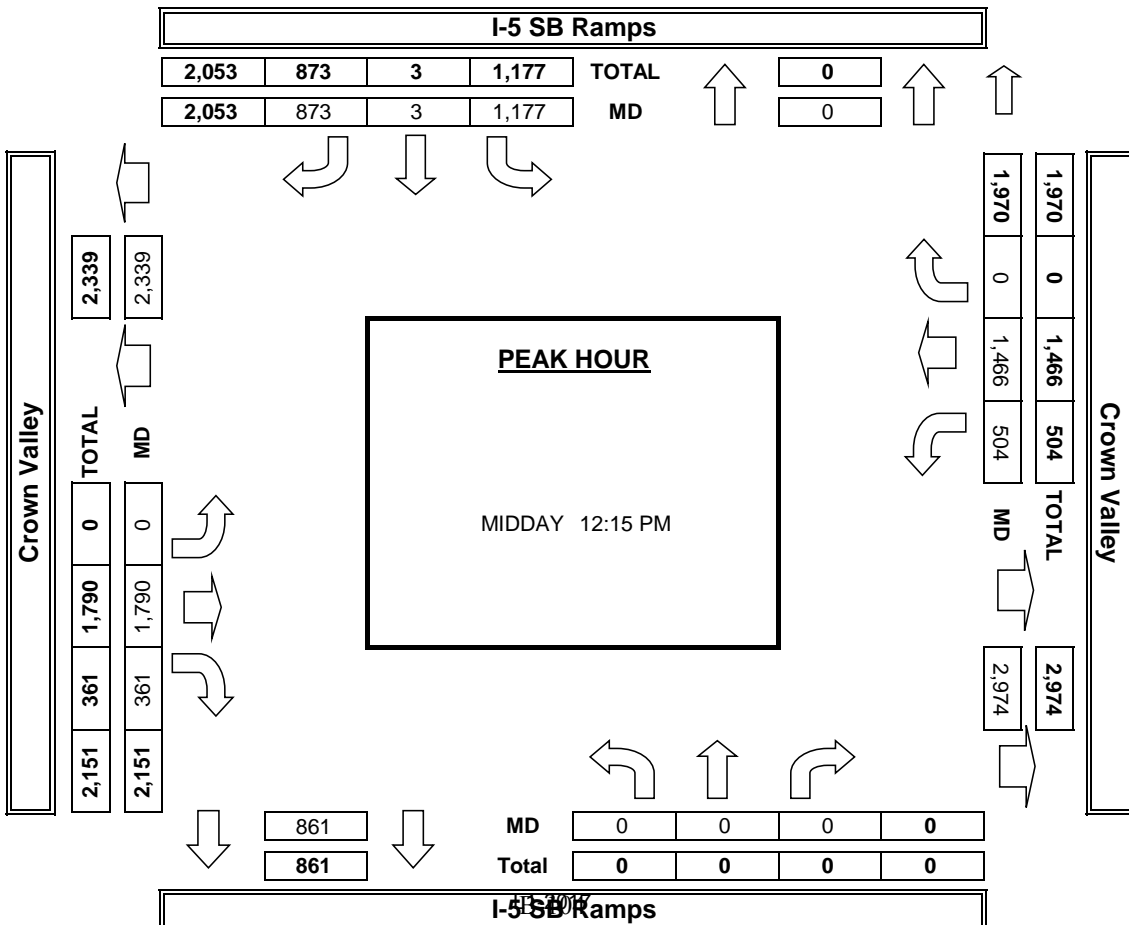
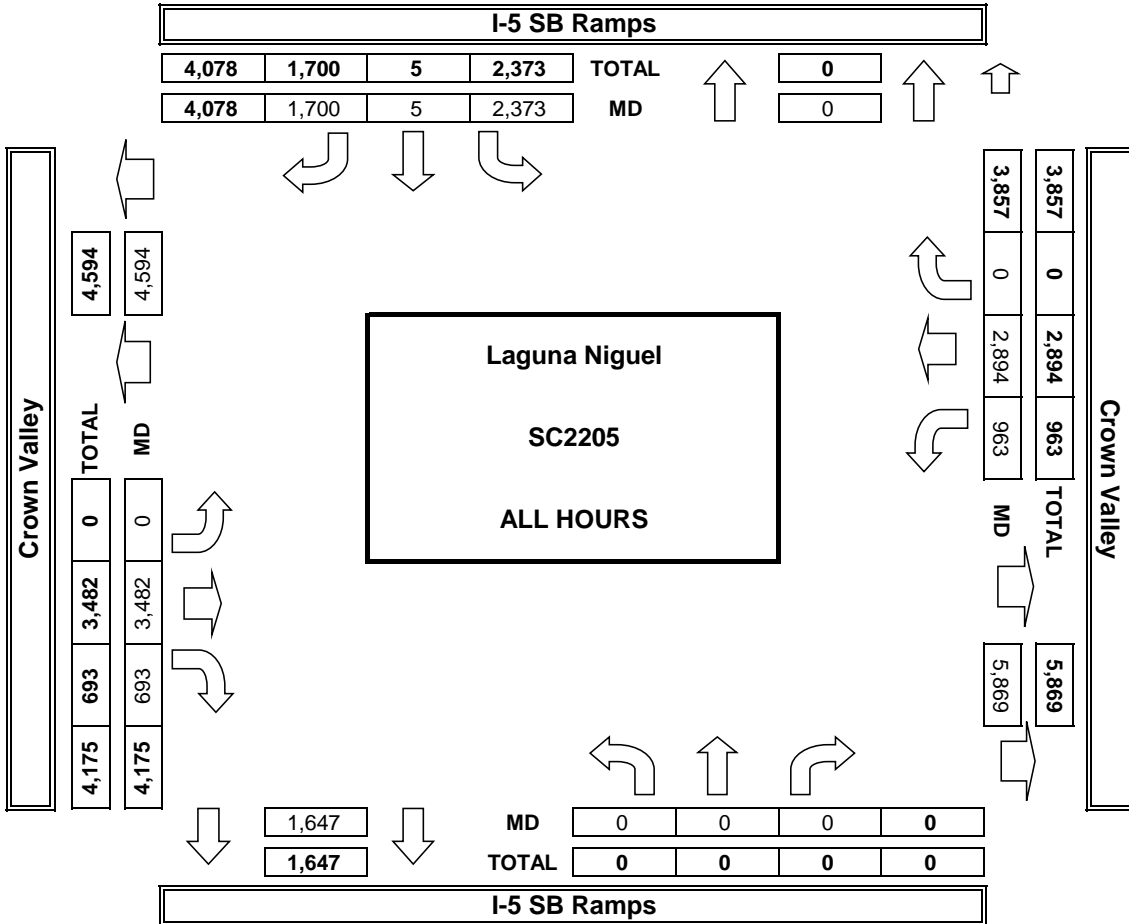
PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL	0	0	0	0
AM BEGIN PEAK HR	12:15 PM			

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL	0	0	0	0
AM BEGIN PEAK HR	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL	0	0	0	0
AM BEGIN PEAK HR	0	0	0	0



**AimTD LLC**  
TURNING MOVEMENT COUNTS



## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	<b>Laguna Niguel</b> <b>Cabot</b> <b>Crown Valley</b>	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 20 <b>CONTROL:</b> SIGNAL
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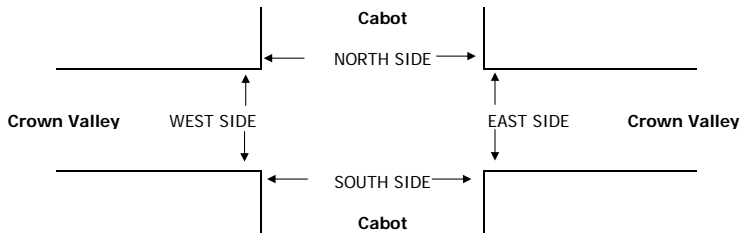
NOTES:	AM PM MD OTHER OTHER	← W E →	▲ N S ▼
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Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>Cabot</small>			SOUTHBOUND <small>Cabot</small>			EASTBOUND <small>Crown Valley</small>			WESTBOUND <small>Crown Valley</small>			TOTAL
	NL 1	NT 2	NR 1	SL 2	ST 2	SR 0	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

MIDDAY	12:00 PM	33	104	90	52	54	51	48	294	20	128	339	124	1,337	1	0	0	41	42
	12:15 PM	44	145	95	26	40	48	64	327	32	124	334	128	1,407	0	0	1	36	37
	12:30 PM	62	105	97	52	44	38	60	289	35	125	293	73	1,273	1	0	3	29	33
	12:45 PM	32	87	101	33	33	46	33	352	30	134	357	67	1,305	1	0	1	29	31
	1:00 PM	48	64	97	45	56	48	28	269	30	127	262	50	1,124	0	1	0	29	30
	1:15 PM	48	50	76	46	47	39	57	295	32	140	297	49	1,176	0	0	0	33	33
	1:30 PM	30	43	88	38	41	34	42	287	32	146	332	41	1,154	1	0	3	37	41
	1:45 PM	37	50	79	30	30	47	45	298	37	120	302	41	1,116	0	0	3	36	39
	VOLUMES	334	648	723	322	345	351	377	2,411	248	1,044	2,516	573	9,892	4	1	11	270	286
	APPROACH %	20%	38%	42%	32%	34%	34%	12%	79%	8%	25%	61%	14%						
APP/DEPART	1,705	/	1,588	1,018	/	1,371	3,036	/	3,725	4,133	/	3,208	0						
BEGIN PEAK HR	12:00 PM																		
VOLUMES	171	441	383	163	171	183	205	1,262	117	511	1,323	392	5,322						
APPROACH %	17%	44%	38%	32%	33%	35%	13%	80%	7%	23%	59%	18%							
PEAK HR FACTOR	0.876			0.823			0.936			0.942			0.946						
APP/DEPART	995	/	1,033	517	/	667	1,584	/	1,943	2,226	/	1,679	0						



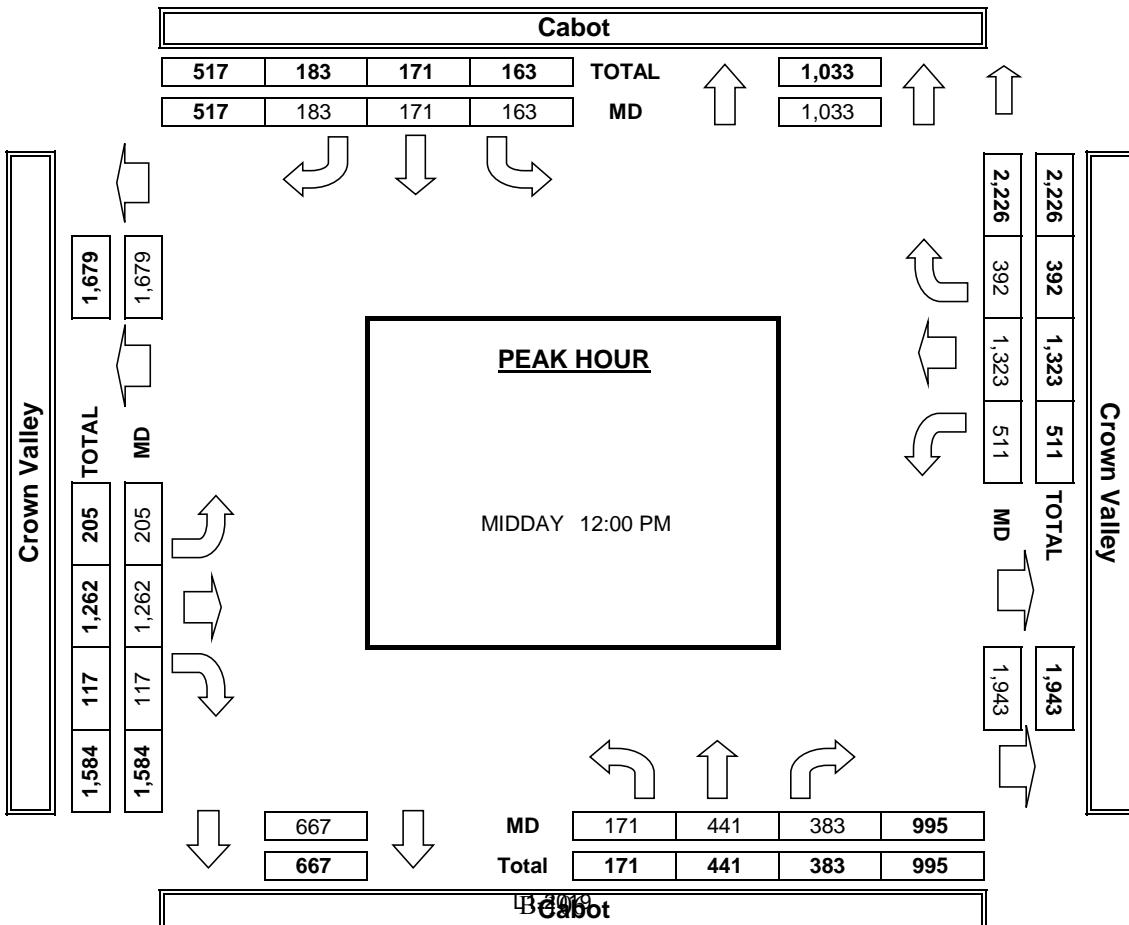
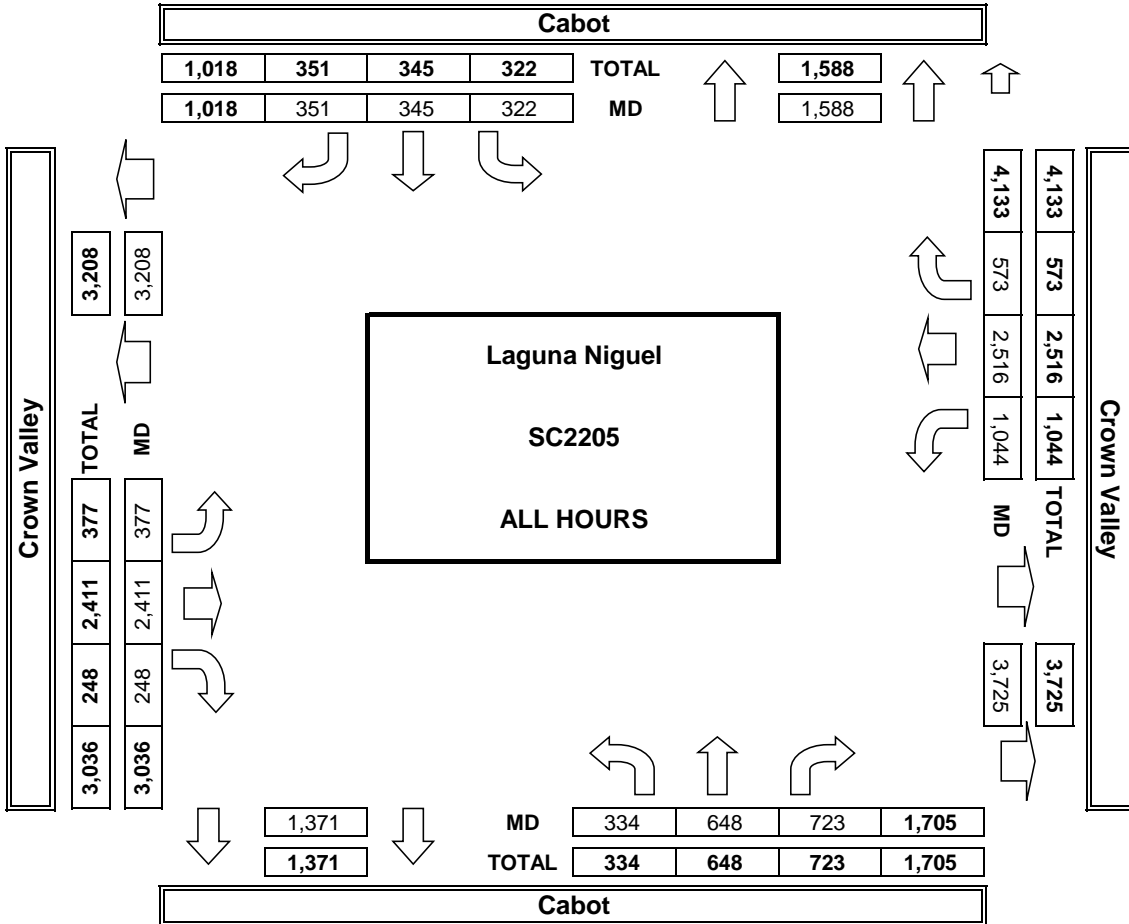
MIDDAY	12:00 PM
	12:15 PM
	12:30 PM
	12:45 PM
	1:00 PM
	1:15 PM
	1:30 PM
	1:45 PM
TOTAL	
AM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:00 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



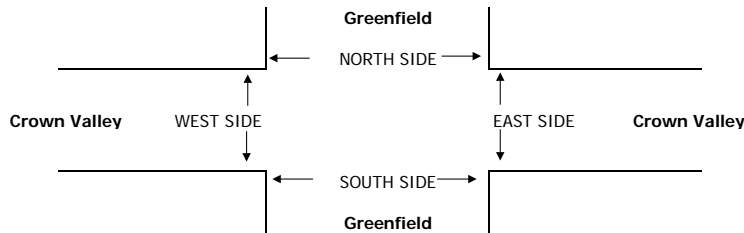
### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Greenfield Crown Valley	PROJECT #: LOCATION #: CONTROL:	SC2205 21 SIGNAL
<b>NOTES:</b>				<input type="checkbox"/> Add U-Turns to Left Turns

	NORTHBOUND <small>Greenfield</small>			SOUTHBOUND <small>Greenfield</small>			EASTBOUND <small>Crown Valley</small>			WESTBOUND <small>Crown Valley</small>			TOTAL	
	NL 0.5	NT 1.5	NR 0	SL 2	ST 1	SR 1	EL 2	ET 3	ER 0	WL 1	WT 3	WR 1		
<b>LANES:</b>														
<b>MIDDAY</b>	12:00 PM	8	8	7	155	11	49	74	177	5	5	194	160	853
	12:15 PM	7	7	9	170	18	59	85	233	9	8	260	166	1,031
	12:30 PM	8	7	8	168	13	59	88	237	5	10	231	183	1,017
	12:45 PM	7	8	8	151	22	60	78	211	8	10	283	134	980
	1:00 PM	5	6	5	147	10	55	82	190	1	6	219	138	864
	1:15 PM	6	5	12	173	15	62	64	215	4	7	252	149	964
	1:30 PM	1	2	4	151	17	50	84	181	4	5	221	162	882
	1:45 PM	10	11	13	131	14	55	77	213	2	6	234	143	909
	VOLUMES	52	54	66	1,246	120	449	632	1,657	38	57	1,894	1,235	7,500
	APPROACH %	30%	31%	38%	69%	7%	25%	27%	71%	2%	2%	59%	39%	
APP/DEPART	172	/	1,780	1,815	/	205	2,327	/	2,978	3,186	/	2,537	0	
BEGIN PEAK HR	12:15 PM													
VOLUMES	27	28	30	636	63	233	333	871	23	34	993	621	3,892	
APPROACH %	32%	33%	35%	68%	7%	25%	27%	71%	2%	2%	60%	38%		
PEAK HR FACTOR	0.924			0.943			0.930			0.949			0.944	
APP/DEPART	85	/	911	932	/	114	1,227	/	1,543	1,648	/	1,324	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	16	1	17
0	0	15	1	16
0	0	24	0	24
0	0	11	2	13
0	0	21	3	24
0	0	11	2	13
0	1	22	1	24
0	0	22	0	22
0	1	142	10	153



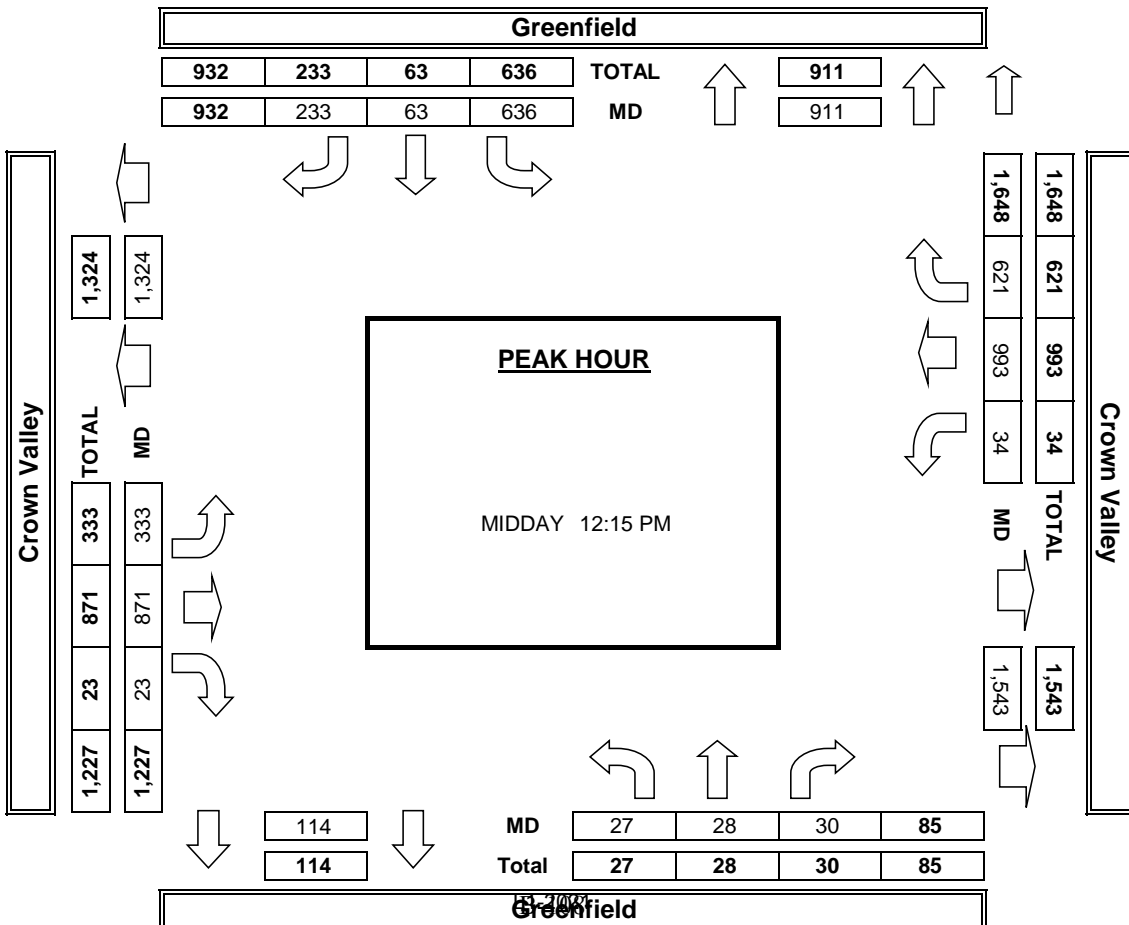
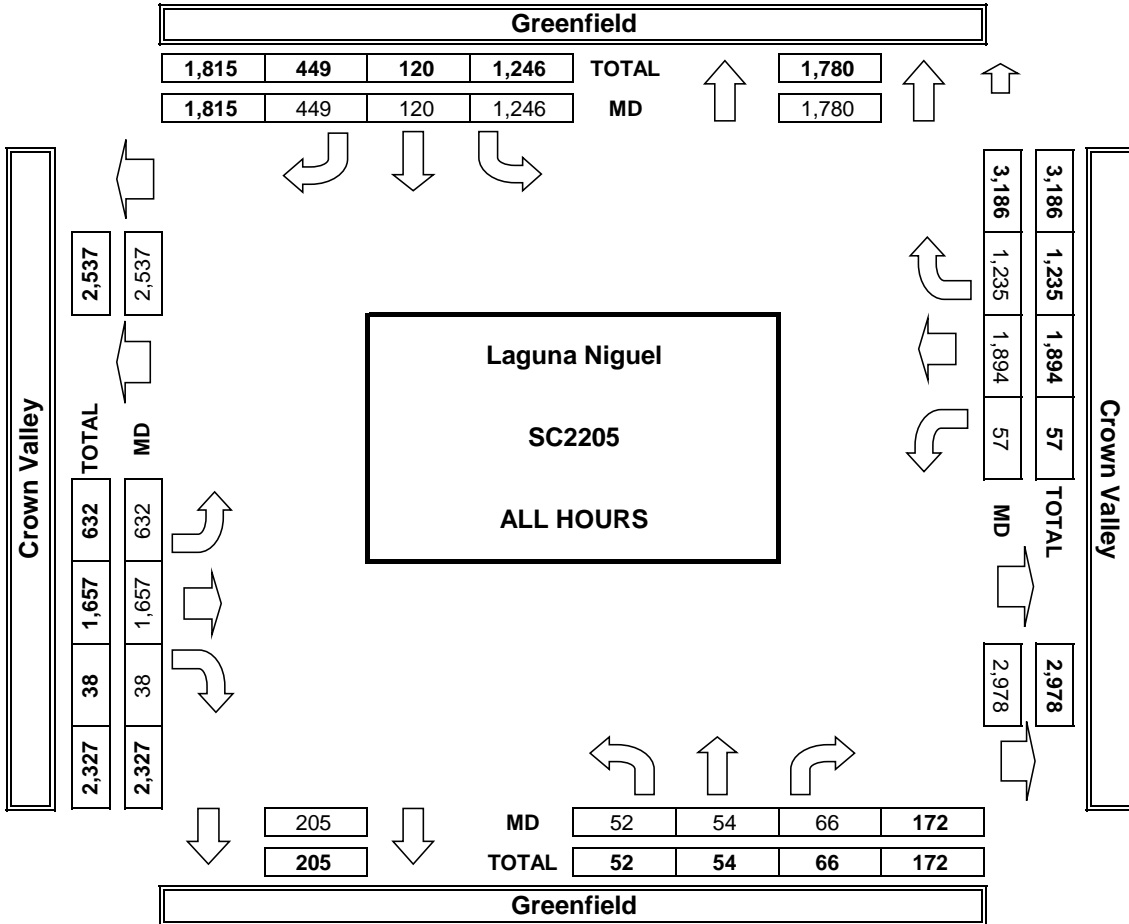
<b>MIDDAY</b>	12:00 PM	
	12:15 PM	
	12:30 PM	
	12:45 PM	
	1:00 PM	
	1:15 PM	
	1:30 PM	
	1:45 PM	
TOTAL		
AM BEGIN PEAK HR		

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL	12:15 PM			

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

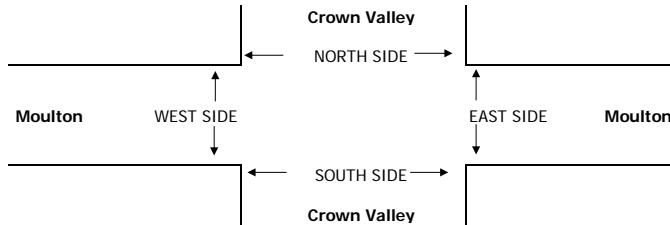
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: Laguna Niguel EAST & WEST: Crown Valley Moulton	<b>PROJECT #:</b> SC2205	<b>LOCATION #:</b> 22	<b>CONTROL:</b> SIGNAL															
<b>NOTES:</b>																			
<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">▶</td> <td style="padding: 2px;">E</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">W</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▼</td> <td style="padding: 2px;">S</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td></td> <td></td> </tr> </table>					AM	▲	N	PM	▶	E	MD	◀	W	OTHER	▼	S	OTHER		
AM	▲	N																	
PM	▶	E																	
MD	◀	W																	
OTHER	▼	S																	
OTHER																			

☐ Add U-Turns to Left Turns

	NORTHBOUND <small>Crown Valley</small>			SOUTHBOUND <small>Crown Valley</small>			EASTBOUND <small>Moulton</small>			WESTBOUND <small>Moulton</small>			TOTAL	
	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 2.5	WR 1.5		
<b>LANES:</b>														
<b>MIDDAY</b>	12:00 PM	55	211	44	99	213	25	22	141	22	41	140	72	1,085
	12:15 PM	59	202	77	106	196	38	31	157	26	35	147	82	1,156
	12:30 PM	31	206	52	100	200	31	55	201	22	73	155	102	1,228
	12:45 PM	33	194	29	83	200	41	39	168	25	62	150	70	1,094
	1:00 PM	37	213	23	98	197	25	24	176	32	45	138	60	1,068
	1:15 PM	32	193	45	110	231	22	44	191	26	45	154	71	1,164
	1:30 PM	28	198	35	110	231	26	24	232	34	40	156	57	1,171
	1:45 PM	24	199	35	91	211	36	45	191	38	31	116	64	1,081
	VOLUMES	299	1,616	340	797	1,679	244	284	1,457	225	372	1,156	578	9,047
	APPROACH %	13%	72%	15%	29%	62%	9%	14%	74%	11%	18%	55%	27%	
APP/DEPART	2,255	/	2,483	2,720	/	2,243	1,966	/	2,641	2,106	/	1,680	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	178	813	202	388	809	135	147	667	95	211	592	326	4,563	
APPROACH %	15%	68%	17%	29%	61%	10%	16%	73%	10%	19%	52%	29%		
PEAK HR FACTOR	0.882			0.979			0.817			0.855			0.929	
APP/DEPART	1,193	/	1,289	1,332	/	1,106	909	/	1,276	1,129	/	892	0	

U-TURNS				
NB	SB	EB	WB	TTL
4	1	1	10	16
4	2	0	6	12
2	1	1	2	6
5	1	0	6	12
2	0	1	8	11
4	1	2	9	16
2	3	0	12	17
1	1	0	4	6
24	10	5	57	96



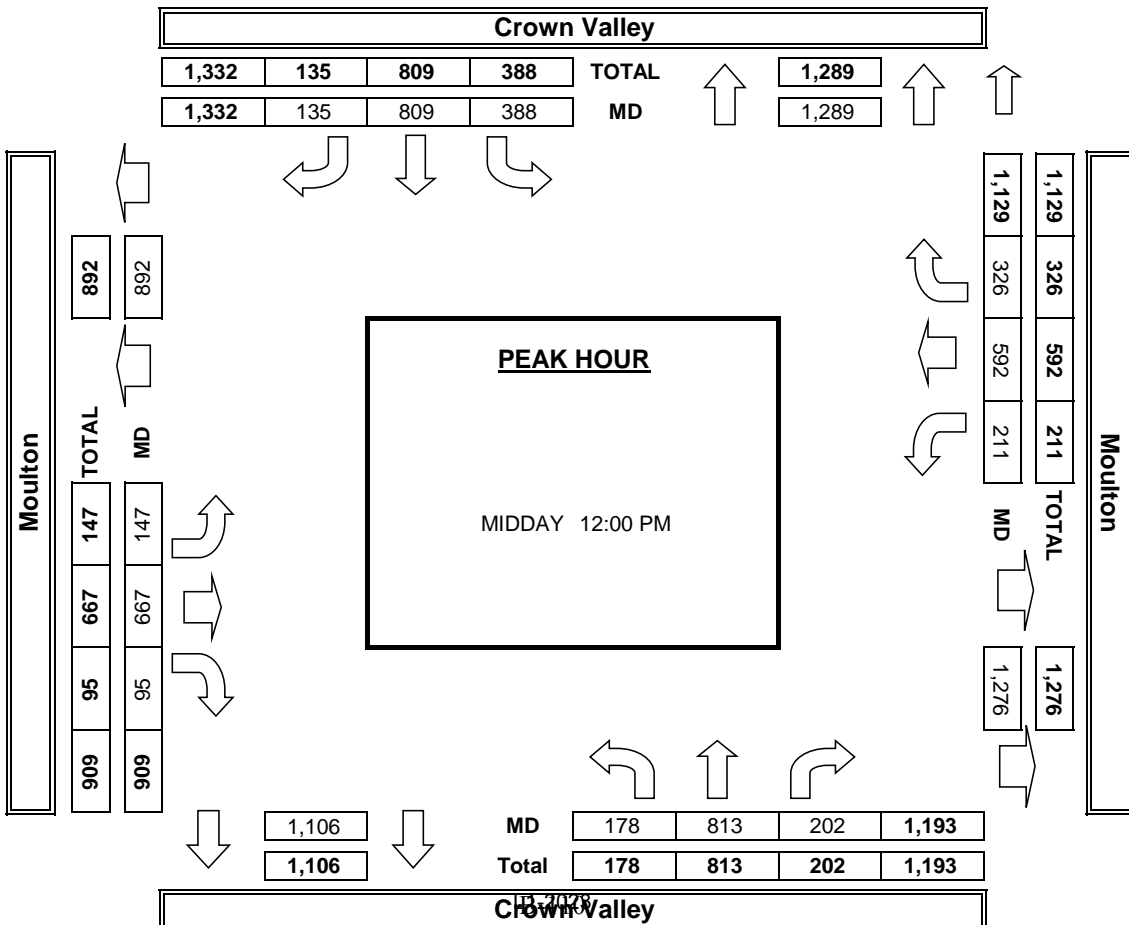
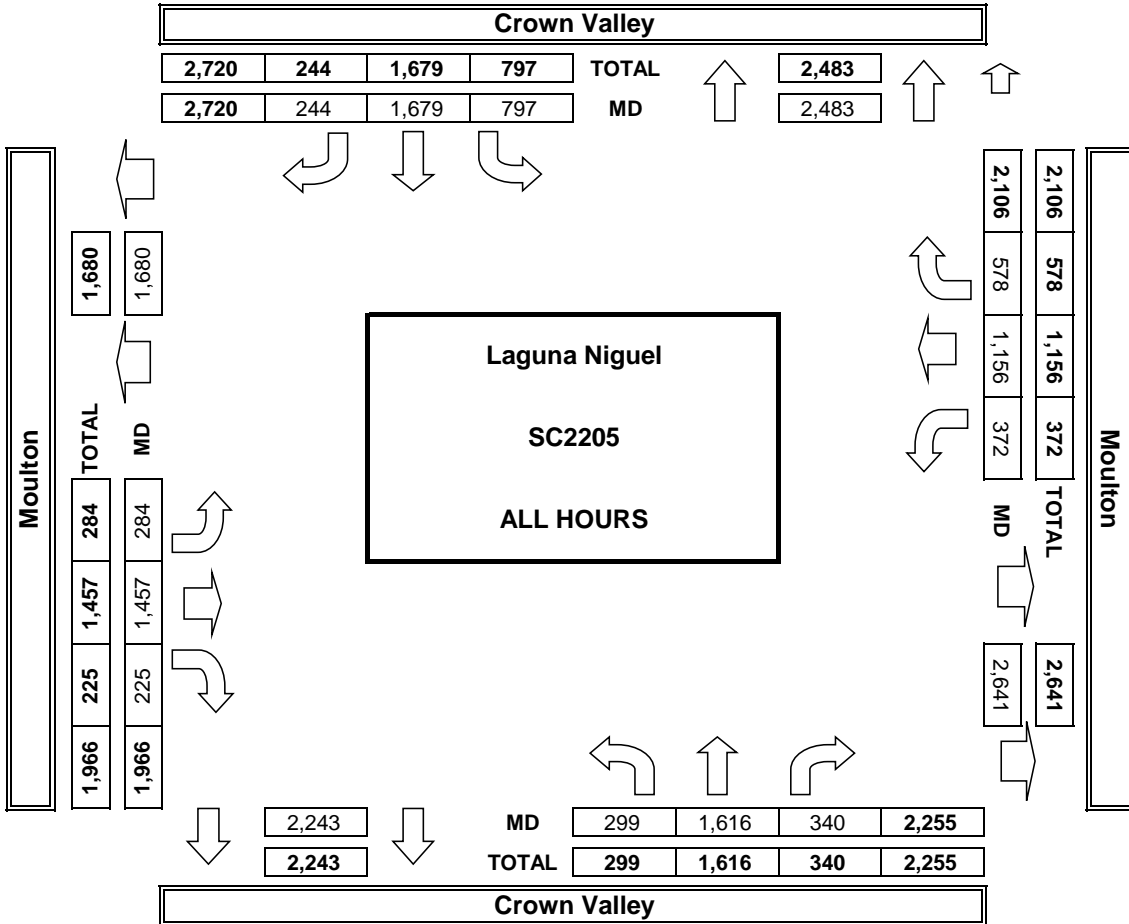
<b>MIDDAY</b>	12:00 PM
	12:15 PM
	12:30 PM
	12:45 PM
	1:00 PM
	1:15 PM
	1:30 PM
	1:45 PM
TOTAL	
AM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:00 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:00 PM				

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:00 PM				

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

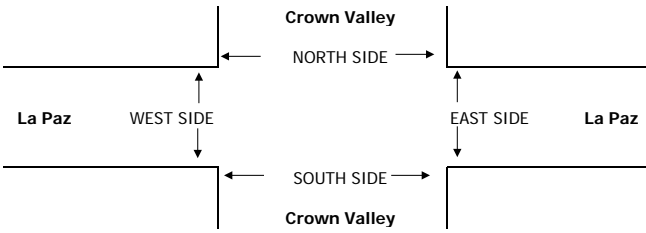
<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: Laguna Niguel EAST & WEST: Crown Valley La Paz	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 23 <b>CONTROL:</b> SIGNAL
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<b>NOTES:</b>	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼	
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☑ Add U-Turns to Left Turns

	NORTHBOUND <small>Crown Valley</small>			SOUTHBOUND <small>Crown Valley</small>			EASTBOUND <small>La Paz</small>			WESTBOUND <small>La Paz</small>			TOTAL
	NL 1	NT 3	NR X	SL X	ST 3	SR 0	EL 1.5	ET X	ER 1.5	WL X	WT X	WR X	
<b>LANES:</b>													
<b>MIDDAY</b>													
12:00 PM	60	213	0	0	213	23	26	0	76	0	0	0	611
12:15 PM	50	231	0	0	215	15	32	0	64	0	0	0	607
12:30 PM	53	219	0	0	221	29	32	0	52	0	0	0	606
12:45 PM	57	214	0	0	230	22	28	0	76	0	0	0	627
1:00 PM	38	203	0	0	236	18	30	0	64	0	0	0	589
1:15 PM	55	214	0	0	226	24	22	0	71	0	0	0	612
1:30 PM	48	206	0	0	225	17	24	0	68	0	0	0	588
1:45 PM	43	198	0	0	218	14	25	0	76	0	0	0	574
VOLUMES	404	1,698	0	0	1,784	162	219	0	547	0	0	0	4,814
APPROACH %	19%	81%	0%	0%	92%	8%	29%	0%	71%	0%	0%	0%	
APP/DEPART	2,102	/	1,915	1,946	/	2,331	766	/	0	0	/	568	0
BEGIN PEAK HR	12:00 PM												
VOLUMES	220	877	0	0	879	89	118	0	268	0	0	0	2,451
APPROACH %	20%	80%	0%	0%	91%	9%	31%	0%	69%	0%	0%	0%	
PEAK HR FACTOR	0.976				0.960		0.928		0.000				0.977
APP/DEPART	1,097	/	994	968	/	1,147	386	/	0	0	/	310	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2



<b>MIDDAY</b>	12:00 PM	
	12:15 PM	
	12:30 PM	
	12:45 PM	
	1:00 PM	
	1:15 PM	
	1:30 PM	
	1:45 PM	
TOTAL		
AM BEGIN PEAK HR		

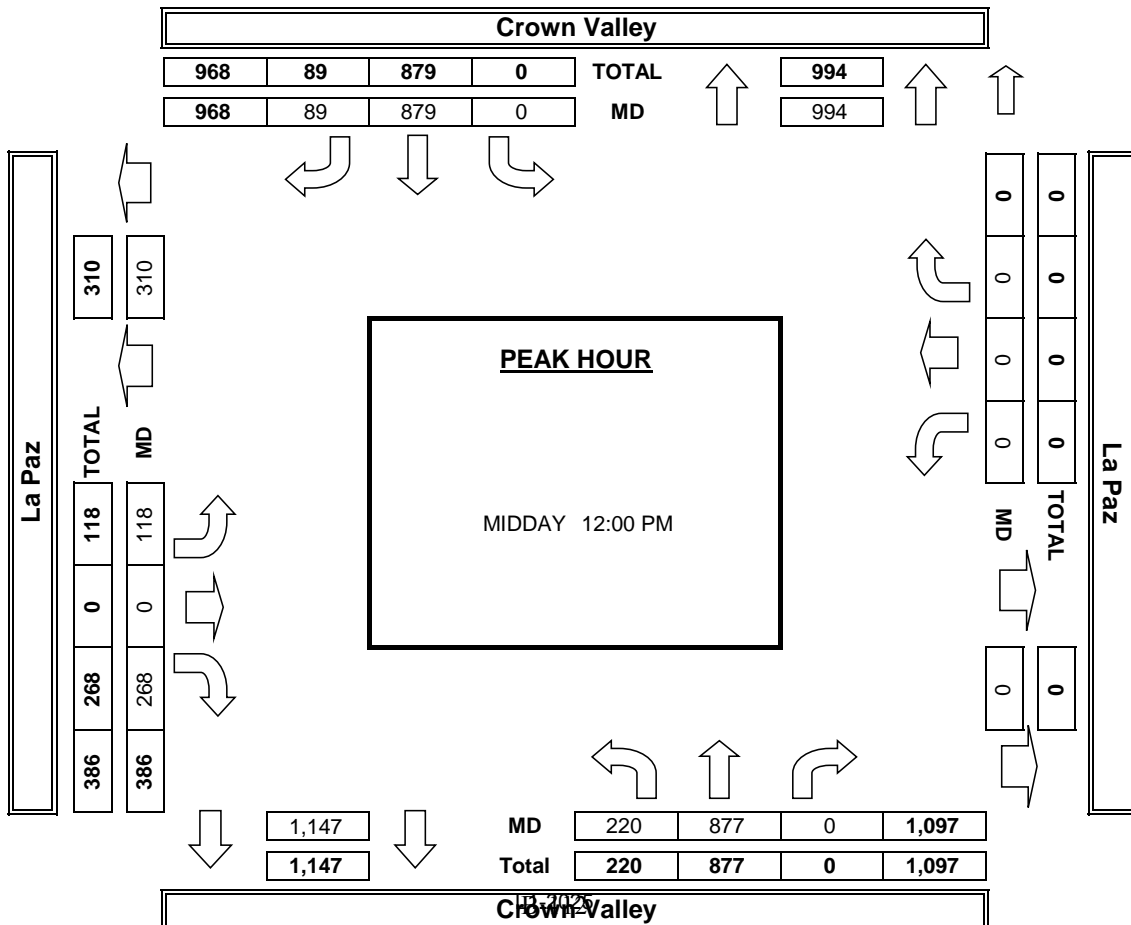
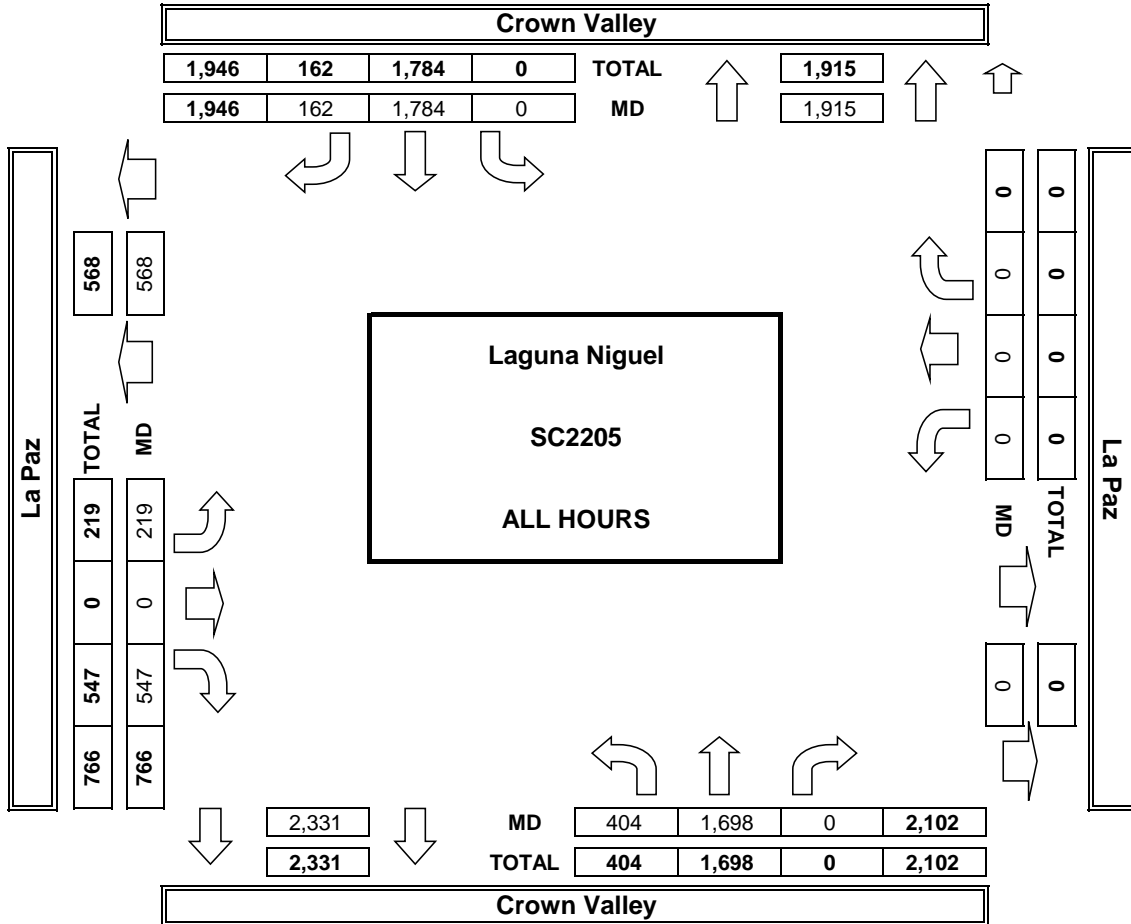
PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:00 PM				
0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:00 PM				
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



**AimTD LLC**  
TURNING MOVEMENT COUNTS



## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	<b>Laguna Niguel</b> Crown Valley Niguel	<b>PROJECT #:</b> <b>LOCATION #:</b> <b>CONTROL:</b>	<b>SC2205</b> <b>24</b> <b>SIGNAL</b>
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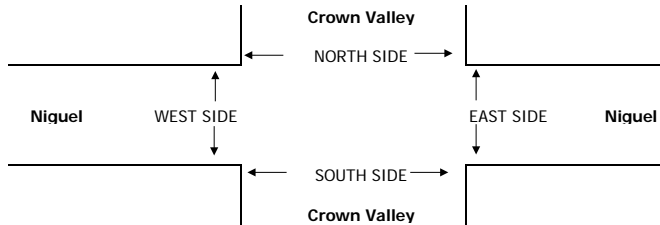
**NOTES:**

AM		▲	
PM		N	
MD	← W		E →
OTHER		S	
OTHER		▼	

Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Crown Valley			Crown Valley			Niguel			Niguel			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	3	0	2	3	1	2	2	0	1	2	2	
MIDDAY 12:00 PM	16	130	26	68	150	49	48	94	9	30	105	70	795
12:15 PM	27	168	23	67	196	48	69	72	12	28	106	77	893
12:30 PM	12	131	18	76	128	60	53	87	14	30	153	83	845
12:45 PM	19	140	21	68	155	49	48	104	9	18	107	72	810
1:00 PM	25	134	21	59	192	75	51	85	14	30	95	62	843
1:15 PM	21	153	17	67	161	59	60	73	11	27	100	59	808
1:30 PM	19	153	16	73	152	43	61	88	18	28	104	50	805
1:45 PM	13	156	21	69	165	54	35	74	8	30	106	71	802
<b>VOLUMES</b>	152	1,165	163	547	1,299	437	425	677	95	221	876	544	6,601
<b>APPROACH %</b>	10%	79%	11%	24%	57%	19%	36%	57%	8%	13%	53%	33%	
<b>APP/DEPART</b>	1,480	/	2,179	2,283	/	1,600	1,197	/	1,399	1,641	/	1,423	0
<b>BEGIN PEAK HR</b>	12:15 PM												
<b>VOLUMES</b>	83	573	83	270	671	232	221	348	49	106	461	294	3,391
<b>APPROACH %</b>	11%	78%	11%	23%	57%	20%	36%	56%	8%	12%	54%	34%	
<b>PEAK HR FACTOR</b>	0.847		0.900		0.960		0.960		0.809		0.949		
<b>APP/DEPART</b>	739	/	1,108	1,173	/	816	618	/	713	861	/	754	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	
3	5	0	6	14
10	8	0	7	25
3	4	1	8	16
6	3	0	5	14
4	6	0	13	23
7	9	0	5	21
6	4	0	5	15
5	8	1	10	24
44	47	2	59	152



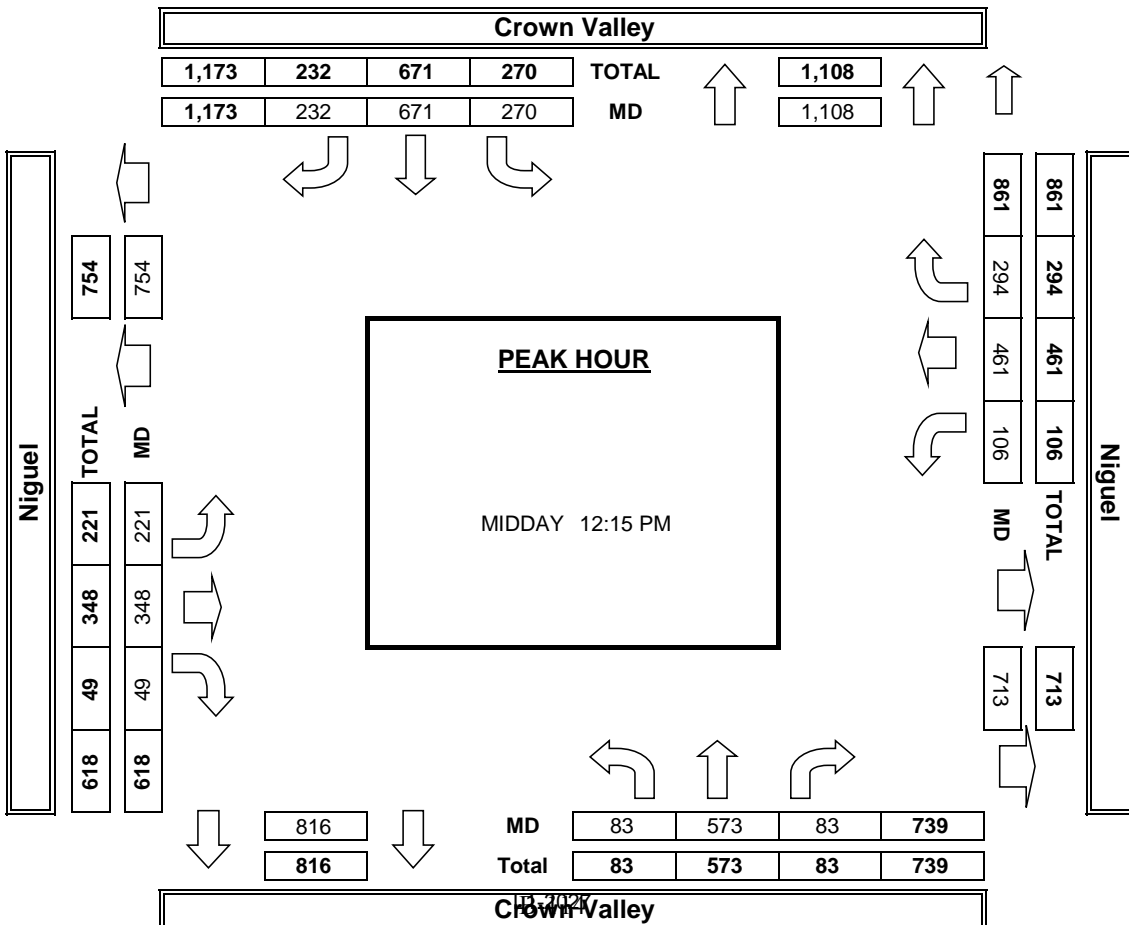
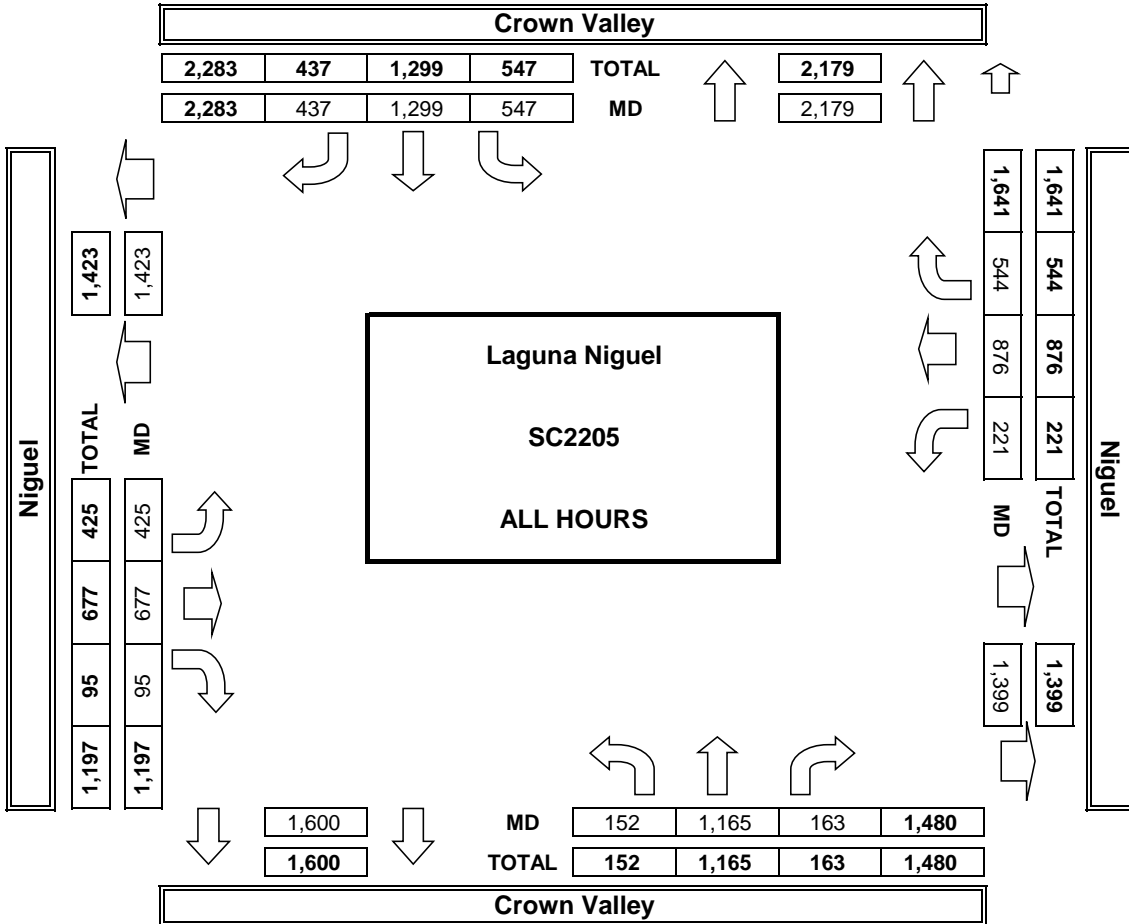
MIDDAY		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
12:00 PM		0	0	0	0	0
12:15 PM		0	0	0	0	0
12:30 PM		0	0	0	0	0
12:45 PM		0	0	0	0	0
1:00 PM		0	0	0	0	0
1:15 PM		0	0	0	0	0
1:30 PM		0	0	0	0	0
1:45 PM		0	0	0	0	0
TOTAL		0	0	0	0	0
AM BEGIN PEAK HR		12:15 PM				

MIDDAY		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
12:00 PM		0	0	0	0	0
12:15 PM		0	0	0	0	0
12:30 PM		0	0	0	0	0
12:45 PM		0	0	0	0	0
1:00 PM		0	0	0	0	0
1:15 PM		0	0	0	0	0
1:30 PM		0	0	0	0	0
1:45 PM		0	0	0	0	0
TOTAL		0	0	0	0	0
AM BEGIN PEAK HR		12:15 PM				

MIDDAY		BICYCLE CROSSINGS				
		NS	SS	ES	WS	TOTAL
12:00 PM		0	0	0	0	0
12:15 PM		0	0	0	0	0
12:30 PM		0	0	0	0	0
12:45 PM		0	0	0	0	0
1:00 PM		0	0	0	0	0
1:15 PM		0	0	0	0	0
1:30 PM		0	0	0	0	0
1:45 PM		0	0	0	0	0
TOTAL		0	0	0	0	0
AM BEGIN PEAK HR		12:15 PM				

MIDDAY		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
12:00 PM		0	0	0	0	0
12:15 PM		0	0	0	0	0
12:30 PM		0	0	0	0	0
12:45 PM		0	0	0	0	0
1:00 PM		0	0	0	0	0
1:15 PM		0	0	0	0	0
1:30 PM		0	0	0	0	0
1:45 PM		0	0	0	0	0
TOTAL		0	0	0	0	0
AM BEGIN PEAK HR		12:15 PM				

**AimTD LLC**  
TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

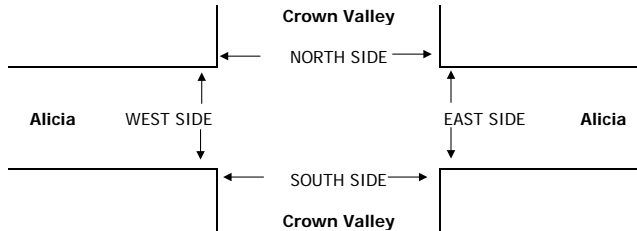
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<u>DATE:</u> Sat, May 18, 19	LOCATION: NORTH & SOUTH: EAST & WEST:	Laguna Niguel Crown Valley Alicia	PROJECT #: LOCATION #: CONTROL:	SC2205 25 SIGNAL
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NOTES:	AM PM MD OTHER	◀ W S ▶	▲ N ▼ S	
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Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
LANES:	2	3	0	1	3	0	1.5	0.5	2	0.5	1	0.5	0	0	0	0	0	
<b>MIDDAY</b>	97	115	8	29	122	21	31	19	127	12	20	13	0	0	2	0	2	
	130	138	13	30	152	36	32	16	125	8	22	19	0	1	0	0	1	
	90	91	14	18	119	29	24	21	120	11	22	24	0	1	0	0	1	
	110	124	7	20	139	31	27	24	103	18	24	18	0	0	0	0	0	
	71	94	13	23	147	25	37	12	142	12	16	12	0	2	0	0	2	
	120	127	19	12	135	25	47	21	112	11	20	22	0	0	1	0	1	
	103	120	9	27	156	23	25	12	146	12	20	16	0	3	0	0	3	
	88	120	15	17	131	25	41	19	129	9	18	10	0	1	1	0	2	
VOLUMES	809	929	98	176	1,101	215	264	144	1,004	93	162	134	0	8	4	0	12	
APPROACH %	44%	51%	5%	12%	74%	14%	19%	10%	71%	24%	42%	34%						
APP/DEPART	1,836	/	1,331	1,492	/	2,198	1,412	/	410	389	/	1,190	0					
BEGIN PEAK HR	12:45 PM																	
VOLUMES	404	465	48	82	577	104	136	69	503	53	80	68	0	0	0	0	0	
APPROACH %	44%	51%	5%	11%	76%	14%	19%	10%	71%	26%	40%	34%						
PEAK HR FACTOR	0.862			0.926			0.927			0.838			0.965					
APP/DEPART	917	/	673	763	/	1,133	708	/	194	201	/	589	0					



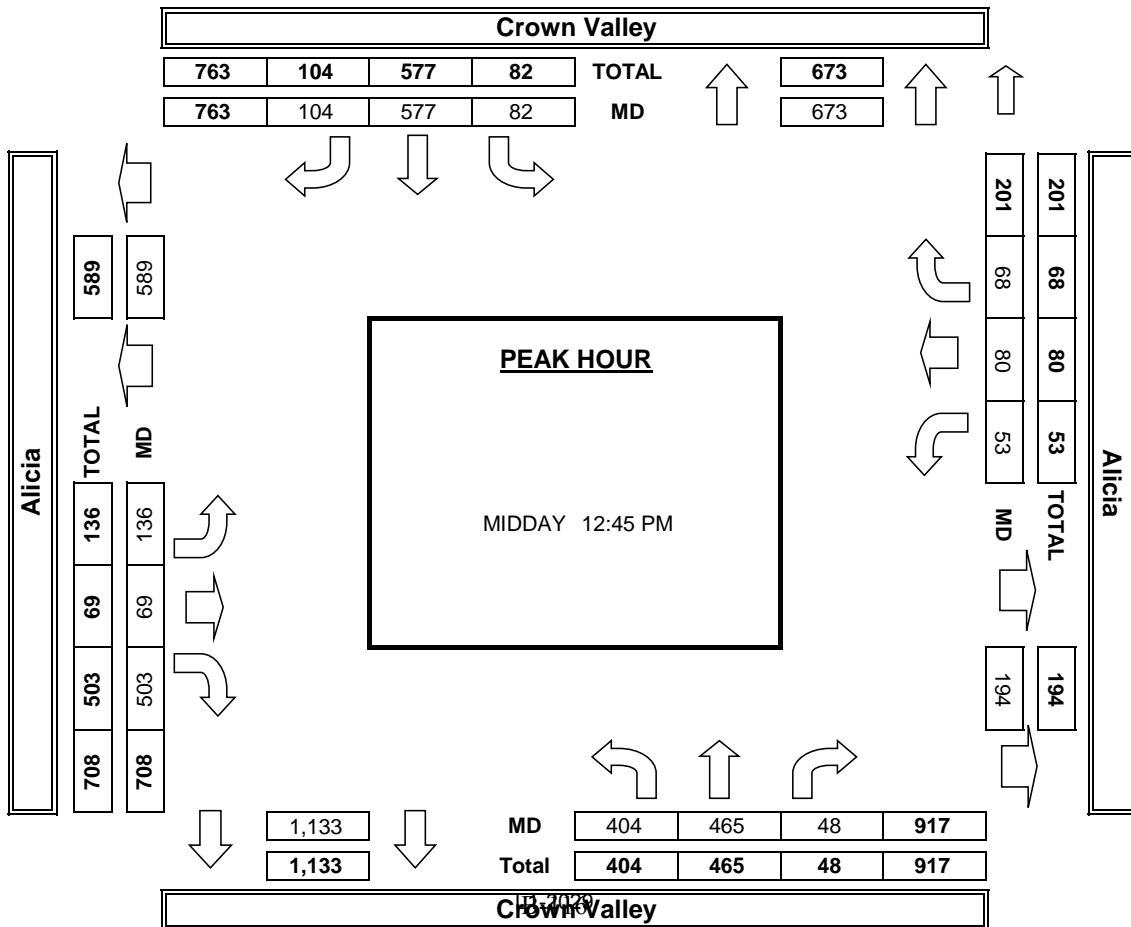
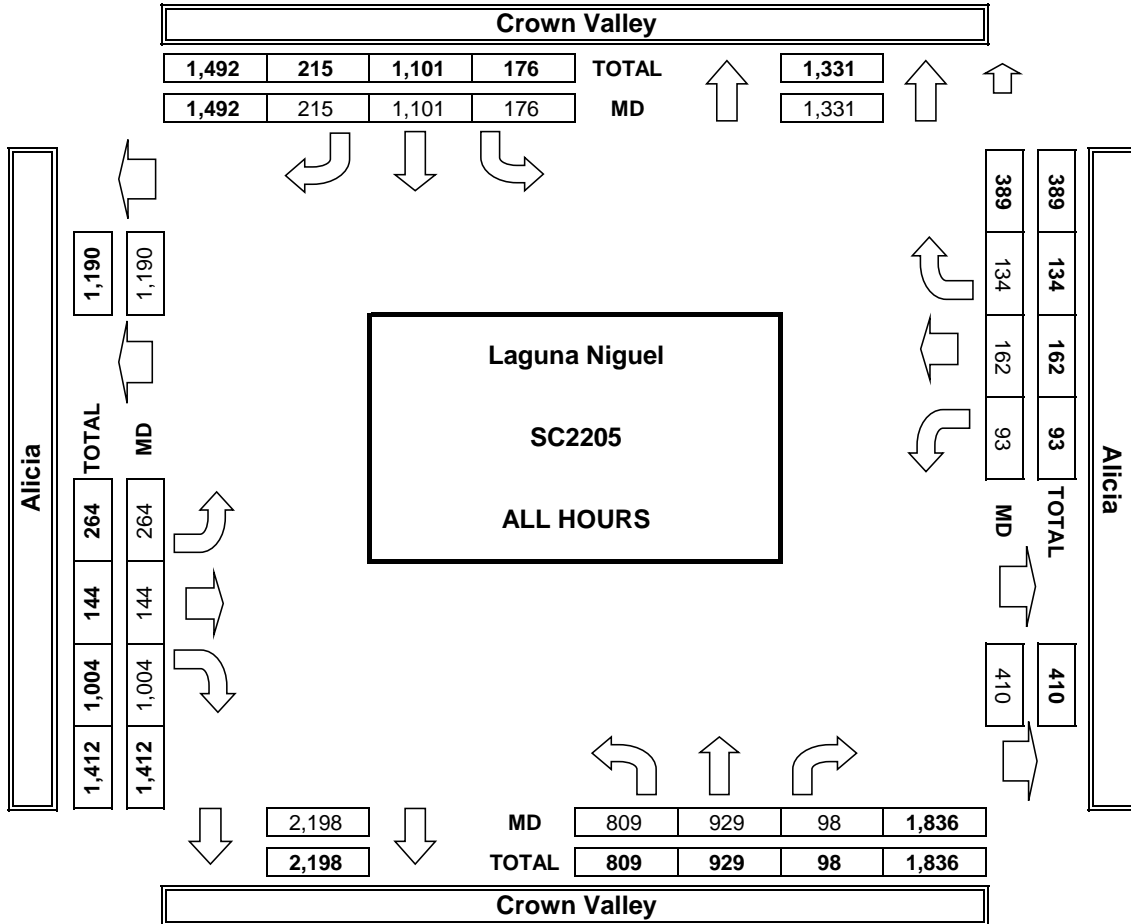
<b>MIDDAY</b>
12:00 PM
12:15 PM
12:30 PM
12:45 PM
1:00 PM
1:15 PM
1:30 PM
1:45 PM
TOTAL
AM BEGIN PEAK HR

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Crown Valley Hillhurst	<b>PROJECT #:</b> <b>LOCATION #:</b> <b>CONTROL:</b>	SC2205 26 SIGNAL
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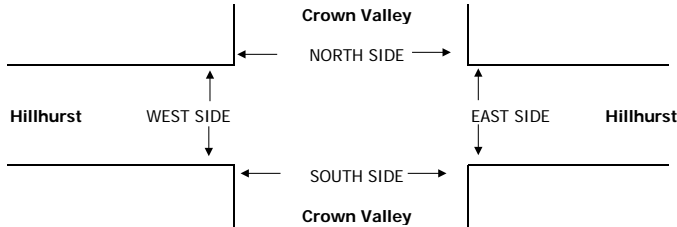
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

Add U-Turns to Left Turns

LANES:	NORTHBOUND Crown Valley			SOUTHBOUND Crown Valley			EASTBOUND Hillhurst			WESTBOUND Hillhurst			TOTAL
	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0.5	ET 0.5	ER 1	WL 0	WT 1	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

MIDDAY	12:00 PM	1	203	7	12	241	8	8	1	3	4	3	6	497	0	3	0	0	3
	12:15 PM	3	259	3	14	268	1	6	0	1	6	0	15	576	0	1	0	0	1
	12:30 PM	2	178	5	7	236	7	3	1	1	5	0	12	457	0	2	0	0	2
	12:45 PM	4	231	8	11	243	6	1	1	4	8	0	8	525	1	1	0	0	2
	1:00 PM	0	171	4	9	288	4	2	1	3	10	1	11	504	0	0	0	0	0
	1:15 PM	3	257	8	9	241	8	1	1	1	6	1	8	544	0	0	0	0	0
	1:30 PM	0	211	9	6	299	9	9	3	3	3	0	12	564	0	0	0	0	0
	1:45 PM	0	206	7	10	254	5	9	3	1	8	4	8	515	0	0	0	0	0
	VOLUMES	13	1,716	51	78	2,070	48	39	11	17	50	9	80	4,182	1	7	0	0	8
	APPROACH %	1%	96%	3%	4%	94%	2%	58%	16%	25%	36%	6%	58%						
	APP/DEPART	1,780	/	1,842	2,196	/	2,138	67	/	133	139	/	69	0					
	BEGIN PEAK HR	12:45 PM																	
VOLUMES	7	870	29	35	1,071	27	13	6	11	27	2	39	2,137						
APPROACH %	1%	96%	3%	3%	95%	2%	43%	20%	37%	40%	3%	57%							
PEAK HR FACTOR	0.845		0.902		0.500		0.773		0.947										
APP/DEPART	906	/	923	1,133	/	1,110	30	/	69	68	/	35	0						



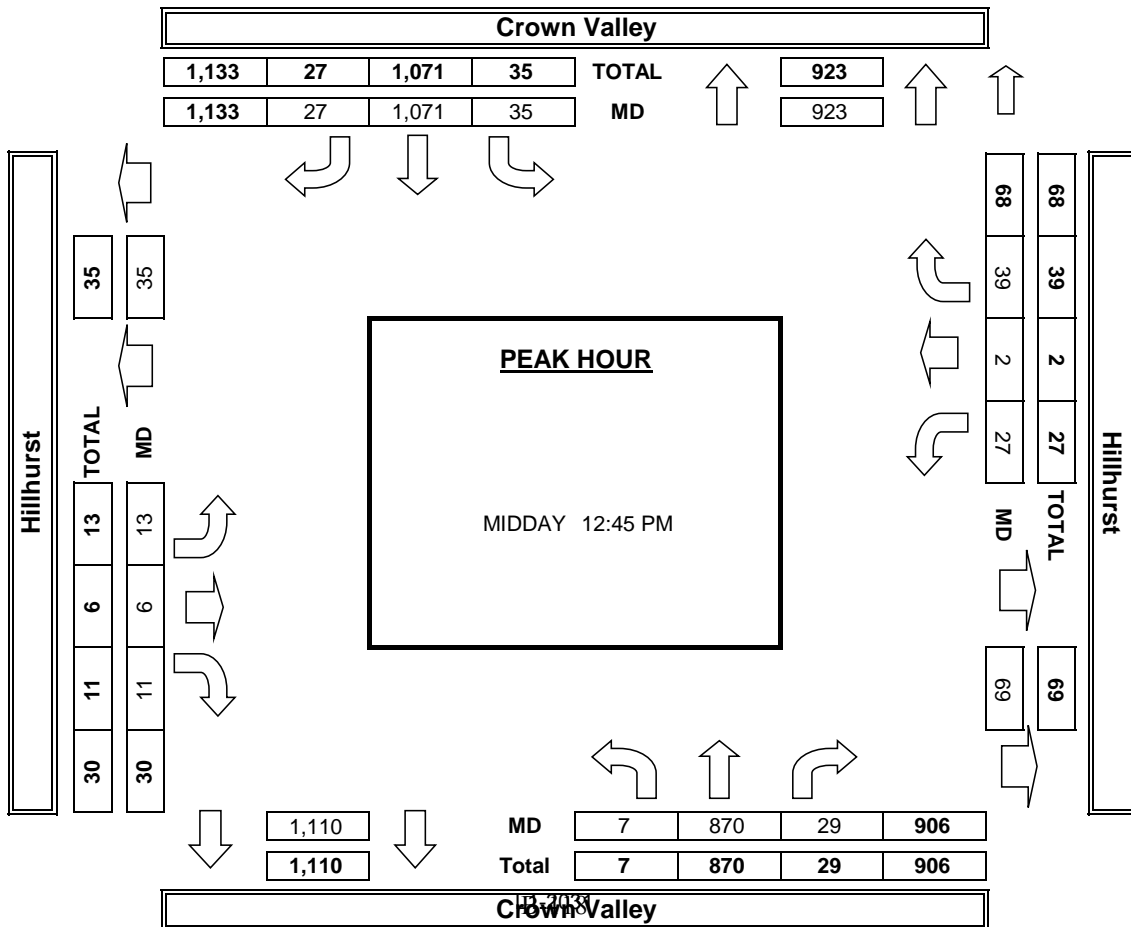
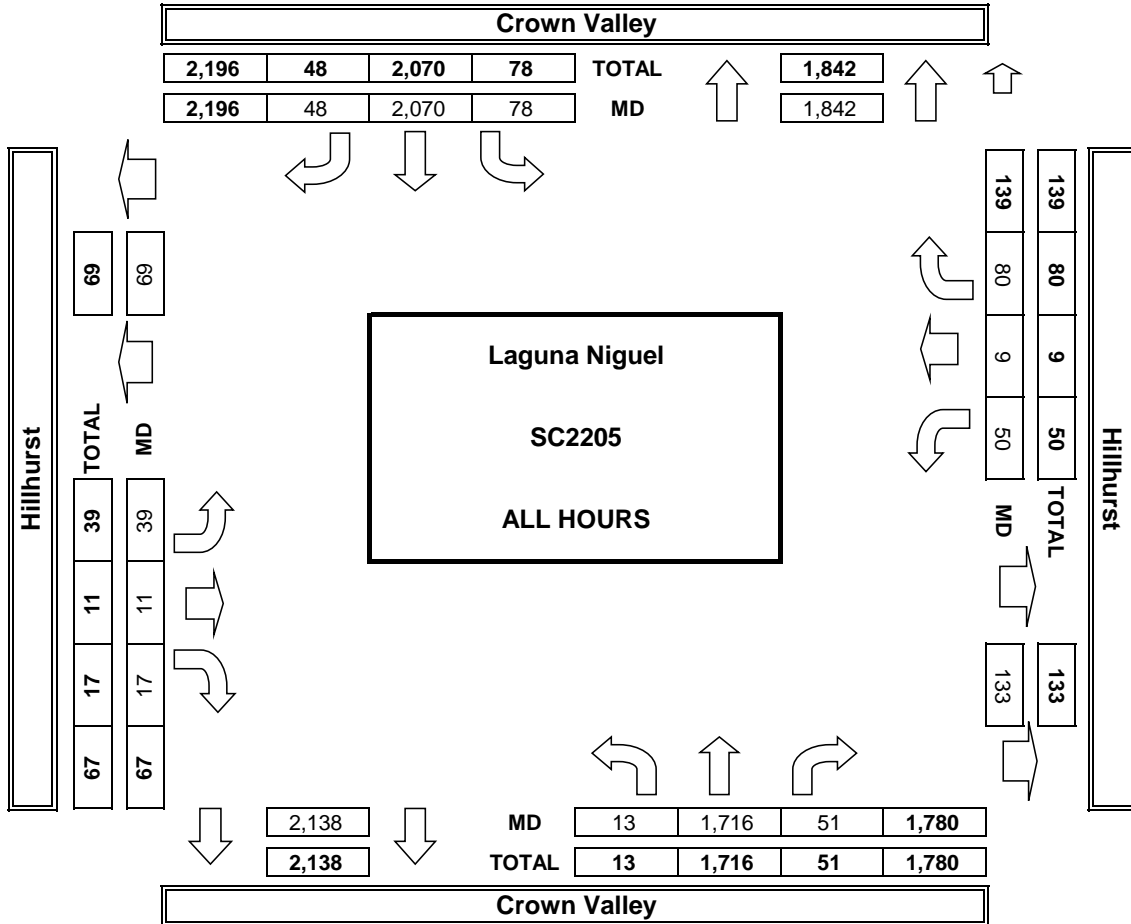
MIDDAY	12:00 PM	
	12:15 PM	
	12:30 PM	
	12:45 PM	
	1:00 PM	
	1:15 PM	
	1:30 PM	
	1:45 PM	
TOTAL		
AM BEGIN PEAK HR		

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:45 PM				
0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

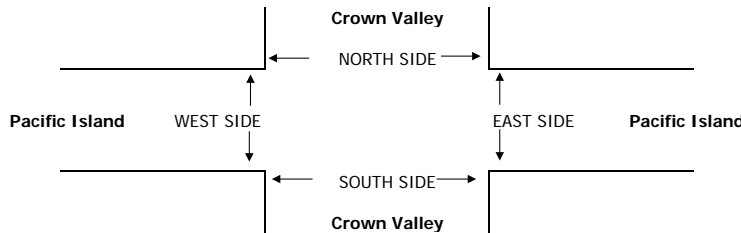
<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Crown Valley Pacific Island	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 27 <b>CONTROL:</b> SIGNAL
<b>NOTES:</b>			

LANES:	NORTHBOUND <small>Crown Valley</small>			SOUTHBOUND <small>Crown Valley</small>			EASTBOUND <small>Pacific Island</small>			WESTBOUND <small>Pacific Island</small>			TOTAL
	NL 1	NT 3	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 2	WT 1	WR 1	

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

MIDDAY	12:00 PM	12	142	40	48	163	1	7	21	14	49	10	44	551
	12:15 PM	12	191	35	43	216	3	1	14	26	59	16	46	662
	12:30 PM	15	133	37	49	169	2	2	26	24	46	23	44	570
	12:45 PM	16	147	34	38	186	4	2	25	16	47	19	36	570
	1:00 PM	17	144	29	50	194	7	1	19	17	43	22	41	584
	1:15 PM	16	160	37	44	174	4	3	19	24	51	16	46	594
	1:30 PM	17	129	35	39	223	0	4	14	21	37	19	51	589
	1:45 PM	12	167	49	46	193	3	4	13	17	36	24	26	590
	VOLUMES	117	1,213	296	357	1,518	24	24	151	159	368	149	334	4,710
	APPROACH %	7%	75%	18%	19%	80%	1%	7%	45%	48%	43%	18%	39%	
APP/DEPART	1,626	/	1,571	1,899	/	2,053	334	/	803	851	/	283	0	
BEGIN PEAK HR VOLUMES	60	615	135	180	765	16	6	84	83	195	80	167	2,386	
APPROACH %	7%	76%	17%	19%	80%	2%	3%	49%	48%	44%	18%	38%		
PEAK HR FACTOR	0.851			0.917			0.832			0.913			0.901	
APP/DEPART	810	/	789	961	/	1,047	173	/	398	442	/	152	0	

1	0	0	0	1
1	0	0	0	1
1	1	0	0	2
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
3	0	0	0	3
0	0	1	0	1
8	1	1	0	10



MIDDAY	12:00 PM
	12:15 PM
	12:30 PM
	12:45 PM
	1:00 PM
	1:15 PM
	1:30 PM
	1:45 PM
TOTAL	
AM BEGIN PEAK HR	

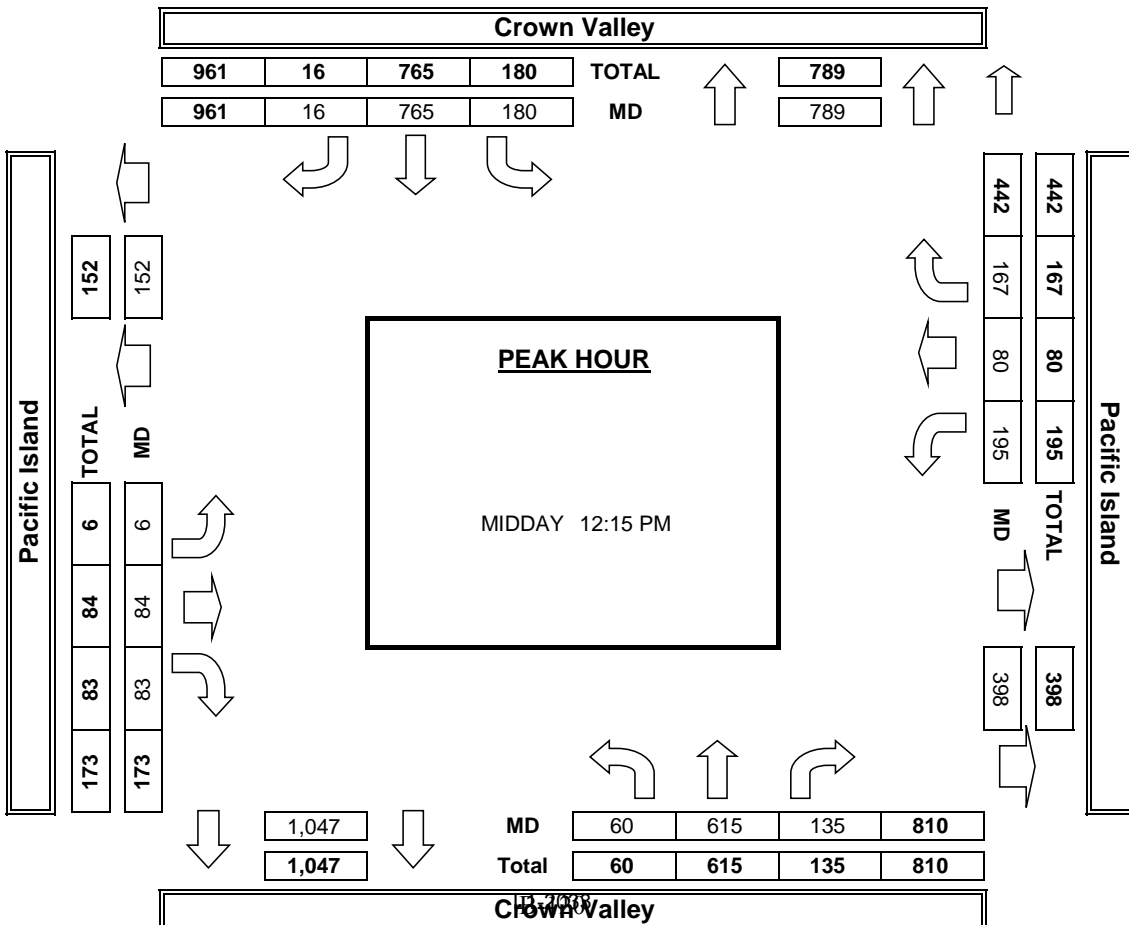
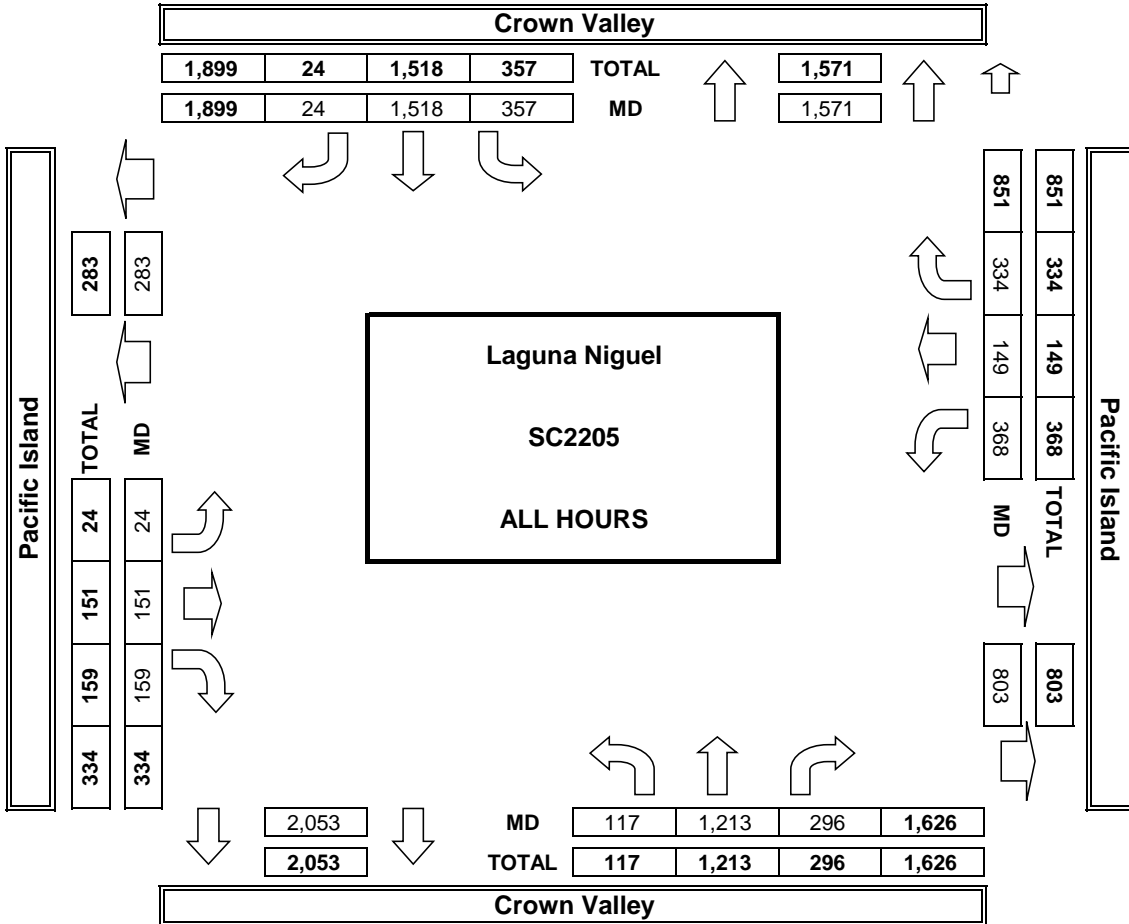
PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL				
12:15 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL				
0				

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL				
0				



**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Crown Valley Pacific Coast	<b>PROJECT #:</b> SC2205	<b>LOCATION #:</b> 28	<b>CONTROL:</b> SIGNAL
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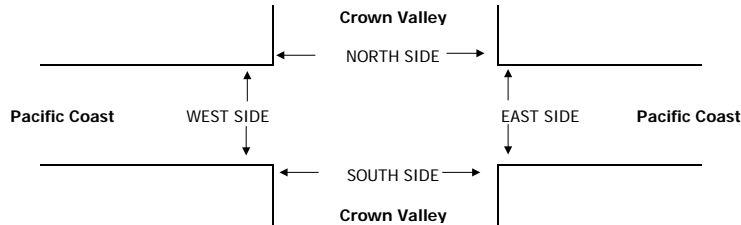
NOTES:	AM		▲	
	PM			
	MD	◀ W		E ▶
	OTHER		S	
OTHER			▼	

Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>Crown Valley</small>			SOUTHBOUND <small>Crown Valley</small>			EASTBOUND <small>Pacific Coast</small>			WESTBOUND <small>Pacific Coast</small>			TOTAL
	NL 0.5	NT 0.5	NR 1	SL 1.5	ST 0.5	SR 1.5	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

MIDDAY	12:00 PM	6	16	8	41	10	156	175	234	7	8	162	48	871	0	0	0	2	2
	12:15 PM	2	12	19	61	2	192	193	262	4	4	202	81	1,034	0	2	0	0	2
	12:30 PM	3	11	8	51	8	193	151	222	1	16	188	56	908	0	0	1	0	1
	12:45 PM	8	7	7	66	8	158	167	275	4	15	168	58	941	0	0	0	0	0
	1:00 PM	7	11	4	56	9	156	161	254	2	6	168	49	883	0	1	0	0	1
	1:15 PM	4	12	12	44	4	154	174	243	4	12	149	60	872	0	0	0	0	0
	1:30 PM	9	6	4	45	2	169	150	214	3	9	178	54	843	0	0	0	0	0
	1:45 PM	6	9	8	60	6	172	172	219	2	13	166	52	885	0	0	0	0	0
	VOLUMES	45	84	70	424	49	1,350	1,343	1,923	27	83	1,381	458	7,237	0	3	1	2	6
	APPROACH %	23%	42%	35%	23%	3%	74%	41%	58%	1%	4%	72%	24%						
APP/DEPART	199	/	1,887	1,823	/	157	3,293	/	2,416	1,922	/	2,777	0						
BEGIN PEAK HR	12:15 PM																		
VOLUMES	20	41	38	234	27	699	672	1,013	11	41	726	244	3,766						
APPROACH %	20%	41%	38%	24%	3%	73%	40%	60%	1%	4%	72%	24%							
PEAK HR FACTOR	0.750			0.941			0.924			0.881			0.911						
APP/DEPART	99	/	959	960	/	79	1,696	/	1,282	1,011	/	1,446	0						



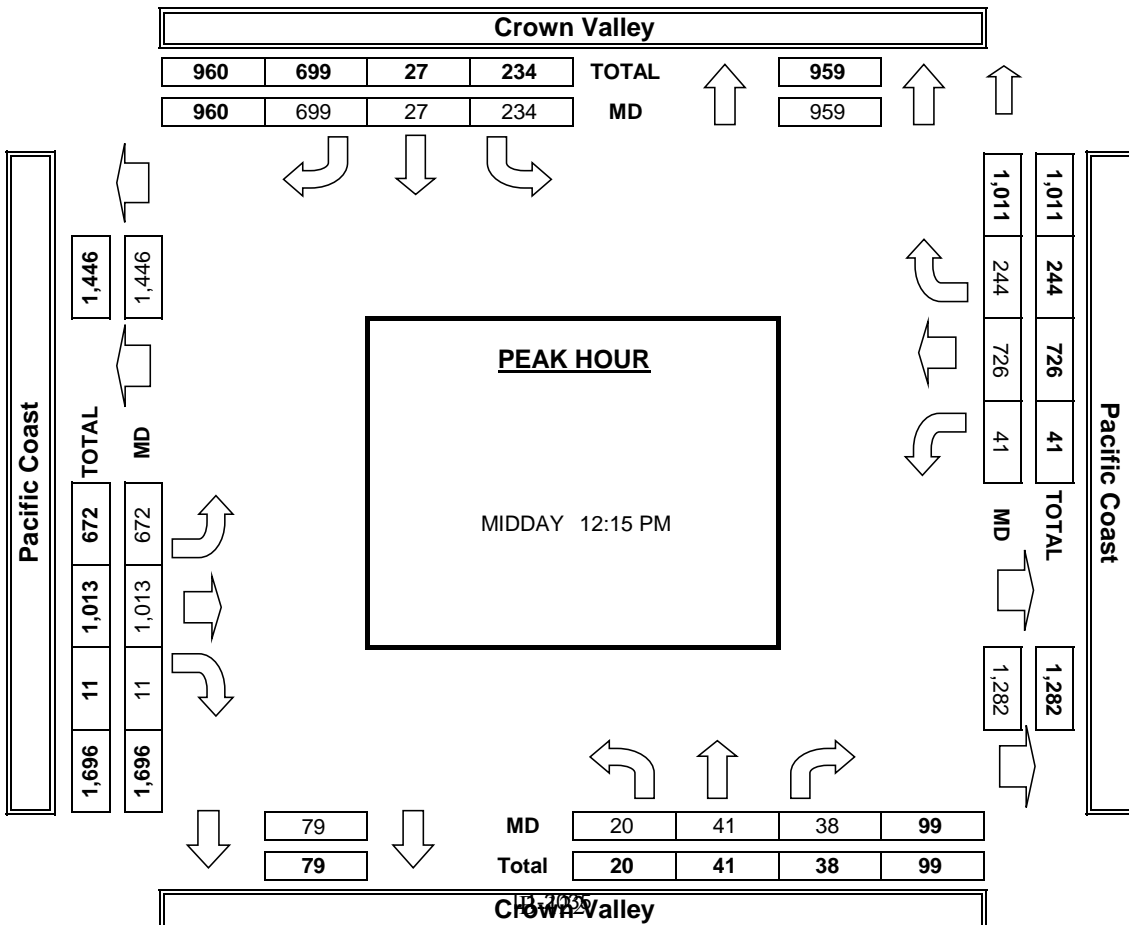
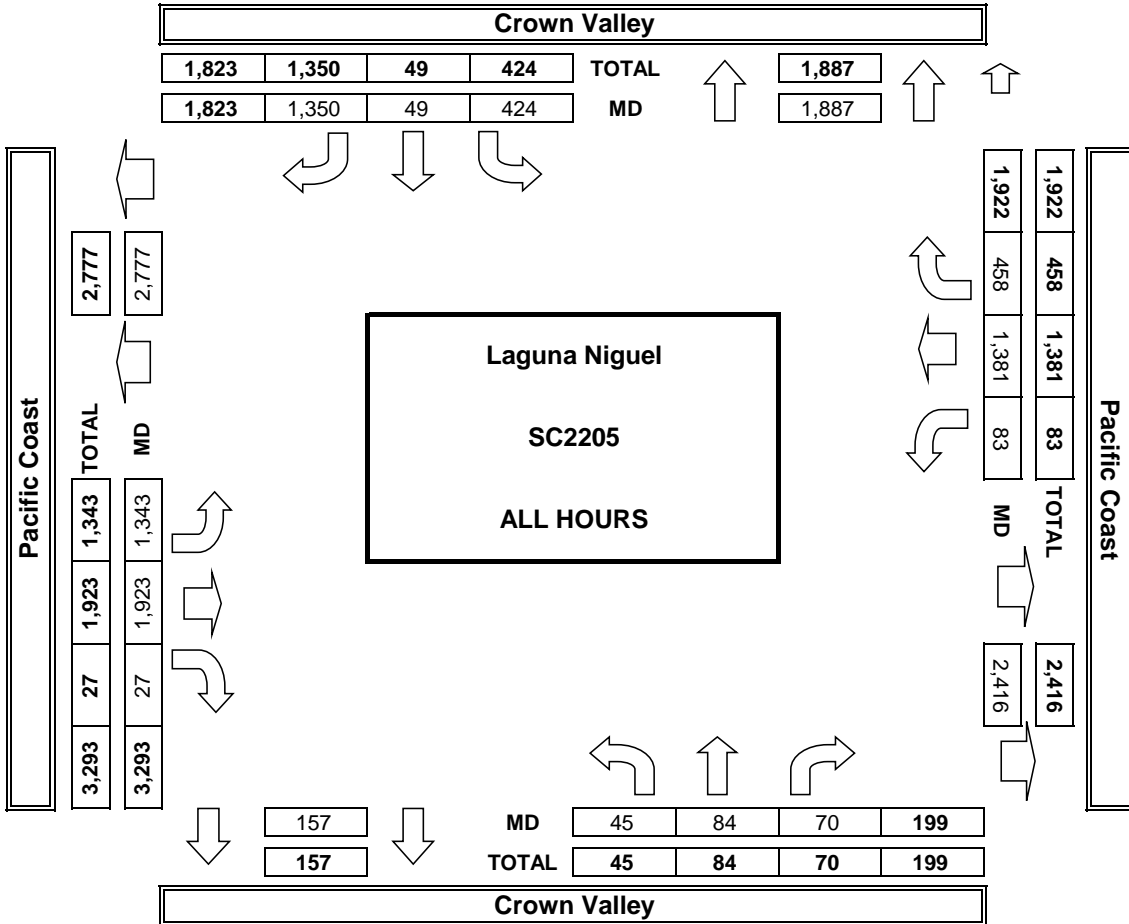
MIDDAY	12:00 PM	
	12:15 PM	
	12:30 PM	
	12:45 PM	
	1:00 PM	
	1:15 PM	
	1:30 PM	
	1:45 PM	
TOTAL		
AM BEGIN PEAK HR		

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:15 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:15 PM				

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

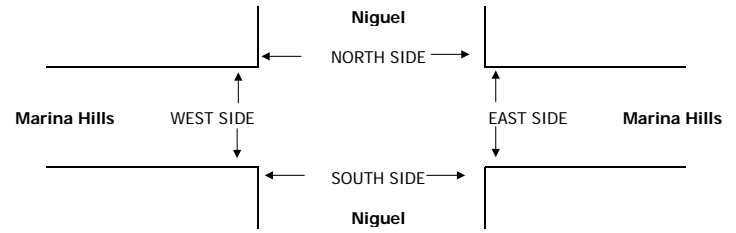
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Niguel Marina Hills	PROJECT #: SC2205 LOCATION #: 29 CONTROL: SIGNAL
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<b>NOTES:</b>	AM PM MD OTHER OTHER	◀ W S ▶	▲ N E ▶	
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Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS					
	Niguel			Niguel			Marina Hills			Marina Hills				NB	SB	EB	WB	TTL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR							
LANES:	X	2	0	2	2	X	X	X	X	1.5	X	1.5							
MIDDAY	12:00 PM	0	99	38	48	82	0	0	0	0	45	0	46	358	0	0	0	1	1
	12:15 PM	0	139	51	51	112	0	0	0	0	51	0	63	467	0	0	0	0	0
	12:30 PM	0	136	43	62	84	0	0	0	0	40	0	75	440	0	0	0	1	1
	12:45 PM	0	110	52	65	117	0	0	0	0	44	0	64	452	0	0	0	0	0
	1:00 PM	0	110	44	66	123	0	0	0	0	50	0	68	461	0	0	0	0	0
	1:15 PM	0	96	51	53	86	0	0	0	0	30	0	62	378	0	0	0	0	0
	1:30 PM	0	80	38	61	87	0	0	0	0	43	0	69	378	0	0	0	1	1
	1:45 PM	0	104	43	60	96	0	0	0	0	41	0	80	424	0	0	0	0	0
	VOLUMES	0	874	360	466	787	0	0	0	0	344	0	527	3,358	0	0	0	3	3
	APPROACH %	0%	71%	29%	37%	63%	0%	0%	0%	0%	39%	0%	61%						
APP/DEPART	1,234	/	1,401	1,253	/	1,128	0	/	829	871	/	0	0						
BEGIN PEAK HR	12:15 PM																		
VOLUMES	0	495	190	244	436	0	0	0	0	185	0	270	1,820						
APPROACH %	0%	72%	28%	36%	64%	0%	0%	0%	0%	41%	0%	59%							
PEAK HR FACTOR	0.901			0.899			0.000			0.964			0.974						
APP/DEPART	685	/	765	680	/	620	0	/	435	455	/	0	0						



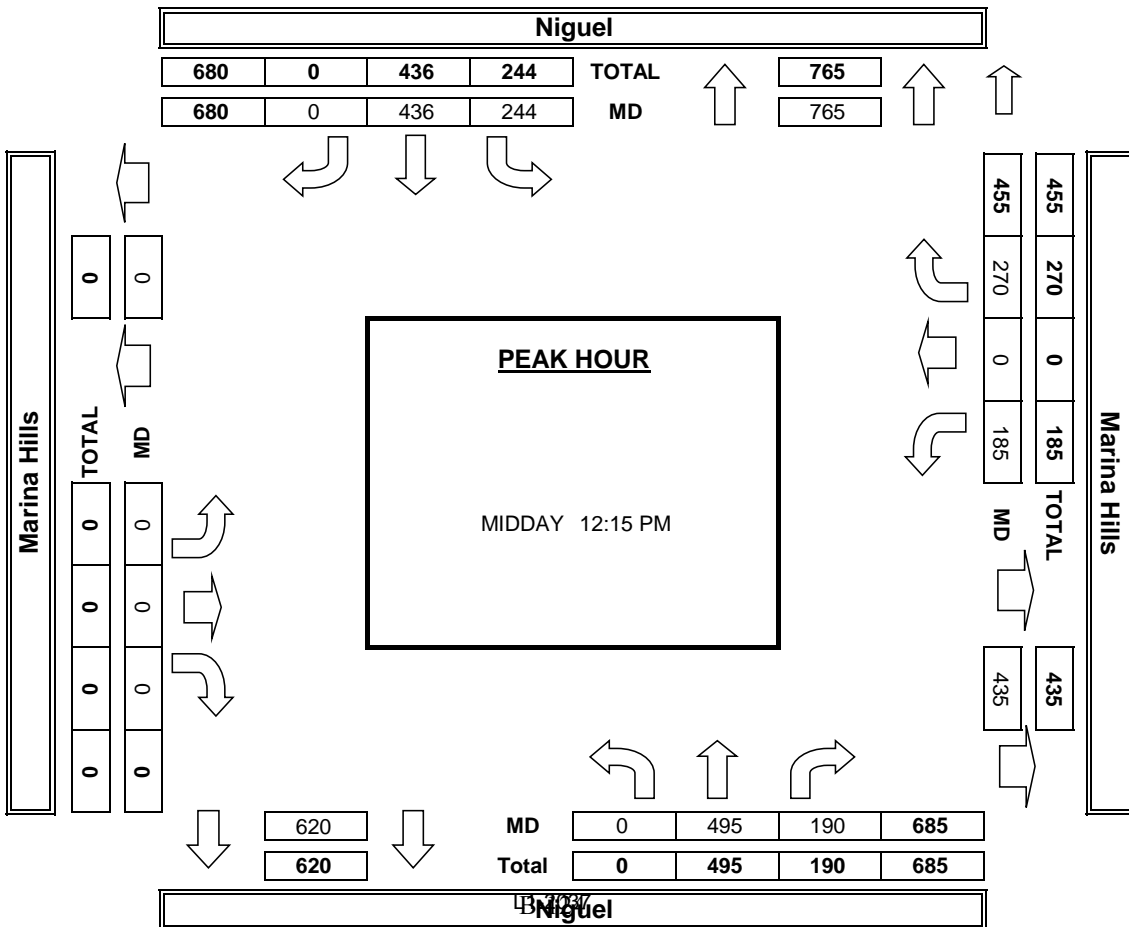
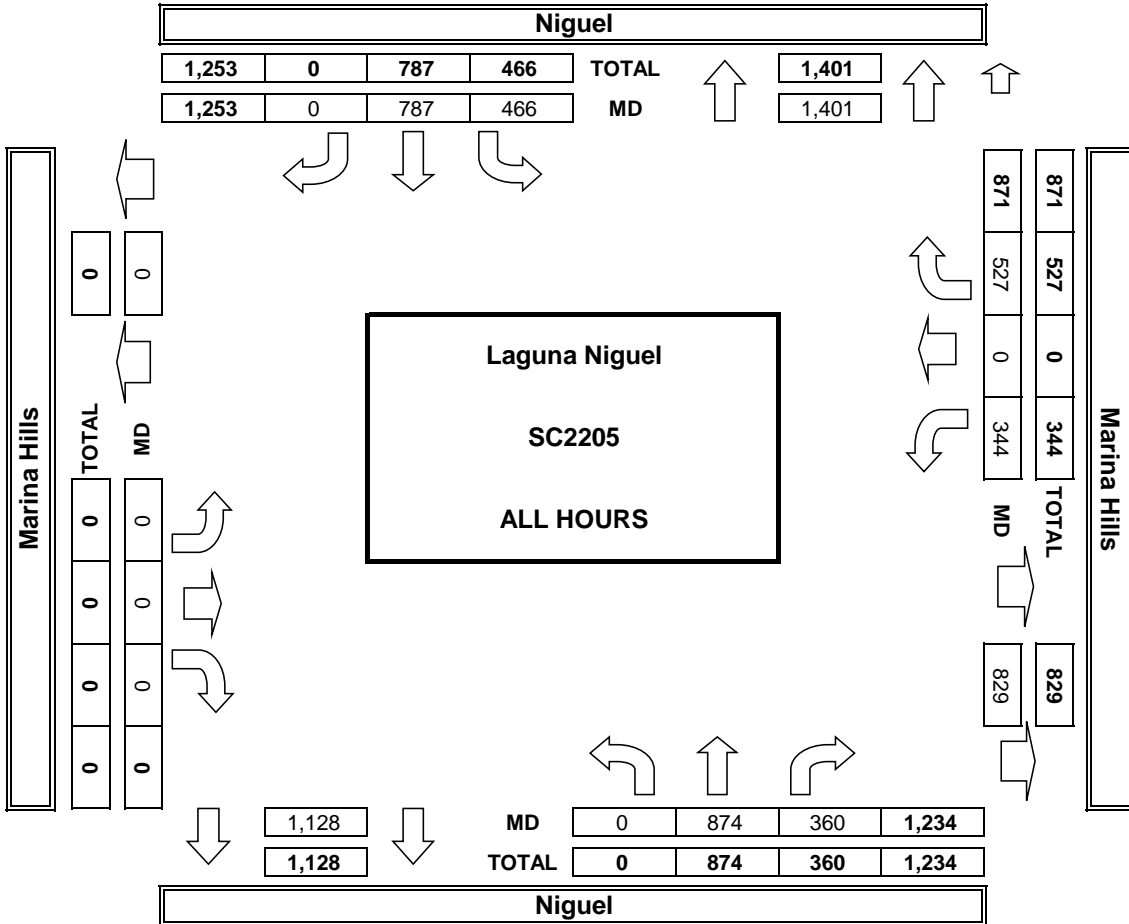
MIDDAY	12:00 PM
	12:15 PM
	12:30 PM
	12:45 PM
	1:00 PM
	1:15 PM
	1:30 PM
	1:45 PM
TOTAL	
AM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:15 PM				
0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	LOCATION: NORTH & SOUTH: EAST & WEST:	Laguna Niguel Niguel Camino Del Avion	PROJECT #: SC2205 LOCATION #: 30 CONTROL: SIGNAL
<b>NOTES:</b>			

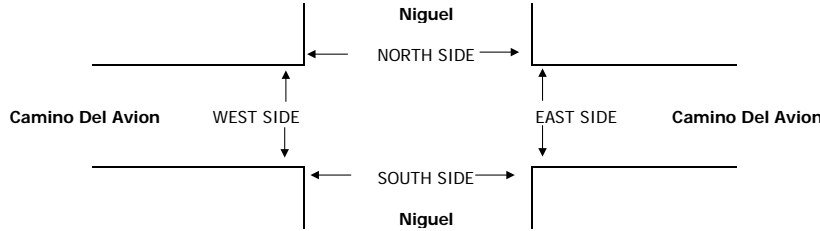
Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>Niguel</small>			SOUTHBOUND <small>Niguel</small>			EASTBOUND <small>Camino Del Avion</small>			WESTBOUND <small>Camino Del Avion</small>			TOTAL
	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

MIDDAY	12:00 PM	32	92	44	46	79	14	12	94	28	39	77	51	608
	12:15 PM	42	93	61	53	71	11	13	87	31	46	77	55	640
	12:30 PM	34	108	31	56	70	8	12	71	30	45	90	54	609
	12:45 PM	39	106	53	54	74	11	15	75	24	46	74	38	609
	1:00 PM	35	79	32	78	85	9	11	70	21	38	76	39	573
	1:15 PM	46	81	30	38	55	4	17	76	24	36	78	46	531
	1:30 PM	32	69	35	40	84	8	17	61	22	36	74	57	535
	1:45 PM	32	68	39	51	68	12	10	82	30	38	56	33	519
	VOLUMES	292	696	325	416	586	77	107	616	210	324	602	373	4,624
	APPROACH %	22%	53%	25%	39%	54%	7%	11%	66%	23%	25%	46%	29%	
	APP/DEPART	1,313	/	1,157	1,079	/	1,213	933	/	1,358	1,299	/	896	0
	BEGIN PEAK HR	12:00 PM												
	VOLUMES	147	399	189	209	294	44	52	327	113	176	318	198	2,466
APPROACH %	20%	54%	26%	38%	54%	8%	11%	66%	23%	25%	46%	29%		
PEAK HR FACTOR	0.928			0.984			0.918			0.915			0.963	
APP/DEPART	735	/	637	547	/	630	492	/	725	692	/	474	0	

13	0	3	0	16
11	0	3	0	14
10	0	4	0	14
13	0	2	0	15
14	0	0	1	15
15	1	2	1	19
11	0	4	0	15
8	0	2	0	10
95	1	20	2	118



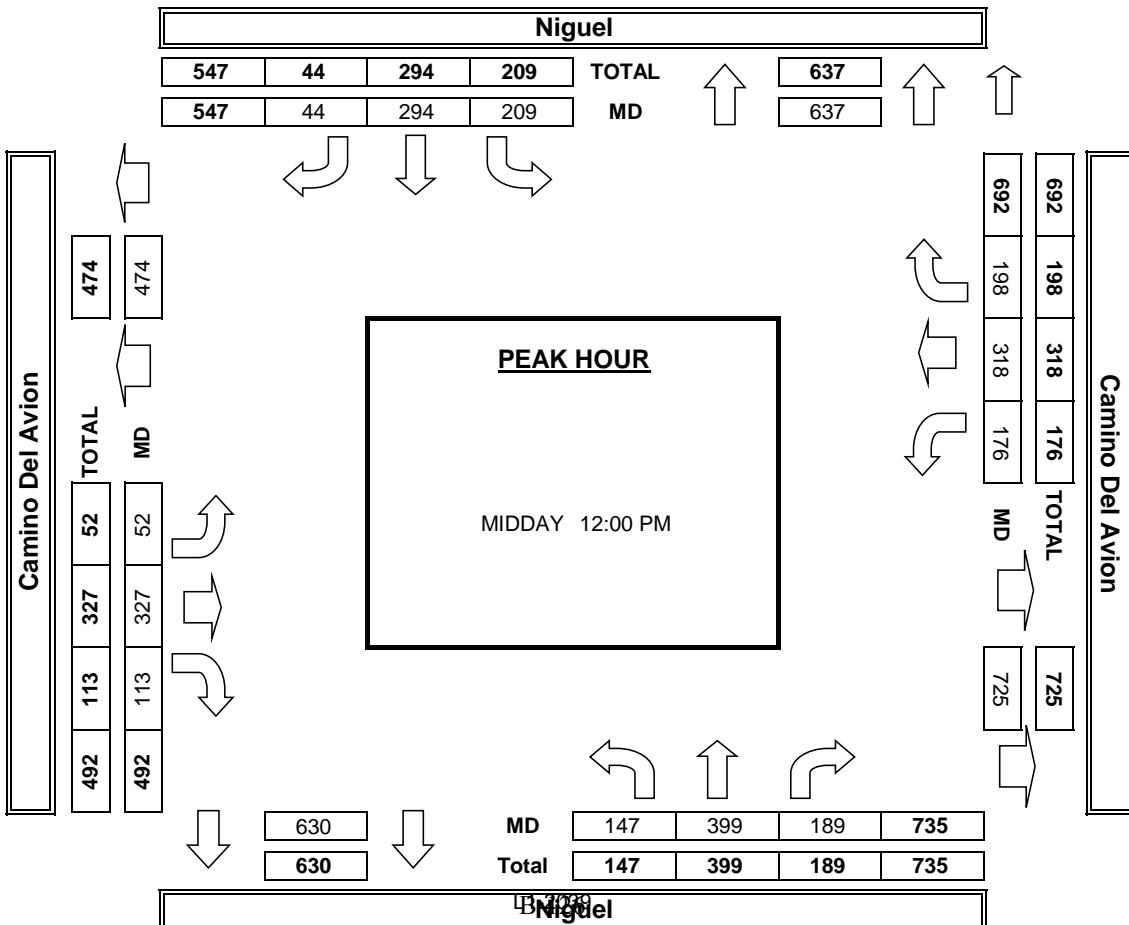
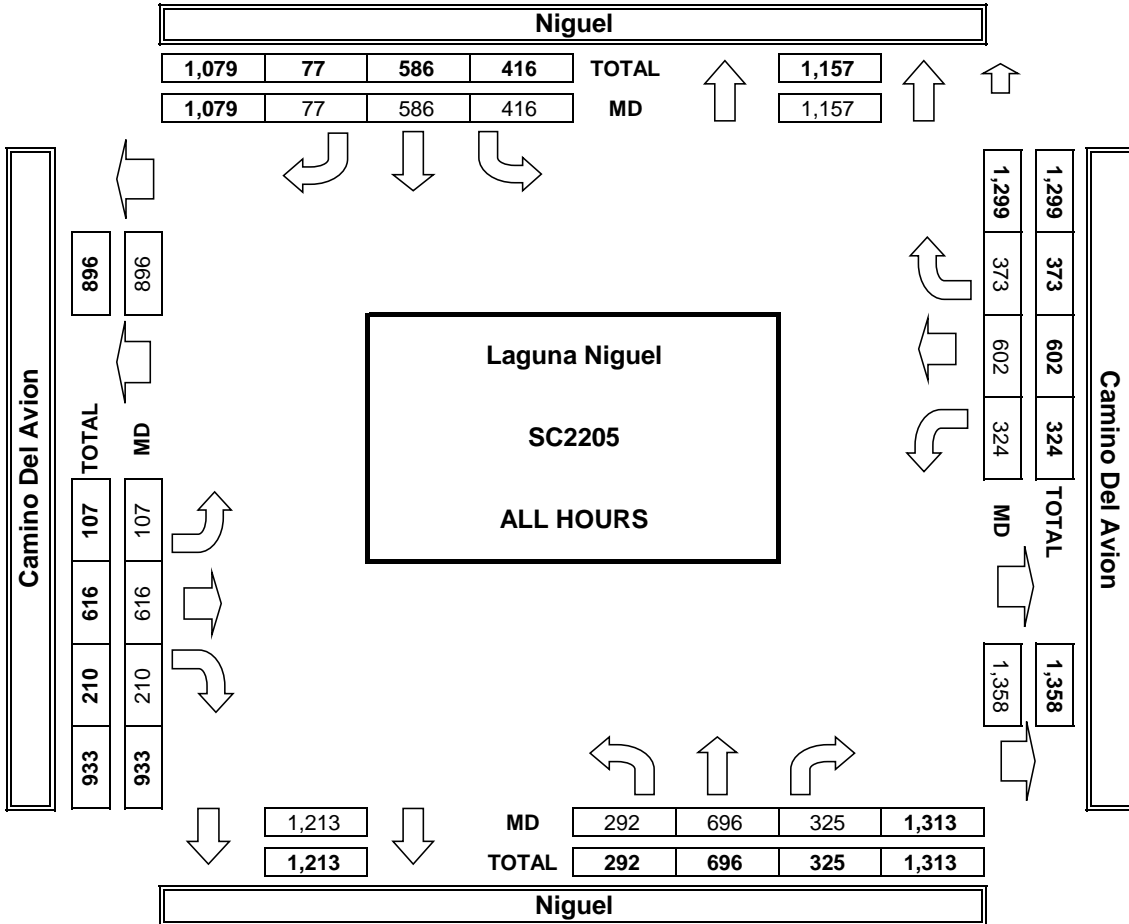
MIDDAY	12:00 PM
	12:15 PM
	12:30 PM
	12:45 PM
	1:00 PM
	1:15 PM
	1:30 PM
	1:45 PM
TOTAL	
AM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL	12:00 PM			

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Niguel Stonehill	<b>PROJECT #:</b> <b>LOCATION #:</b> <b>CONTROL:</b>	SC2205 31 SIGNAL
<b>NOTES:</b>			AM PM MD OTHER OTHER	▲ N E ▶ S ▼

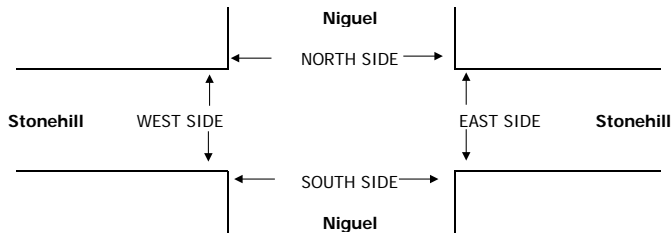
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	1	1	0.5	0.5	1	1	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

MIDDAY	12:00 PM	6	114	40	37	103	2	0	2	2	48	0	37	391
	12:15 PM	7	122	47	38	98	3	4	1	5	58	2	49	434
	12:30 PM	0	122	59	42	98	4	2	4	2	47	0	41	421
	12:45 PM	3	121	55	38	82	2	2	4	0	52	1	60	420
	1:00 PM	3	90	55	38	123	8	1	1	2	63	5	38	427
	1:15 PM	3	103	55	30	82	4	1	2	4	48	2	34	368
	1:30 PM	6	102	65	44	92	3	3	2	5	43	3	34	402
	1:45 PM	5	117	51	39	96	4	2	7	1	52	2	32	408
	VOLUMES	33	891	427	306	774	30	15	23	21	411	15	325	3,271
	APPROACH %	2%	66%	32%	28%	70%	3%	25%	39%	36%	55%	2%	43%	
	APP/DEPART	1,351	/	1,238	1,110	/	1,220	59	/	755	751	/	58	0
	BEGIN PEAK HR	12:15 PM												
	VOLUMES	13	455	216	156	401	17	9	10	9	220	8	188	1,702
APPROACH %	2%	67%	32%	27%	70%	3%	32%	36%	32%	53%	2%	45%		
PEAK HR FACTOR	0.945													
APP/DEPART	684	/	655	574	/	636	28	/	381	416	/	30	0	

3	1	0	3	7
3	2	0	0	5
0	0	0	1	1
3	0	0	1	4
2	1	0	0	3
0	1	0	1	2
4	2	0	0	6
5	0	0	0	5
20	7	0	6	33



MIDDAY	12:00 PM
	12:15 PM
	12:30 PM
	12:45 PM
	1:00 PM
	1:15 PM
	1:30 PM
	1:45 PM
TOTAL	
AM BEGIN PEAK HR	

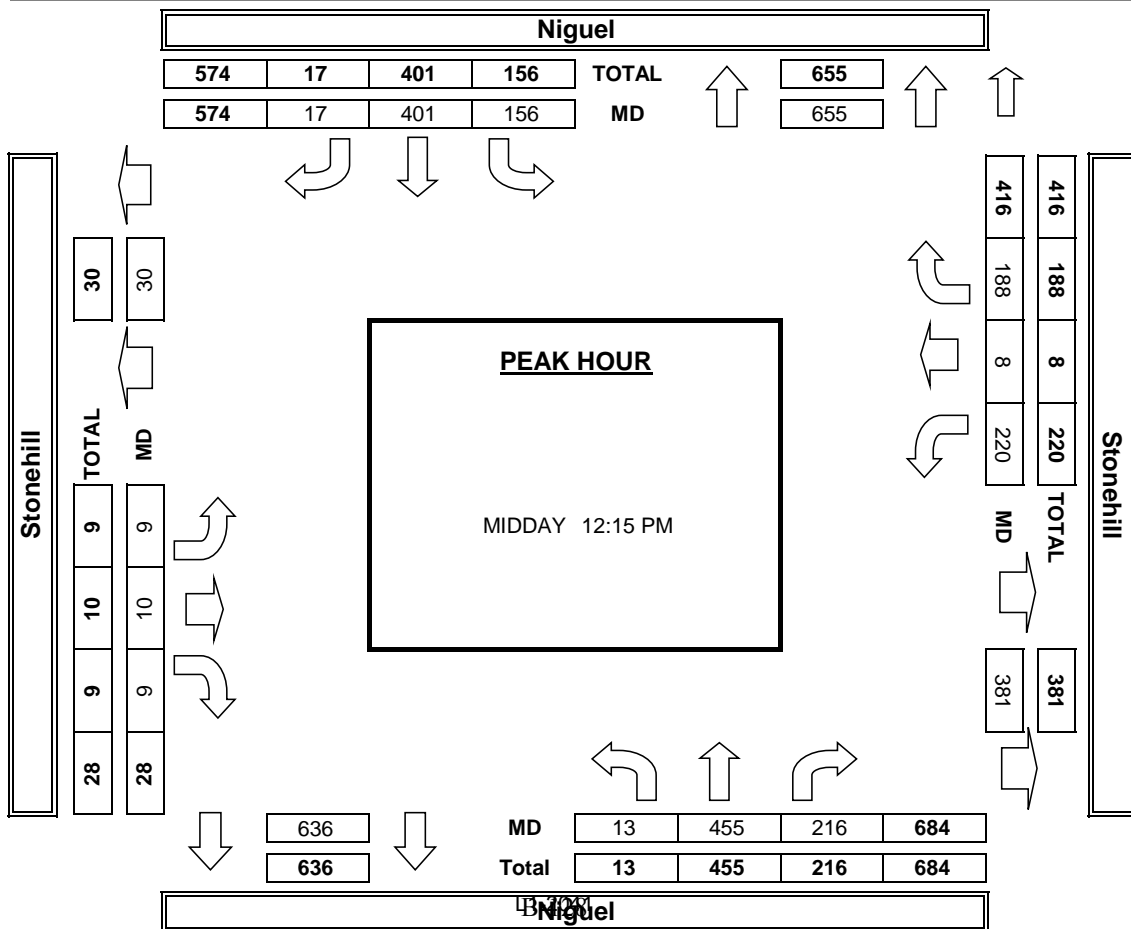
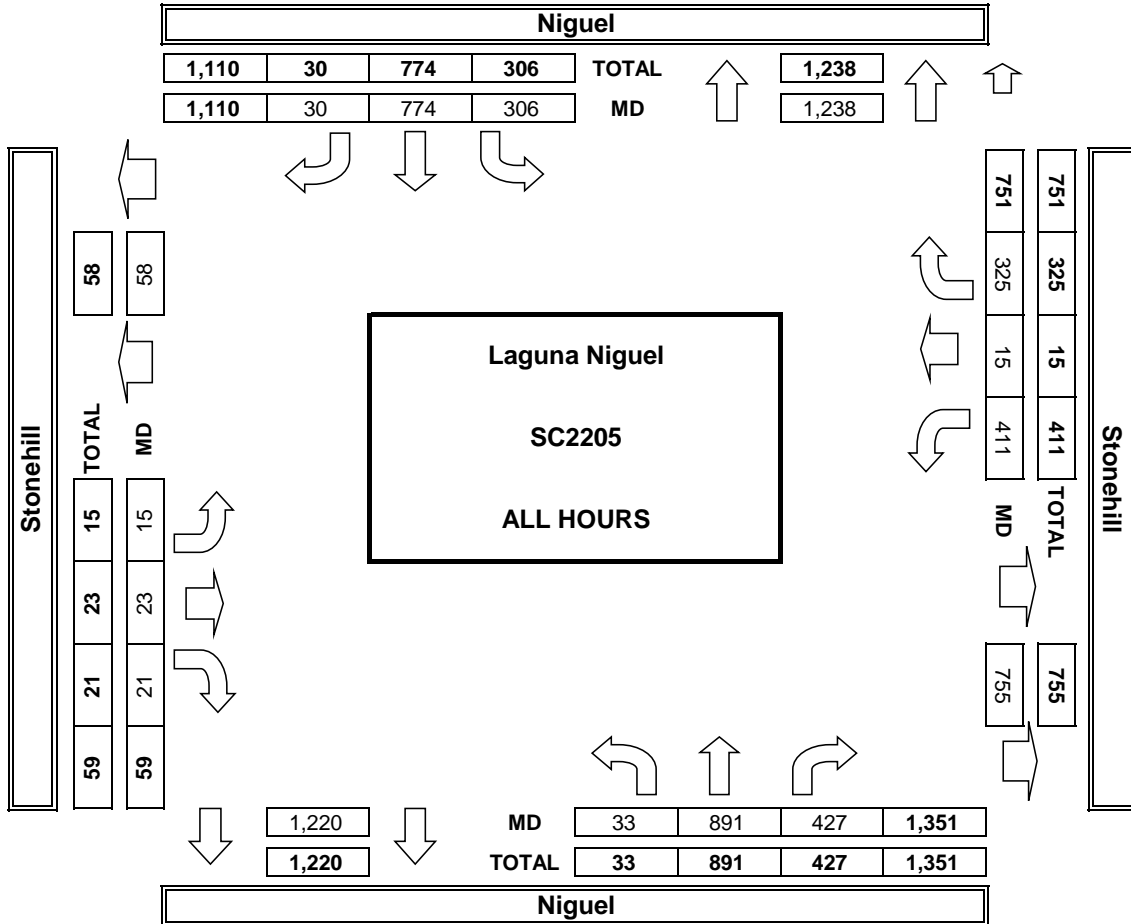
PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
12:15 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Sat, May 18, 19	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Laguna Niguel Niguel Pacific Coast	<b>PROJECT #:</b> SC2205 <b>LOCATION #:</b> 32 <b>CONTROL:</b> SIGNAL
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<b>NOTES:</b>	AM	▲	N	
	PM	←	W	E →
	MD			
	OTHER		▼	S

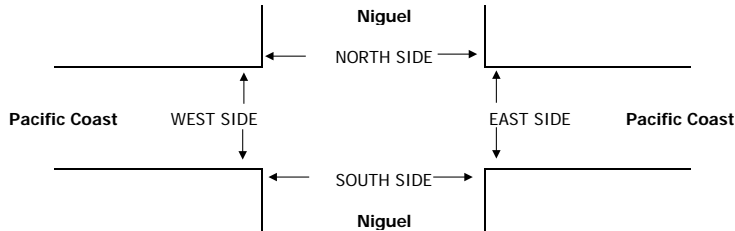
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 1	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

MIDDAY	12:00 PM	24	25	29	62	25	45	45	165	18	19	171	70	698
	12:15 PM	21	36	32	62	34	55	58	173	20	24	184	91	790
	12:30 PM	25	29	31	59	26	51	78	166	16	36	211	75	803
	12:45 PM	20	34	30	44	37	37	59	163	14	26	186	67	717
	1:00 PM	24	27	40	68	42	57	68	182	22	29	225	53	837
	1:15 PM	21	35	35	48	30	54	74	173	25	28	170	72	765
	1:30 PM	31	36	34	51	33	38	75	176	15	31	186	77	783
	1:45 PM	28	35	31	49	39	57	77	202	9	14	148	63	752
	VOLUMES	194	257	262	443	266	394	534	1,400	139	207	1,481	568	6,145
	APPROACH %	27%	36%	37%	40%	24%	36%	26%	68%	7%	9%	66%	25%	
APP/DEPART	713	/	1,314	1,103	/	616	2,073	/	2,108	2,256	/	2,107	0	
BEGIN PEAK HR	12:15 PM													
VOLUMES	90	126	133	233	139	200	263	684	72	115	806	286	3,147	
APPROACH %	26%	36%	38%	41%	24%	35%	26%	67%	7%	10%	67%	24%		
PEAK HR FACTOR	0.959		0.856			0.937		0.937					0.940	
APP/DEPART	349	/	655	572	/	321	1,019	/	1,056	1,207	/	1,115	0	

2	0	4	0	6
2	0	4	1	7
0	2	9	2	13
1	0	7	4	12
3	3	5	4	15
2	2	12	0	16
3	2	8	3	16
5	2	7	0	14
18	11	56	14	99



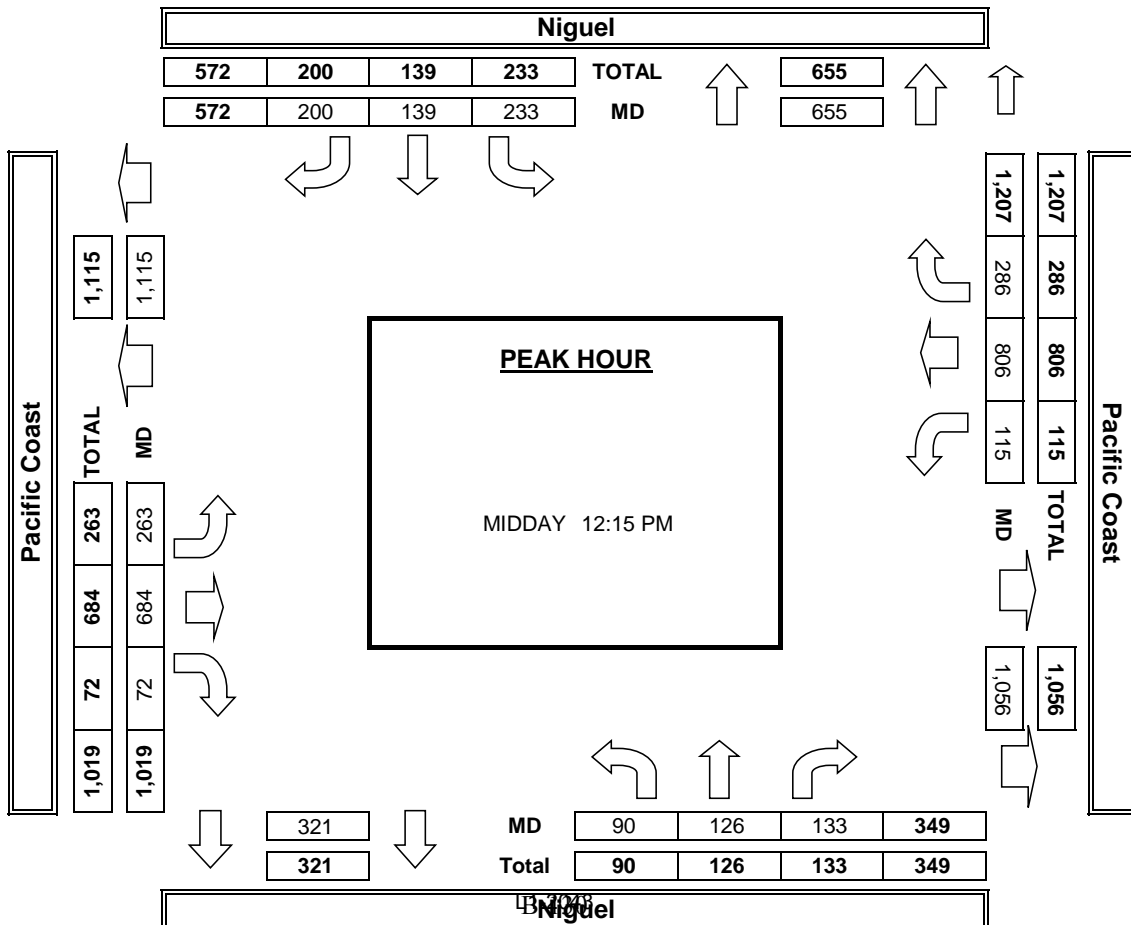
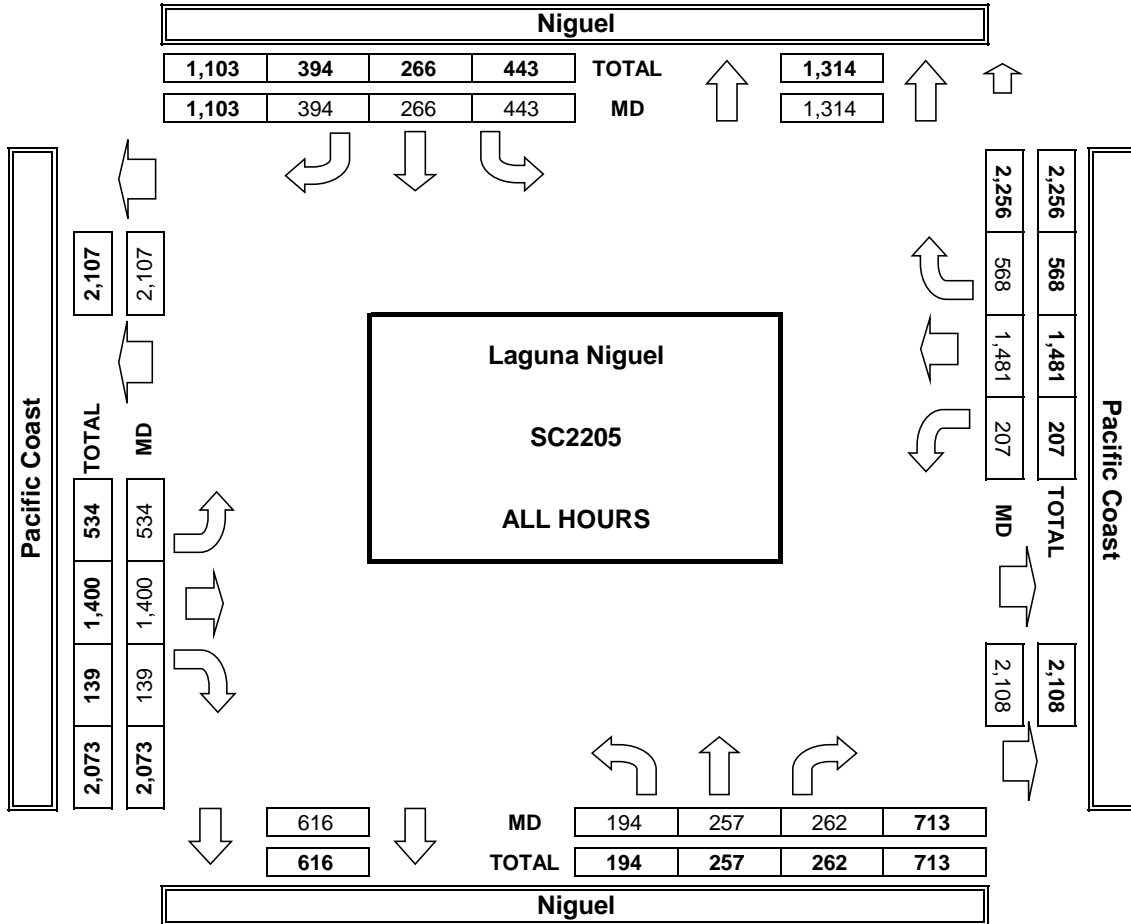
MIDDAY	12:00 PM	0	0	0	0	0
	12:15 PM	0	0	0	0	0
	12:30 PM	0	0	0	0	0
	12:45 PM	0	0	0	0	0
	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	0	0	0
	1:30 PM	0	0	0	0	0
	1:45 PM	0	0	0	0	0
	TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	12:15 PM					

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



*APPENDIX B-II*

**ROADWAY SEGMENT COUNTS**

**ADT1 Alicia Parkway between Aliso Creek Road and Highland Avenue.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	29	36			12:00	334	282		
0:15	23	17			12:15	408	294		
0:30	19	25			12:30	354	321		
0:45	20	91	22	100	12:45	361	1457	373	1270
1:00	6	24			13:00	351	307		
1:15	6	13			13:15	364	364		
1:30	7	9			13:30	360	326		
1:45	5	24	11	57	13:45	322	1397	363	1360
2:00	7	7			14:00	321	289		
2:15	3	4			14:15	350	336		
2:30	4	5			14:30	362	286		
2:45	0	14	0	16	14:45	397	1430	358	1269
3:00	4	13			15:00	392	400		
3:15	5	8			15:15	380	435		
3:30	13	10			15:30	421	419		
3:45	19	41	7	38	15:45	368	1561	434	1688
4:00	17	8			16:00	345	444		
4:15	17	10			16:15	370	444		
4:30	36	12			16:30	319	481		
4:45	53	123	17	47	16:45	365	1399	463	1832
5:00	55	23			17:00	390	453		
5:15	77	24			17:15	386	424		
5:30	83	30			17:30	343	529		
5:45	123	338	51	128	17:45	306	1425	449	1855
6:00	136	74			18:00	331	533		
6:15	209	92			18:15	345	461		
6:30	287	134			18:30	332	432		
6:45	314	946	169	469	18:45	248	1256	403	1829
7:00	282	149			19:00	284	369		
7:15	414	233			19:15	242	311		
7:30	534	271			19:30	208	314		
7:45	445	1675	357	1010	19:45	156	890	252	1246
8:00	521	244			20:00	166	243		
8:15	466	270			20:15	181	233		
8:30	402	266			20:30	137	291		
8:45	401	1790	298	1078	20:45	148	632	207	974
9:00	378	259			21:00	152	237		
9:15	398	296			21:15	125	164		
9:30	433	282			21:30	83	165		
9:45	420	1629	287	1124	21:45	99	459	138	704
10:00	322	263			22:00	100	109		
10:15	364	324			22:15	60	100		
10:30	382	258			22:30	58	57		
10:45	322	1390	295	1140	22:45	39	257	77	343
11:00	332	297			23:00	49	52		
11:15	362	319			23:15	29	49		
11:30	350	306			23:30	19	40		
11:45	364	1408	289	1211	23:45	22	119	32	173

**Total Vol.** 9469 6418 **15887** 12282 14543 **26825**

**Daily Totals**

NB	SB	EB	WB	Combined
21751	20961			<b>42712</b>

**AM**

**PM**

Split %	59.6%	40.4%	<b>37.2%</b>	45.8%	54.2%	<b>62.8%</b>
<b>Peak Hour</b>	7:30	10:45	<b>7:30</b>	14:45	17:30	<b>16:45</b>
<b>Volume</b>	1966	1217	<b>3108</b>	1590	1972	<b>3353</b>
<b>P.H.F.</b>	0.92	0.95	<b>0.97</b>	0.98	0.92	<b>0.96</b>

# VOLUME

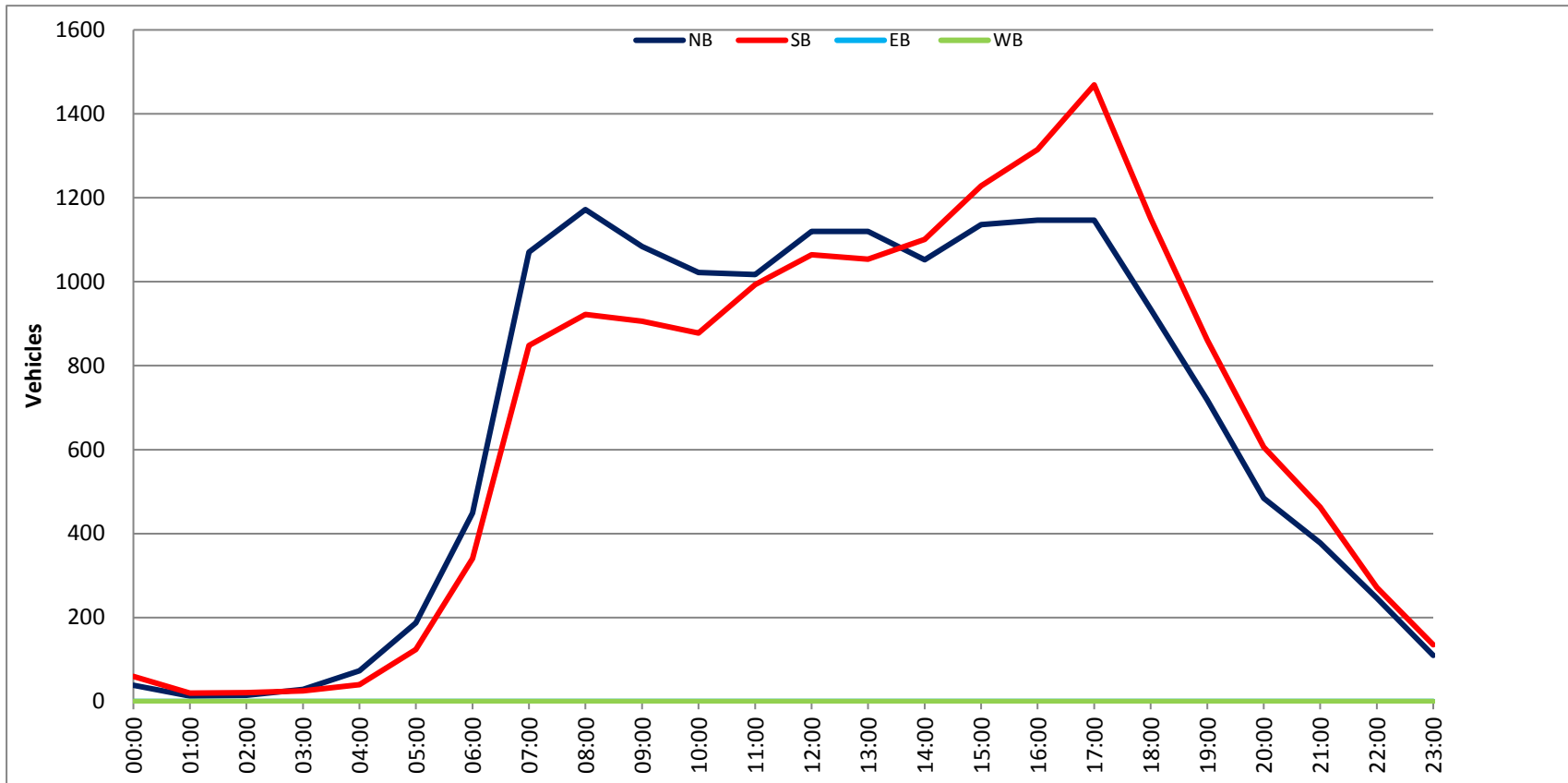
Alicia Pkwy Bet. Seabird Way & Niguel Rd

Day: Thursday  
Date: 4/18/2019

City: Laguna Niguel  
Project #: CA19\_1074\_001

DAILY TOTALS						NB	SB					Total
						15,764	15,897					31,661
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	13	23			36	12:00	272	234			506	
00:15	7	12			19	12:15	299	271			570	
00:30	6	20			26	12:30	275	271			546	
00:45	13	39	5	60	18	12:45	274	1120	288	1064	562	
01:00	5	8			13	13:00	314	234			548	
01:15	4	5			9	13:15	280	286			566	
01:30	2	4			6	13:30	254	262			516	
01:45	2	13	3	20	5	13:45	272	1120	272	1054	544	
02:00	4	3			7	14:00	266	281			547	
02:15	6	3			9	14:15	251	271			522	
02:30	2	10			12	14:30	270	297			567	
02:45	3	15	5	21	8	14:45	265	1052	252	1101	517	
03:00	4	7			11	15:00	270	289			559	
03:15	12	4			16	15:15	292	308			600	
03:30	5	8			13	15:30	293	306			599	
03:45	8	29	6	25	14	15:45	281	1136	325	1228	606	
04:00	10	6			16	16:00	278	286			564	
04:15	17	9			26	16:15	292	335			627	
04:30	27	11			38	16:30	277	346			623	
04:45	19	73	14	40	33	16:45	300	1147	348	1315	648	
05:00	34	13			47	17:00	320	377			697	
05:15	37	31			68	17:15	292	359			651	
05:30	52	34			86	17:30	265	356			621	
05:45	64	187	46	124	110	17:45	270	1147	377	1469	647	
06:00	75	60			135	18:00	245	307			552	
06:15	91	69			160	18:15	278	292			570	
06:30	130	77			207	18:30	205	297			502	
06:45	153	449	135	341	288	18:45	207	935	255	1151	462	
07:00	215	137			352	19:00	201	223			424	
07:15	233	228			461	19:15	155	228			383	
07:30	325	243			568	19:30	181	209			390	
07:45	298	1071	240	848	538	19:45	181	718	201	861	382	
08:00	308	245			553	20:00	157	175			332	
08:15	287	217			504	20:15	106	172			278	
08:30	289	225			514	20:30	121	132			253	
08:45	288	1172	235	922	523	20:45	100	484	127	606	227	
09:00	273	187			460	21:00	111	137			248	
09:15	297	217			514	21:15	109	101			210	
09:30	260	261			521	21:30	85	130			215	
09:45	254	1084	241	906	495	21:45	73	378	95	463	168	
10:00	240	217			457	22:00	83	80			163	
10:15	265	208			473	22:15	70	69			139	
10:30	263	210			473	22:30	49	74			123	
10:45	254	1022	243	878	497	22:45	44	246	49	272	93	
11:00	251	238			489	23:00	41	38			79	
11:15	251	269			520	23:15	25	40			65	
11:30	265	241			506	23:30	24	33			57	
11:45	250	1017	245	993	495	23:45	20	110	24	135	44	
<b>TOTALS</b>	<b>6171</b>	<b>5178</b>			<b>11349</b>	<b>TOTALS</b>	<b>9593</b>	<b>10719</b>			<b>20312</b>	
<b>SPLIT %</b>	<b>54.4%</b>	<b>45.6%</b>			<b>35.8%</b>	<b>SPLIT %</b>	<b>47.2%</b>	<b>52.8%</b>			<b>64.2%</b>	

DAILY TOTALS						NB	SB					Total
						15,764	15,897					31,661
AM Peak Hour	07:30	11:45			07:30	PM Peak Hour	16:15	17:00			16:30	
AM Pk Volume	1218	1021			2163	PM Pk Volume	1189	1469			2619	
Pk Hr Factor	0.937	0.942			0.952	Pk Hr Factor	0.929	0.974			0.939	
7 - 9 Volume	2243	1770	0	0	4013	4 - 6 Volume	2294	2784	0	0	5078	
7 - 9 Peak Hour	07:30	07:15			07:30	4 - 6 Peak Hour	16:15	17:00			16:30	
7 - 9 Pk Volume	1218	956	0	0	2163	4 - 6 Pk Volume	1189	1469	0	0	2619	
Pk Hr Factor	0.937	0.976	0.000	0.000	0.952	Pk Hr Factor	0.929	0.974	0.000	0.000	0.939	



**VOLUME**

Alicia Pkwy Bet. Niguel Rd &amp; Pacific Island Dr

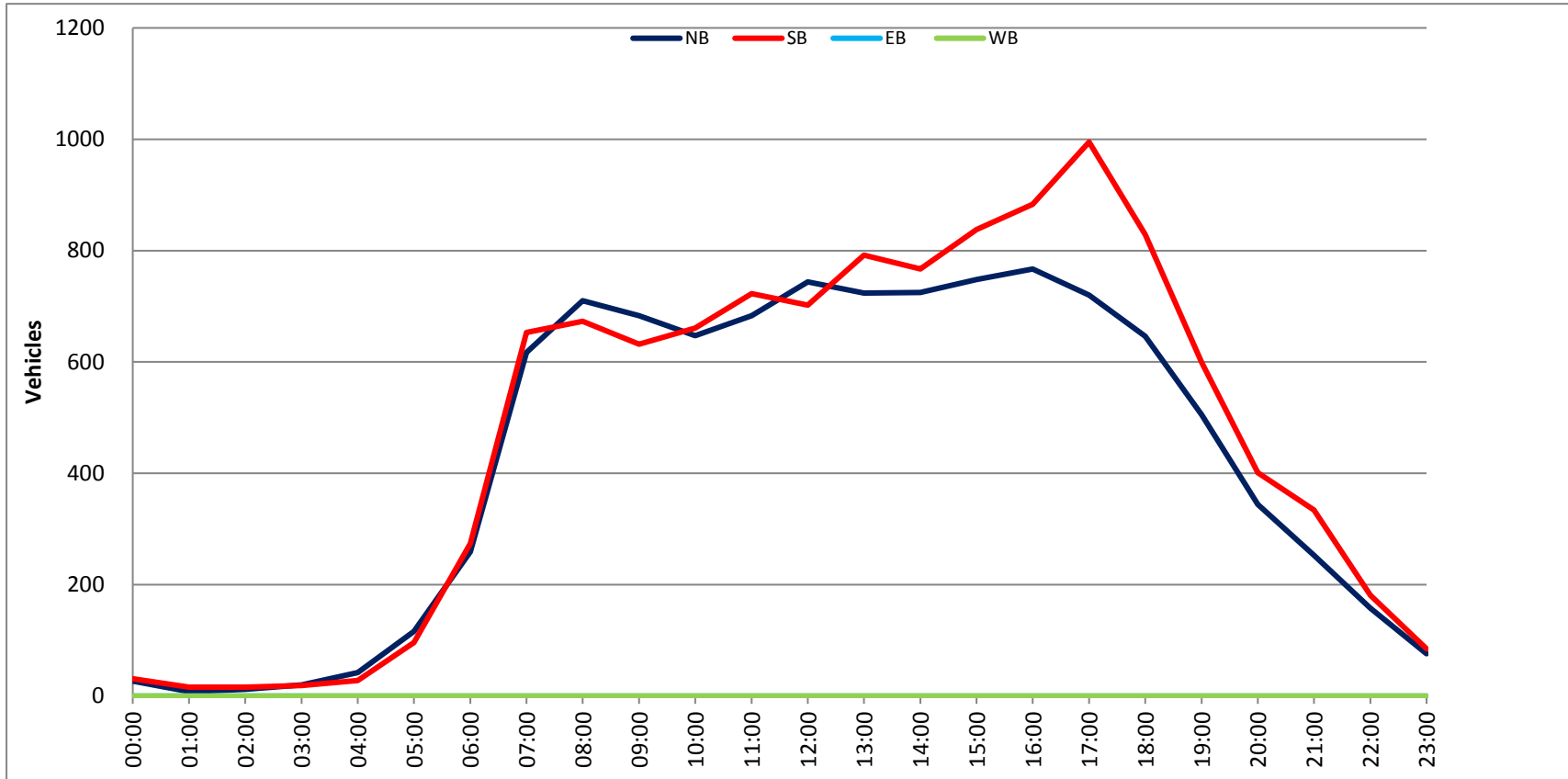
Day: Thursday  
Date: 4/18/2019City: Laguna Niguel  
Project #: CA19\_1074\_003

DAILY TOTALS					NB	SB			EB	WB	Total
					10,234	11,228			0	0	21,462
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	8	12			20	12:00	181	144			325
00:15	7	5			12	12:15	209	184			393
00:30	5	9			14	12:30	171	183			354
00:45	7	27	5	31	12	12:45	183	744	191	702	374
					58						1446
01:00	2	5			7	13:00	193	188			381
01:15	4	3			7	13:15	192	203			395
01:30	1	6			7	13:30	177	199			376
01:45	1	8	2	16	3	13:45	162	724	202	792	364
					24						1516
02:00	2	2			4	14:00	177	201			378
02:15	5	4			9	14:15	190	180			370
02:30	2	7			9	14:30	180	203			383
02:45	3	12	3	16	6	14:45	178	725	183	767	361
					28						1492
03:00	4	3			9	15:00	185	205			390
03:15	11	2			13	15:15	198	207			405
03:30	2	6			8	15:30	192	207			399
03:45	3	20	6	19	9	15:45	173	748	219	838	392
					39						1586
04:00	3	3			6	16:00	174	215			389
04:15	8	7			15	16:15	213	236			449
04:30	20	8			28	16:30	193	199			392
04:45	11	42	10	28	21	16:45	187	767	233	883	420
					70						1650
05:00	25	11			36	17:00	210	238			448
05:15	28	24			52	17:15	179	264			443
05:30	34	28			62	17:30	169	242			411
05:45	29	116	33	96	62	17:45	162	720	251	995	413
					212						1715
06:00	47	51			98	18:00	173	230			403
06:15	55	56			111	18:15	181	213			394
06:30	77	57			134	18:30	153	213			366
06:45	80	259	110	274	190	18:45	139	646	173	829	312
					533						1475
07:00	130	109			239	19:00	139	152			291
07:15	138	164			302	19:15	103	158			261
07:30	195	199			394	19:30	129	151			280
07:45	154	617	181	653	335	19:45	134	505	138	599	272
					1270						1104
08:00	168	169			337	20:00	113	116			229
08:15	174	162			336	20:15	78	117			195
08:30	191	166			357	20:30	84	91			175
08:45	177	710	176	673	353	20:45	69	344	77	401	146
					1383						745
09:00	143	137			280	21:00	84	97			181
09:15	190	159			349	21:15	63	73			136
09:30	176	171			347	21:30	59	96			155
09:45	174	683	165	632	339	21:45	47	253	68	334	115
					1315						587
10:00	160	149			309	22:00	51	51			102
10:15	172	162			334	22:15	37	44			81
10:30	161	168			329	22:30	36	54			90
10:45	154	647	182	661	336	22:45	34	158	32	181	66
					1308						339
11:00	155	166			321	23:00	30	23			53
11:15	178	208			386	23:15	12	19			31
11:30	181	169			350	23:30	18	28			46
11:45	169	683	180	723	349	23:45	16	76	15	85	31
					1406						161
<b>TOTALS</b>	<b>3824</b>	<b>3822</b>			<b>7646</b>	<b>TOTALS</b>	<b>6410</b>	<b>7406</b>			<b>13816</b>
<b>SPLIT %</b>	<b>50.0%</b>	<b>50.0%</b>			<b>35.6%</b>	<b>SPLIT %</b>	<b>46.4%</b>	<b>53.6%</b>			<b>64.4%</b>

DAILY TOTALS					NB	SB			EB	WB	Total
					10,234	11,228			0	0	21,462
AM Peak Hour	11:30	10:45			11:45	PM Peak Hour	16:15	17:00			16:45
AM Pk Volume	740	725			1421	PM Pk Volume	803	995			1722
Pk Hr Factor	0.885	0.871			0.904	Pk Hr Factor	0.942	0.942			0.961
7 - 9 Volume	1327	1326	0	0	2653	4 - 6 Volume	1487	1878	0	0	3365
7 - 9 Peak Hour	08:00	07:15			07:30	4 - 6 Peak Hour	16:15	17:00			16:45
7 - 9 Pk Volume	710	713	0	0	1402	4 - 6 Pk Volume	803	995	0	0	1722
Pk Hr Factor	0.929	0.896	0.000	0.000	0.890	Pk Hr Factor	0.942	0.942	0.000	0.000	0.961





Tuesday, May 21, 2019

Location: Laguna Niguel

PROJECT: SC2205

**ADT4 Crown Valley Pkwy between Greenfield Dr and Moulton Pkwy.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
0:00	19	25			12:00	277	253				
0:15	18	25			12:15	281	264				
0:30	13	24			12:30	275	251				
0:45	11	61	24	98	159	12:45	269	1102	294	1062	2164
1:00	9	10			13:00	290	250				
1:15	14	6			13:15	284	278				
1:30	5	12			13:30	312	253				
1:45	13	41	7	35	76	13:45	282	1168	283	1064	2232
2:00	3	3			14:00	279	297				
2:15	7	10			14:15	308	350				
2:30	8	2			14:30	349	282				
2:45	7	25	7	22	47	14:45	271	1207	336	1265	2472
3:00	4	2			15:00	349	343				
3:15	11	8			15:15	322	316				
3:30	16	7			15:30	388	348				
3:45	16	47	13	30	77	15:45	349	1408	348	1355	2763
4:00	20	7			16:00	336	347				
4:15	28	6			16:15	320	398				
4:30	33	19			16:30	315	368				
4:45	59	140	19	51	191	16:45	286	1257	383	1496	2753
5:00	48	27			17:00	277	375				
5:15	76	40			17:15	326	382				
5:30	116	61			17:30	295	393				
5:45	111	351	56	184	535	17:45	279	1177	391	1541	2718
6:00	121	77			18:00	246	330				
6:15	146	111			18:15	251	289				
6:30	209	123			18:30	206	286				
6:45	172	648	173	484	1132	18:45	188	891	238	1143	2034
7:00	218	208			19:00	226	274				
7:15	232	284			19:15	158	250				
7:30	359	340			19:30	213	232				
7:45	409	1218	338	1170	2388	19:45	157	754	210	966	1720
8:00	322	305			20:00	139	171				
8:15	349	245			20:15	146	200				
8:30	337	253			20:30	119	162				
8:45	284	1292	257	1060	2352	20:45	125	529	159	692	1221
9:00	271	253			21:00	117	163				
9:15	277	256			21:15	109	166				
9:30	320	198			21:30	88	142				
9:45	260	1128	240	947	2075	21:45	84	398	108	579	977
10:00	310	246			22:00	59	92				
10:15	276	221			22:15	64	91				
10:30	268	224			22:30	54	84				
10:45	274	1128	222	913	2041	22:45	47	224	62	329	553
11:00	238	218			23:00	45	48				
11:15	280	244			23:15	36	47				
11:30	296	234			23:30	35	60				
11:45	295	1109	237	933	2042	23:45	32	148	38	193	341

**Total Vol.** 7188 5927 **13115** 10263 11685 **21948**

**Daily Totals**

NB	SB	EB	WB	Combined
17451	17612			<b>35063</b>

**AM**

**PM**

Split %	54.8%	45.2%	<b>37.4%</b>	46.8%	53.2%	<b>62.6%</b>
<b>Peak Hour</b>	7:30	7:15	<b>7:30</b>	15:00	17:00	<b>15:30</b>
<b>Volume</b>	1439	1267	<b>2667</b>	1408	1541	<b>2834</b>
<b>P.H.F.</b>	0.88	0.93	<b>0.89</b>	0.93	0.98	<b>0.96</b>

**ADT5 Crown Valley Parkway between Moulton Pkwy and La Paz Rd.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	25	19			12:00	256	188		
0:15	11	19			12:15	245	218		
0:30	15	18			12:30	236	181		
0:45	8	59	16	72	131	223	960	252	839
1:00	7	3			13:00	244	207		
1:15	10	3			13:15	230	222		
1:30	3	8			13:30	255	212		
1:45	11	31	6	20	51	244	973	257	898
2:00	3	3			14:00	238	241		
2:15	4	6			14:15	293	248		
2:30	10	0			14:30	301	248		
2:45	8	25	7	16	41	274	1106	311	1048
3:00	4	4			15:00	330	261		
3:15	7	3			15:15	324	245		
3:30	7	7			15:30	287	323		
3:45	7	25	10	24	49	286	1227	291	1120
4:00	10	4			16:00	308	307		
4:15	17	4			16:15	247	282		
4:30	16	13			16:30	295	291		
4:45	34	77	17	38	115	241	1091	261	1141
5:00	32	28			17:00	290	271		
5:15	38	39			17:15	320	287		
5:30	80	62			17:30	274	291		
5:45	62	212	55	184	396	221	1105	296	1145
6:00	88	69			18:00	231	276		
6:15	93	84			18:15	191	214		
6:30	154	105			18:30	165	197		
6:45	150	485	138	396	881	167	754	193	880
7:00	171	157			19:00	200	183		
7:15	206	246			19:15	128	212		
7:30	316	317			19:30	123	174		
7:45	339	1032	281	1001	2033	150	601	148	717
8:00	263	289			20:00	128	131		
8:15	319	198			20:15	112	153		
8:30	230	254			20:30	108	120		
8:45	229	1041	237	978	2019	108	456	116	520
9:00	211	242			21:00	103	114		
9:15	231	208			21:15	88	107		
9:30	249	190			21:30	72	117		
9:45	215	906	195	835	1741	74	337	84	422
10:00	228	168			22:00	73	58		
10:15	231	199			22:15	55	79		
10:30	250	192			22:30	42	63		
10:45	207	916	179	738	1654	41	211	37	237
11:00	214	181			23:00	36	29		
11:15	244	216			23:15	32	22		
11:30	257	213			23:30	29	44		
11:45	248	963	211	821	1784	18	115	21	116

**Total Vol.** 5772 5123 **10895** 8936 9083 **18019**

**Daily Totals**

NB	SB	EB	WB	Combined
14708	14206			<b>28914</b>

**AM**

**PM**

Split %	53.0%	47.0%	<b>37.7%</b>	49.6%	50.4%	<b>62.3%</b>
<b>Peak Hour</b>	7:30	7:15	<b>7:30</b>	14:30	15:30	<b>15:15</b>
<b>Volume</b>	1237	1133	<b>2322</b>	1229	1203	<b>2371</b>
<b>P.H.F.</b>	0.91	0.89	<b>0.92</b>	0.94	0.93	<b>0.96</b>

### VOLUME

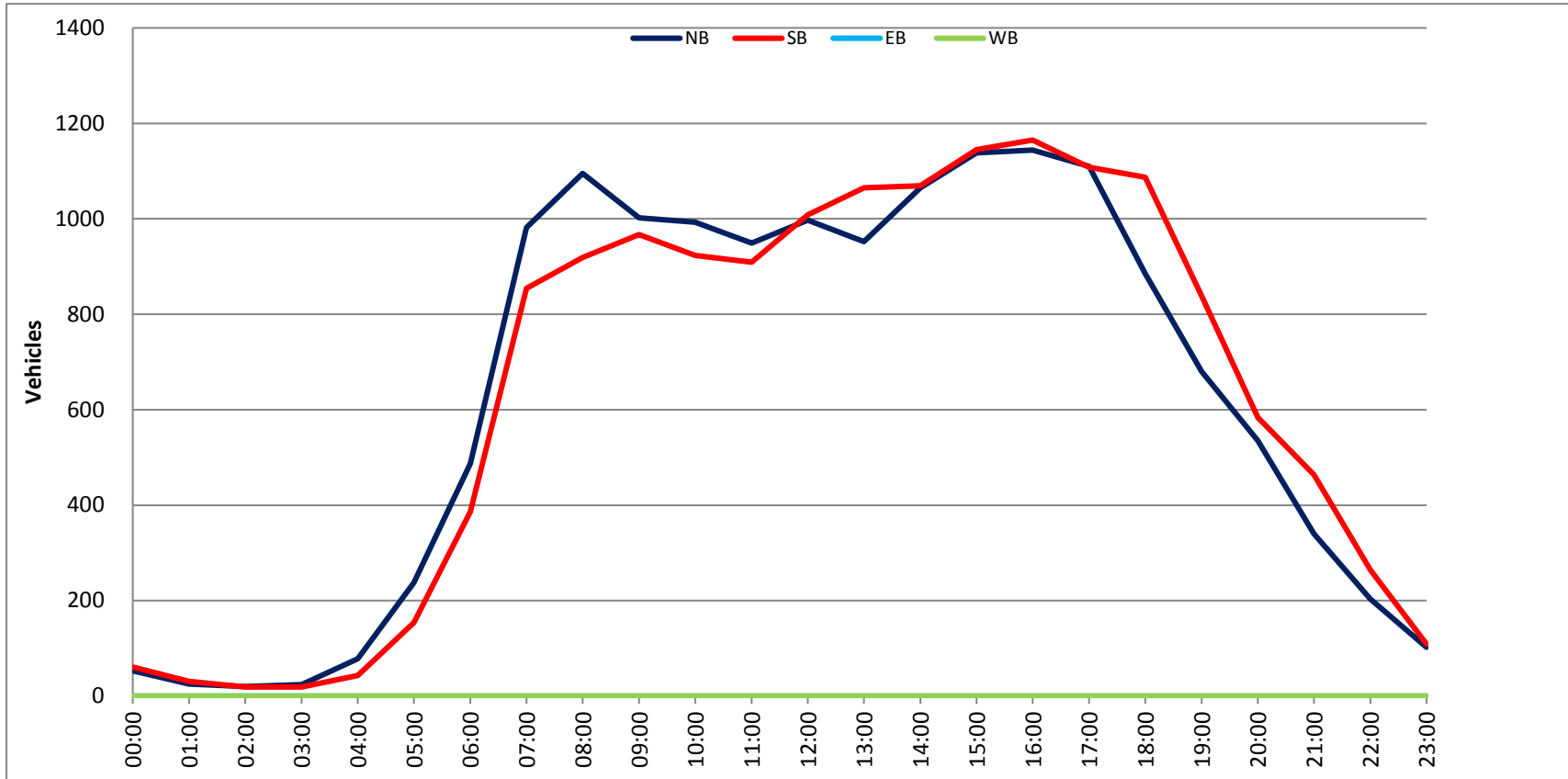
Crown Valley Pkwy Bet. Central Park Dr & Niguel Rd

Day: Thursday  
Date: 4/18/2019

City: Laguna Niguel  
Project #: CA19\_1074\_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					15,097	15,191	0	0	30,288		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	18	14			32	12:00	238	263			501
00:15	14	17			31	12:15	235	268			503
00:30	10	11			21	12:30	242	231			473
00:45	11	53	19	61	30 114	12:45	282	997	246	1008	528 2005
01:00	3	8			11	13:00	222	251			473
01:15	6	9			15	13:15	273	248			521
01:30	11	3			14	13:30	241	263			504
01:45	5	25	11	31	16 56	13:45	216	952	303	1065	519 2017
02:00	5	3			8	14:00	256	257			513
02:15	7	7			14	14:15	290	269			559
02:30	5	5			10	14:30	261	270			531
02:45	3	20	4	19	7 39	14:45	258	1065	273	1069	531 2134
03:00	2	1			3	15:00	289	226			515
03:15	1	5			6	15:15	271	303			574
03:30	10	6			16	15:30	308	308			616
03:45	11	24	7	19	18 43	15:45	270	1138	308	1145	578 2283
04:00	6	5			11	16:00	308	296			604
04:15	12	5			17	16:15	245	264			509
04:30	21	7			28	16:30	288	297			585
04:45	39	78	26	43	65 121	16:45	303	1144	308	1165	611 2309
05:00	36	24			60	17:00	297	274			571
05:15	55	27			82	17:15	283	270			553
05:30	78	44			122	17:30	275	272			547
05:45	69	238	59	154	128 392	17:45	255	1110	292	1108	547 2218
06:00	80	59			139	18:00	257	328			585
06:15	110	85			195	18:15	229	271			500
06:30	153	95			248	18:30	221	268			489
06:45	144	487	147	386	291 873	18:45	178	885	220	1087	398 1972
07:00	168	170			338	19:00	183	244			427
07:15	206	208			414	19:15	170	211			381
07:30	309	221			530	19:30	174	201			375
07:45	299	982	255	854	554 1836	19:45	153	680	182	838	335 1518
08:00	276	245			521	20:00	151	169			320
08:15	264	246			510	20:15	154	150			304
08:30	298	223			521	20:30	135	141			276
08:45	257	1095	205	919	462 2014	20:45	95	535	124	584	219 1119
09:00	250	284			534	21:00	93	133			226
09:15	233	249			482	21:15	91	123			214
09:30	279	221			500	21:30	75	114			189
09:45	240	1002	213	967	453 1969	21:45	81	340	94	464	175 804
10:00	235	222			457	22:00	64	87			151
10:15	257	203			460	22:15	52	70			122
10:30	236	245			481	22:30	39	51			90
10:45	265	993	253	923	518 1916	22:45	48	203	56	264	104 467
11:00	245	241			486	23:00	40	36			76
11:15	240	226			466	23:15	20	23			43
11:30	218	196			414	23:30	29	22			51
11:45	246	949	246	909	492 1858	23:45	13	102	28	109	41 211
<b>TOTALS</b>	5946	5285			11231	<b>TOTALS</b>	9151	9906			19057
<b>SPLIT %</b>	52.9%	47.1%			37.1%	<b>SPLIT %</b>	48.0%	52.0%			62.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					15,097	15,191	0	0	30,288
AM Peak Hour	07:30	11:45			07:30	PM Peak Hour	16:30	15:15	15:15
AM Pk Volume	1148	1008			2115	PM Pk Volume	1171	1215	2372
Pk Hr Factor	0.929	0.940			0.954	Pk Hr Factor	0.966	0.986	0.963
7 - 9 Volume	2077	1773	0	0	3850	4 - 6 Volume	2254	2273	0 0 4527
7 - 9 Peak Hour	07:30	07:45			07:30	4 - 6 Peak Hour	16:30	16:00	16:30
7 - 9 Pk Volume	1148	969	0	0	2115	4 - 6 Pk Volume	1171	1165	0 0 2320
Pk Hr Factor	0.929	0.950	0.000	0.000	0.954	Pk Hr Factor	0.966	0.946	0.000 0.000 0.949



**VOLUME**

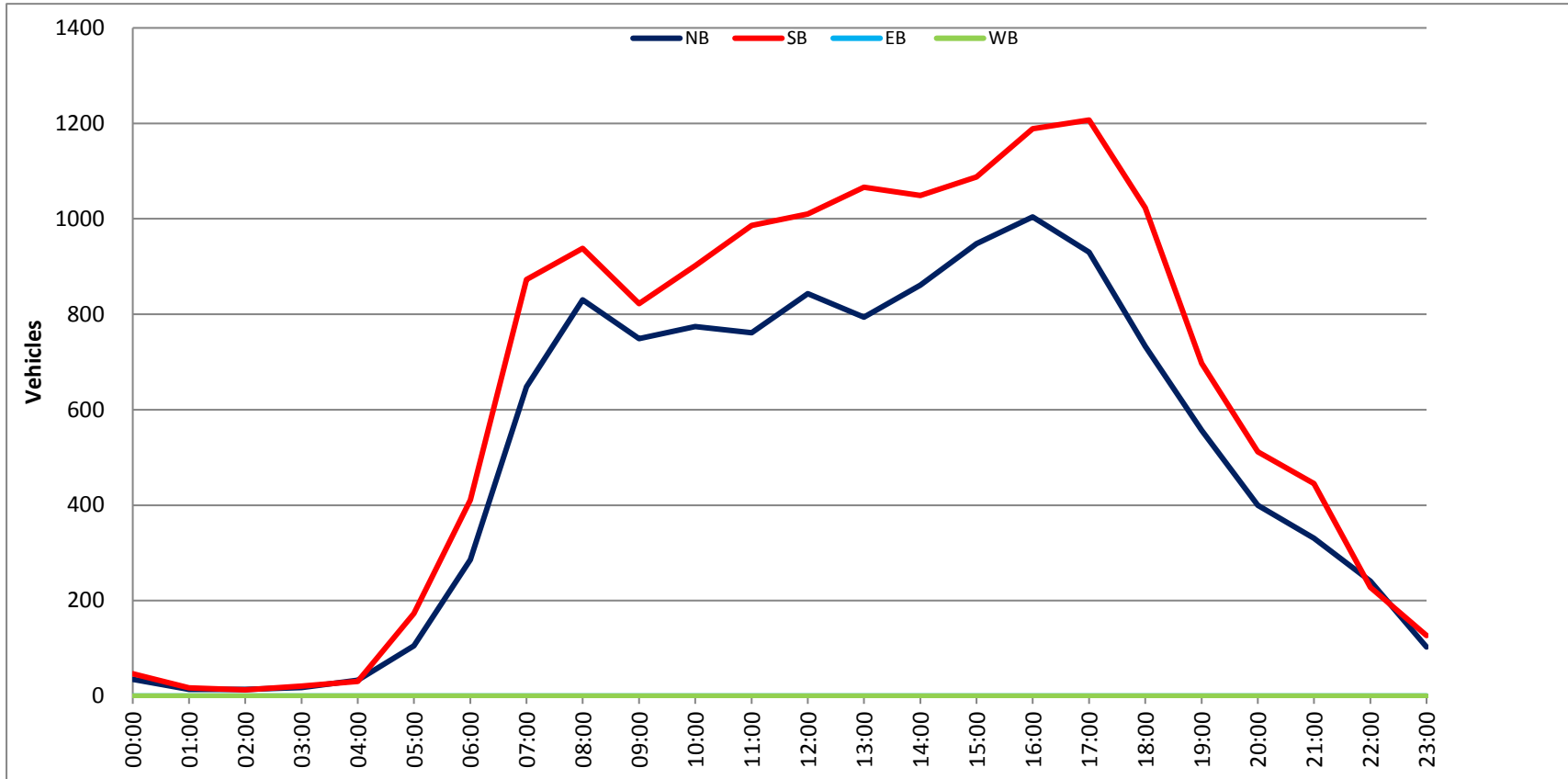
Crown Valley Pkwy Bet. Hillhurst Dr & Via Valle

Day: Thursday  
Date: 4/18/2019

City: Laguna Niguel  
Project #: CA19\_1074\_005

DAILY TOTALS					NB	SB	EB	WB	Total		
					12,012	14,875	0	0	26,887		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	14	12			26	12:00	235	253			488
00:15	6	14			20	12:15	204	247			451
00:30	6	14			20	12:30	213	236			449
00:45	9	35	7	47	16	12:45	191	843	274	1010	465
01:00	8	6			14	13:00	188	250			438
01:15	3	3			6	13:15	210	270			480
01:30	2	5			7	13:30	188	270			458
01:45	1	14	3	17	4	13:45	208	794	276	1066	484
02:00	4	4			8	14:00	209	250			459
02:15	4	2			6	14:15	196	248			444
02:30	3	5			8	14:30	223	281			504
02:45	3	14	2	13	5	14:45	233	861	270	1049	503
03:00	2	4			6	15:00	253	261			514
03:15	4	7			11	15:15	224	288			512
03:30	7	6			13	15:30	243	261			504
03:45	5	18	4	21	9	15:45	228	948	278	1088	506
04:00	3	3			6	16:00	248	264			512
04:15	5	4			9	16:15	266	309			575
04:30	14	10			24	16:30	234	289			523
04:45	11	33	14	31	25	16:45	256	1004	327	1189	583
05:00	14	14			28	17:00	237	310			547
05:15	24	39			63	17:15	252	311			563
05:30	33	54			87	17:30	224	288			512
05:45	34	105	66	173	100	17:45	217	930	298	1207	515
06:00	49	57			106	18:00	195	267			462
06:15	59	80			139	18:15	204	255			459
06:30	91	124			215	18:30	172	271			443
06:45	87	286	150	411	237	18:45	162	733	230	1023	392
07:00	122	184			306	19:00	137	215			352
07:15	155	201			356	19:15	133	164			297
07:30	173	235			408	19:30	156	164			320
07:45	198	648	253	873	451	19:45	131	557	154	697	285
08:00	196	254			450	20:00	134	130			264
08:15	219	230			449	20:15	96	136			232
08:30	211	253			464	20:30	103	128			231
08:45	204	830	201	938	405	20:45	67	400	118	512	185
09:00	173	176			349	21:00	99	132			231
09:15	210	191			401	21:15	82	103			185
09:30	184	232			416	21:30	69	129			198
09:45	182	749	223	822	405	21:45	81	331	81	445	162
10:00	173	208			381	22:00	69	69			138
10:15	192	214			406	22:15	64	52			116
10:30	222	249			471	22:30	63	67			130
10:45	187	774	231	902	418	22:45	45	241	40	228	85
11:00	173	236			409	23:00	44	27			71
11:15	215	242			457	23:15	21	36			57
11:30	180	261			441	23:30	20	34			54
11:45	193	761	247	986	440	23:45	18	103	30	127	48
<b>TOTALS</b>	<b>4267</b>	<b>5234</b>			<b>9501</b>	<b>TOTALS</b>	<b>7745</b>	<b>9641</b>			<b>17386</b>
<b>SPLIT %</b>	<b>44.9%</b>	<b>55.1%</b>			<b>35.3%</b>	<b>SPLIT %</b>	<b>44.5%</b>	<b>55.5%</b>			<b>64.7%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					12,012	14,875	0	0	26,887
AM Peak Hour	11:45	11:30			11:45	PM Peak Hour	16:00	16:30	16:15
AM Pk Volume	845	1008			1828	PM Pk Volume	1004	1237	2228
Pk Hr Factor	0.899	0.966			0.936	Pk Hr Factor	0.944	0.946	0.955
7 - 9 Volume	1478	1811	0	0	3289	4 - 6 Volume	1934	2396	0
7 - 9 Peak Hour	08:00	07:45			07:45	4 - 6 Peak Hour	16:00	16:30	16:15
7 - 9 Pk Volume	830	990	0	0	1814	4 - 6 Pk Volume	1004	1237	0
Pk Hr Factor	0.947	0.974	0.000	0.000	0.977	Pk Hr Factor	0.944	0.946	0.000



**ADT8 Crown Valley Pkwy between Club House Dr and Pacific Island Dr.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	15	8			12:00	158	177		
0:15	14	10			12:15	175	213		
0:30	7	7			12:30	194	206		
0:45	6	42	8	33	75	179	706	206	802
1:00	4	7			13:00	191	185		
1:15	3	7			13:15	202	200		
1:30	7	3			13:30	201	191		
1:45	6	20	4	21	41	191	785	192	768
2:00	0	3			14:00	193	182		
2:15	4	2			14:15	220	220		
2:30	2	0			14:30	230	252		
2:45	2	8	0	5	13	212	855	204	858
3:00	2	2			15:00	233	179		
3:15	3	5			15:15	243	216		
3:30	8	4			15:30	266	215		
3:45	4	17	7	18	35	266	1008	211	821
4:00	8	7			16:00	270	231		
4:15	9	3			16:15	250	255		
4:30	10	16			16:30	254	235		
4:45	16	43	21	47	90	230	1004	219	940
5:00	18	22			17:00	274	270		
5:15	22	44			17:15	256	246		
5:30	26	51			17:30	228	255		
5:45	25	91	62	179	270	217	975	236	1007
6:00	61	61			18:00	202	257		
6:15	67	100			18:15	162	253		
6:30	70	110			18:30	163	168		
6:45	83	281	156	427	708	137	664	177	855
7:00	99	217			19:00	136	159		
7:15	150	200			19:15	143	154		
7:30	187	217			19:30	117	125		
7:45	205	641	250	884	1525	98	494	97	535
8:00	192	231			20:00	112	97		
8:15	199	227			20:15	112	114		
8:30	188	247			20:30	97	109		
8:45	188	767	241	946	1713	79	400	78	398
9:00	163	206			21:00	90	74		
9:15	173	187			21:15	65	58		
9:30	189	192			21:30	56	74		
9:45	186	711	172	757	1468	58	269	52	258
10:00	183	157			22:00	55	40		
10:15	174	155			22:15	42	52		
10:30	190	205			22:30	52	25		
10:45	158	705	157	674	1379	38	187	41	158
11:00	181	191			23:00	32	29		
11:15	194	201			23:15	25	21		
11:30	185	172			23:30	24	18		
11:45	201	761	180	744	1505	17	98	21	89

**Total Vol.** 4087 4735 **8822** 7445 7489 **14934**

**Daily Totals**

NB	SB	EB	WB	Combined
11532	12224			<b>23756</b>

**AM**

**PM**

Split %	46.3%	53.7%	<b>37.1%</b>	49.9%	50.1%	<b>62.9%</b>
<b>Peak Hour</b>	7:45	7:45	<b>7:45</b>	15:30	17:00	<b>16:15</b>
<b>Volume</b>	784	955	<b>1739</b>	1052	1007	<b>1987</b>
<b>P.H.F.</b>	0.96	0.96	<b>0.96</b>	0.99	0.93	<b>0.91</b>



## VOLUME

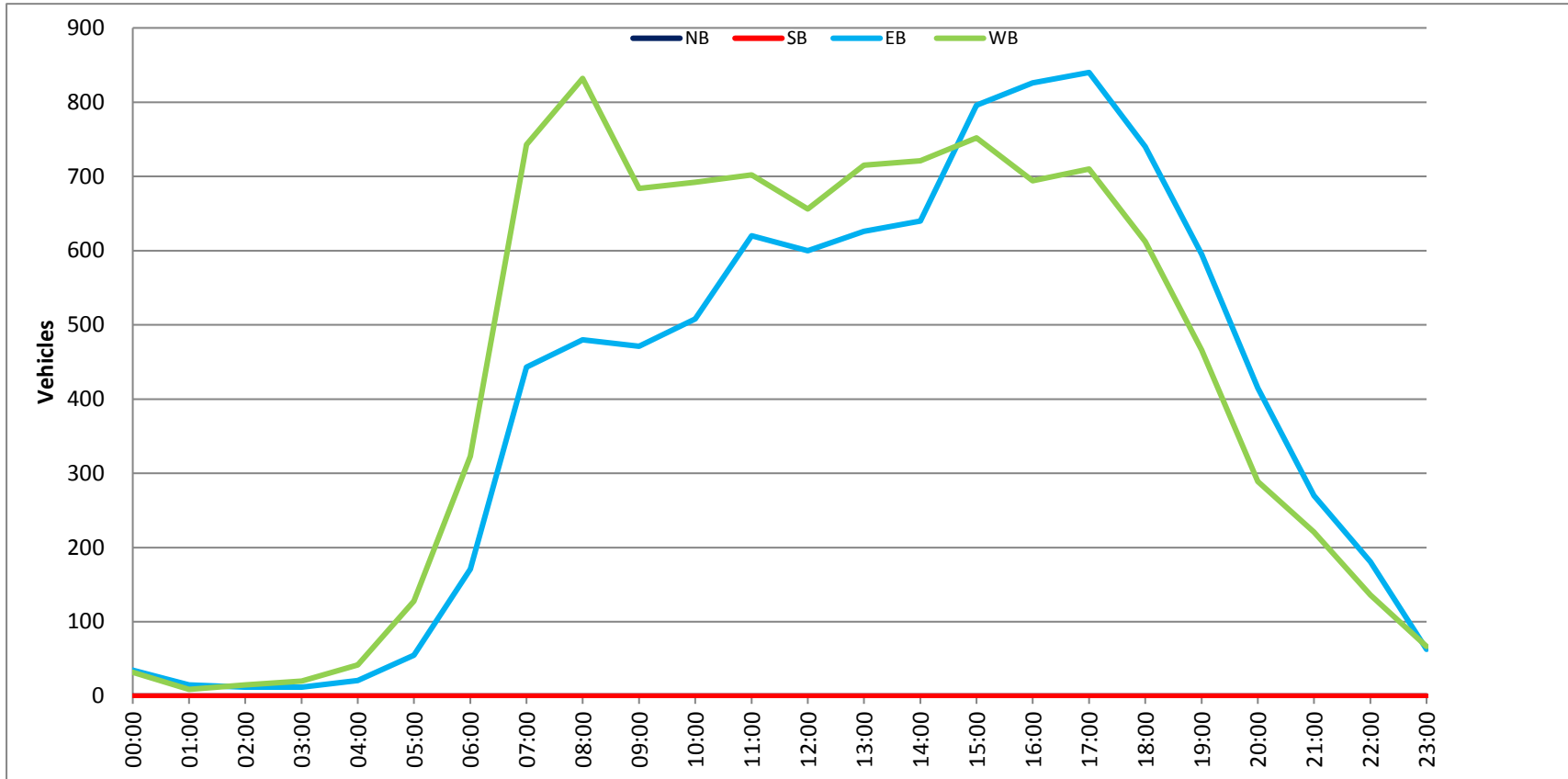
Niguel Rd Bet. Crown Valley Pkwy & La Hermosa Ave

Day: Thursday  
Date: 4/18/2019

City: Laguna Niguel  
Project #: CA19\_1074\_004

DAILY TOTALS					NB	SB						Total		
					0	0						19,696		
							EB	WB						
							9,435	10,261						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			6	13	19	12:00			159	138	297			
00:15			11	7	18	12:15			151	164	315			
00:30			7	6	13	12:30			148	181	329			
00:45			11	35	46	12:45			142	600	742			
01:00			5	3	8	13:00			157	202	359			
01:15			3	2	5	13:15			137	177	314			
01:30			2	1	3	13:30			170	170	340			
01:45			5	15	20	13:45			162	626	788			
02:00			1	5	6	14:00			160	198	358			
02:15			6	7	13	14:15			168	148	316			
02:30			3	1	4	14:30			148	186	334			
02:45			2	12	14	14:45			164	640	804			
03:00			1	4	5	15:00			183	178	361			
03:15			5	2	7	15:15			192	190	382			
03:30			4	9	13	15:30			206	192	398			
03:45			2	12	14	15:45			215	796	1011			
04:00			3	9	12	16:00			214	163	377			
04:15			3	11	14	16:15			210	179	389			
04:30			3	8	11	16:30			199	167	366			
04:45			12	21	33	16:45			203	826	1029			
05:00			7	19	26	17:00			229	177	406			
05:15			8	23	31	17:15			218	194	412			
05:30			19	39	58	17:30			172	180	352			
05:45			21	55	76	17:45			221	840	1061			
06:00			34	56	90	18:00			234	155	389			
06:15			39	65	104	18:15			179	154	333			
06:30			37	77	114	18:30			159	143	302			
06:45			61	171	232	18:45			168	740	908			
07:00			62	125	187	19:00			158	143	301			
07:15			107	160	267	19:15			159	113	272			
07:30			122	217	339	19:30			155	101	256			
07:45			152	443	595	19:45			123	595	718			
08:00			98	221	319	20:00			125	76	201			
08:15			127	213	340	20:15			101	86	187			
08:30			128	196	324	20:30			88	74	162			
08:45			127	480	607	20:45			101	415	516			
09:00			101	187	288	21:00			87	59	146			
09:15			146	171	317	21:15			68	64	132			
09:30			120	163	283	21:30			58	46	104			
09:45			104	471	575	21:45			57	270	327			
10:00			130	138	268	22:00			62	46	108			
10:15			102	189	291	22:15			40	34	74			
10:30			131	187	318	22:30			52	30	82			
10:45			145	508	653	22:45			27	181	208			
11:00			133	176	309	23:00			16	17	33			
11:15			136	176	312	23:15			12	29	41			
11:30			176	182	358	23:30			18	8	26			
11:45			175	620	795	23:45			17	63	80			
TOTALS			2843	4222	7065	TOTALS			6592	6039	12631			
SPLIT %			40.2%	59.8%	35.9%	SPLIT %			52.2%	47.8%	64.1%			

DAILY TOTALS					NB	SB						Total		
					0	0						19,696		
							EB	WB						
							9,435	10,261						
AM Peak Hour			11:30	07:30	07:30	PM Peak Hour			16:30	15:00	16:30			
AM Pk Volume			661	892	1391	PM Pk Volume			849	752	1572			
Pk Hr Factor			0.939	0.925	0.885	Pk Hr Factor			0.927	0.979	0.954			
7 - 9 Volume	0	0	923	1575	2498	4 - 6 Volume	0	0	1666	1404	3070			
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			16:30	16:45	16:30			
7 - 9 Pk Volume	0	0	505	892	1391	4 - 6 Pk Volume	0	0	849	736	1572			
Pk Hr Factor	0.000	0.000	0.831	0.925	0.885	Pk Hr Factor	0.000	0.000	0.927	0.948	0.954			



ADT10 Pacific Coast between Crown Valley and Monarch Bay Plaza.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
0:00			17	11	12:00			255	210				
0:15			28	7	12:15			220	233				
0:30			20	13	12:30			228	201				
0:45			8	73	5	36	109	12:45	226	929	215	859	1788
1:00			14	9	13:00			220	199				
1:15			4	7	13:15			239	232				
1:30			3	7	13:30			230	227				
1:45			4	25	4	27	52	13:45	226	915	228	886	1801
2:00			2	5	14:00			313	233				
2:15			3	5	14:15			267	209				
2:30			11	2	14:30			242	232				
2:45			3	19	3	15	34	14:45	281	1103	205	879	1982
3:00			0	1	15:00			322	212				
3:15			3	5	15:15			309	224				
3:30			3	7	15:30			283	219				
3:45			5	11	8	21	32	15:45	300	1214	215	870	2084
4:00			10	3	16:00			337	243				
4:15			4	7	16:15			318	233				
4:30			4	8	16:30			325	241				
4:45			15	33	11	29	62	16:45	270	1250	246	963	2213
5:00			24	29	17:00			357	231				
5:15			37	48	17:15			297	217				
5:30			32	53	17:30			283	242				
5:45			48	141	57	187	328	17:45	281	1218	236	926	2144
6:00			35	89	18:00			250	228				
6:15			38	111	18:15			268	243				
6:30			91	181	18:30			208	216				
6:45			96	260	201	582	842	18:45	201	927	192	879	1806
7:00			104	232	19:00			198	152				
7:15			122	290	19:15			175	146				
7:30			162	243	19:30			172	137				
7:45			204	592	282	1047	1639	19:45	155	700	124	559	1259
8:00			181	268	20:00			144	111				
8:15			180	269	20:15			136	143				
8:30			175	260	20:30			148	132				
8:45			181	717	235	1032	1749	20:45	137	565	95	481	1046
9:00			190	203	21:00			122	114				
9:15			200	203	21:15			119	89				
9:30			201	216	21:30			139	78				
9:45			211	802	214	836	1638	21:45	140	520	62	343	863
10:00			185	201	22:00			129	62				
10:15			201	194	22:15			75	51				
10:30			183	185	22:30			87	50				
10:45			211	780	209	789	1569	22:45	79	370	46	209	579
11:00			210	201	23:00			52	33				
11:15			213	219	23:15			50	32				
11:30			198	241	23:30			35	26				
11:45			230	851	210	871	1722	23:45	28	165	23	114	279

**Total Vol.** 4304 5472 **9776** 9876 7968 **17844**

Daily Totals				
NB	SB	EB	WB	Combined
		14180	13440	<b>27620</b>

	AM			PM		
Split %	44.0%	56.0%	<b>35.4%</b>	55.3%	44.7%	<b>64.6%</b>
Peak Hour	11:45	7:15	<b>7:45</b>	15:45	16:00	<b>16:15</b>
Volume	933	1083	<b>1819</b>	1280	963	<b>2221</b>
P.H.F.	0.91	0.93	<b>0.94</b>	0.95	0.98	<b>0.94</b>

**ADT1 Alicia Parkway between Aliso Creek Road and Highland Avenue**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
0:00	30	29			12:00	367	295			
0:15	24	22			12:15	345	332			
0:30	20	23			12:30	368	367			
0:45	21	95	12	86	181	12:45	330	1410	312 1306	2716
1:00	14	24			13:00	339	329			
1:15	22	19			13:15	343	381			
1:30	17	5			13:30	367	381			
1:45	13	66	14	62	128	13:45	309	1358	356 1447	2805
2:00	11	9			14:00	328	359			
2:15	12	7			14:15	320	362			
2:30	12	10			14:30	300	377			
2:45	6	41	6	32	73	14:45	364	1312	394 1492	2804
3:00	3	9			15:00	314	480			
3:15	7	7			15:15	316	476			
3:30	9	13			15:30	293	454			
3:45	8	27	8	37	64	15:45	288	1211	444 1854	3065
4:00	14	5			16:00	269	539			
4:15	11	8			16:15	380	433			
4:30	14	18			16:30	358	515			
4:45	16	55	24	55	110	16:45	321	1328	486 1973	3301
5:00	12	20			17:00	339	516			
5:15	33	31			17:15	312	496			
5:30	34	30			17:30	311	579			
5:45	46	125	34	115	240	17:45	297	1259	521 2112	3371
6:00	40	60			18:00	262	476			
6:15	58	91			18:15	290	452			
6:30	99	120			18:30	250	483			
6:45	110	307	123	394	701	18:45	237	1039	351 1762	2801
7:00	146	161			19:00	234	359			
7:15	154	267			19:15	262	304			
7:30	175	310			19:30	190	278			
7:45	226	701	314	1052	1753	19:45	209	895	233 1174	2069
8:00	219	277			20:00	159	240			
8:15	233	289			20:15	142	227			
8:30	274	339			20:30	169	190			
8:45	322	1048	354	1259	2307	20:45	176	646	191 848	1494
9:00	281	258			21:00	154	172			
9:15	273	251			21:15	173	130			
9:30	322	237			21:30	131	114			
9:45	302	1178	241	987	2165	21:45	125	583	103 519	1102
10:00	303	242			22:00	129	91			
10:15	355	277			22:15	105	94			
10:30	372	241			22:30	101	73			
10:45	377	1407	258	1018	2425	22:45	80	415	69 327	742
11:00	322	283			23:00	75	64			
11:15	364	301			23:15	62	40			
11:30	363	313			23:30	54	28			
11:45	363	1412	406	1303	2715	23:45	40	231	26 158	389

**Total Vol.** 6462 6400 **12862** 11687 14972 **26659**

**Daily Totals**

NB	SB	EB	WB	Combined
18149	21372			<b>39521</b>

**AM**

**PM**

Split %	50.2%	49.8%	<b>32.5%</b>	43.8%	56.2%	<b>67.5%</b>
<b>Peak Hour</b>	11:15	11:45	<b>11:45</b>	12:00	17:00	<b>17:00</b>
<b>Volume</b>	1457	1400	<b>2843</b>	1410	2112	<b>3371</b>
<b>P.H.F.</b>	0.99	0.86	<b>0.92</b>	0.98	0.91	<b>0.95</b>

Saturday, May 18, 2019

Location: Laguna Niguel

PROJECT: SC2205

**ADT2 Alicia Parkway between Highlands Avenue and Niguel Road.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	20	54			12:00	287	299		
0:15	15	35			12:15	287	266		
0:30	21	23			12:30	330	268		
0:45	17	73	17	129	202	272	1176	275	1108
1:00	9	21			13:00	267	289		
1:15	12	15			13:15	302	230		
1:30	15	9			13:30	293	293		
1:45	15	51	14	59	110	258	1120	291	1103
2:00	6	6			14:00	272	297		
2:15	10	11			14:15	258	268		
2:30	9	11			14:30	249	280		
2:45	4	29	5	33	62	271	1050	251	1096
3:00	3	8			15:00	230	278		
3:15	8	6			15:15	269	292		
3:30	7	2			15:30	234	326		
3:45	6	24	12	28	52	207	940	295	1191
4:00	9	7			16:00	235	301		
4:15	9	5			16:15	261	289		
4:30	12	15			16:30	261	213		
4:45	12	42	11	38	80	225	982	213	1016
5:00	10	15			17:00	240	265		
5:15	25	25			17:15	206	250		
5:30	26	20			17:30	232	232		
5:45	32	93	37	97	190	212	890	221	968
6:00	29	37			18:00	196	222		
6:15	44	58			18:15	218	210		
6:30	64	65			18:30	173	190		
6:45	76	213	90	250	463	147	734	178	800
7:00	101	87			19:00	160	166		
7:15	89	99			19:15	161	174		
7:30	122	94			19:30	131	153		
7:45	127	439	142	422	861	157	609	132	625
8:00	142	113			20:00	123	135		
8:15	162	133			20:15	105	131		
8:30	173	158			20:30	122	102		
8:45	198	675	199	603	1278	115	465	116	484
9:00	171	174			21:00	109	112		
9:15	194	201			21:15	120	107		
9:30	216	234			21:30	94	102		
9:45	241	822	243	852	1674	98	421	80	401
10:00	213	224			22:00	81	82		
10:15	243	230			22:15	78	97		
10:30	274	244			22:30	69	80		
10:45	246	976	226	924	1900	53	281	72	331
11:00	270	239			23:00	47	84		
11:15	257	273			23:15	39	70		
11:30	289	266			23:30	39	74		
11:45	291	1107	273	1051	2158	29	154	49	277

**Total Vol.** 4544 4486 **9030** 8822 9400 **18222**

**Daily Totals**

NB	SB	EB	WB	Combined
13366	13886			<b>27252</b>

**AM**

**PM**

Split %	50.3%	49.7%	<b>33.1%</b>	48.4%	51.6%	<b>66.9%</b>
Peak Hour	11:45	11:15	<b>11:45</b>	12:00	15:15	<b>12:00</b>
Volume	1195	1111	<b>2301</b>	1176	1214	<b>2284</b>
P.H.F.	0.91	0.93	<b>0.96</b>	0.93	0.93	<b>0.95</b>

Saturday, May 18, 2019

Location: Laguna Niguel

PROJECT: SC2205

**ADT3 Alicia Parkway between Niguel Road and Pacific Island Drive.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	11	31			12:00	168	196		
0:15	11	26			12:15	190	197		
0:30	15	16			12:30	168	204		
0:45	8	45	12	85	130	202	728	166	763
1:00	6	14			13:00	168	187		
1:15	7	12			13:15	185	161		
1:30	9	8			13:30	158	205		
1:45	8	30	7	41	71	177	688	202	755
2:00	5	6			14:00	170	200		
2:15	5	9			14:15	168	174		
2:30	7	5			14:30	179	192		
2:45	4	21	3	23	44	162	679	165	731
3:00	0	2			15:00	155	176		
3:15	6	3			15:15	154	190		
3:30	5	0			15:30	150	191		
3:45	3	14	9	14	28	154	613	202	759
4:00	7	4			16:00	175	179		
4:15	5	4			16:15	173	189		
4:30	5	8			16:30	180	165		
4:45	6	23	9	25	48	171	699	165	698
5:00	7	13			17:00	160	167		
5:15	16	28			17:15	159	156		
5:30	20	21			17:30	170	159		
5:45	13	56	25	87	143	146	635	147	629
6:00	17	33			18:00	128	147		
6:15	29	43			18:15	148	159		
6:30	39	60			18:30	111	130		
6:45	44	129	72	208	337	98	485	136	572
7:00	55	76			19:00	124	117		
7:15	56	64			19:15	103	116		
7:30	72	66			19:30	99	99		
7:45	85	268	112	318	586	100	426	93	425
8:00	81	95			20:00	82	108		
8:15	99	87			20:15	71	78		
8:30	117	128			20:30	98	86		
8:45	135	432	143	453	885	76	327	83	355
9:00	103	129			21:00	87	67		
9:15	112	121			21:15	68	65		
9:30	149	160			21:30	71	61		
9:45	130	494	154	564	1058	54	280	49	242
10:00	138	154			22:00	58	50		
10:15	165	151			22:15	56	63		
10:30	166	163			22:30	43	56		
10:45	143	612	133	601	1213	40	197	46	215
11:00	176	160			23:00	35	49		
11:15	170	182			23:15	26	47		
11:30	180	175			23:30	16	43		
11:45	186	712	200	717	1429	18	95	38	177

**Total Vol.** 2836 3136 **5972** 5852 6321 **12173**

		Daily Totals				
		NB	SB	EB	WB	Combined
		8688	9457			18145

	AM			PM		
<b>Split %</b>	47.5%	52.5%	<b>32.9%</b>	48.1%	51.9%	<b>67.1%</b>
<b>Peak Hour</b>	11:30	11:45	<b>11:45</b>	12:00	13:30	<b>12:00</b>
<b>Volume</b>	724	797	<b>1509</b>	728	781	<b>1491</b>
<b>P.H.F.</b>	0.95	0.98	<b>0.97</b>	0.91	0.95	<b>0.96</b>

Saturday, May 18, 2019

Location: Laguna Niguel

PROJECT: SC2205

**ADT4 Crown Valley Pkwy between Greenfield Dr and Moulton Pkwy.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
0:00	42	52			12:00	282	285				
0:15	39	45			12:15	309	328				
0:30	30	44			12:30	317	303				
0:45	25	136	30	171	307	12:45	288	1196	346	1262	2458
1:00	23	41			13:00	264	314				
1:15	19	21			13:15	276	334				
1:30	27	22			13:30	284	287				
1:45	18	87	14	98	185	13:45	287	1111	301	1236	2347
2:00	14	19			14:00	286	293				
2:15	16	16			14:15	273	294				
2:30	14	14			14:30	264	293				
2:45	12	56	12	61	117	14:45	286	1109	323	1203	2312
3:00	4	9			15:00	279	321				
3:15	13	14			15:15	279	368				
3:30	13	5			15:30	263	349				
3:45	6	36	11	39	75	15:45	274	1095	316	1354	2449
4:00	14	15			16:00	264	301				
4:15	15	11			16:15	253	296				
4:30	26	10			16:30	238	297				
4:45	22	77	15	51	128	16:45	314	1069	254	1148	2217
5:00	23	17			17:00	287	250				
5:15	33	21			17:15	241	258				
5:30	30	26			17:30	269	225				
5:45	45	131	42	106	237	17:45	326	1123	259	992	2115
6:00	45	42			18:00	282	246				
6:15	78	50			18:15	259	223				
6:30	66	102			18:30	239	208				
6:45	73	262	95	289	551	18:45	199	979	217	894	1873
7:00	105	114			19:00	189	197				
7:15	139	117			19:15	221	192				
7:30	172	139			19:30	196	199				
7:45	165	581	185	555	1136	19:45	180	786	180	768	1554
8:00	186	162			20:00	194	171				
8:15	190	153			20:15	162	159				
8:30	210	167			20:30	177	172				
8:45	233	819	204	686	1505	20:45	161	694	190	692	1386
9:00	207	209			21:00	162	153				
9:15	272	196			21:15	149	147				
9:30	254	231			21:30	147	151				
9:45	243	976	203	839	1815	21:45	131	589	109	560	1149
10:00	275	217			22:00	146	122				
10:15	282	267			22:15	95	120				
10:30	253	231			22:30	105	119				
10:45	264	1074	248	963	2037	22:45	88	434	123	484	918
11:00	276	242			23:00	64	110				
11:15	278	301			23:15	72	101				
11:30	318	283			23:30	57	76				
11:45	277	1149	295	1121	2270	23:45	54	247	79	366	613

**Total Vol.** 5384 4979 **10363** 10432 10959 **21391**

Daily Totals				Combined
NB	SB	EB	WB	
15816	15938			<b>31754</b>

Split %	AM			PM		
	52.0%	48.0%	<b>32.6%</b>	48.8%	51.2%	<b>67.4%</b>
Peak Hour	11:30	11:45	<b>11:45</b>	12:00	14:45	<b>12:15</b>
Volume	1186	1211	<b>2396</b>	1196	1361	<b>2469</b>
P.H.F.	0.93	0.92	<b>0.94</b>	0.97	0.92	<b>0.97</b>

Saturday, May 18, 2019

Location: Laguna Niguel

PROJECT: SC2205

**ADT5 Crown Valley Parkway between Moulton Pkwy and La Paz Rd.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
0:00	47	48			12:00	246	236				
0:15	36	22			12:15	260	242				
0:30	25	30			12:30	243	238				
0:45	18	126	20	120	246	12:45	241	990	257	973	1963
1:00	14	22			13:00	219	250				
1:15	17	19			13:15	234	242				
1:30	16	19			13:30	236	235				
1:45	10	57	17	77	134	13:45	217	906	242	969	1875
2:00	15	14			14:00	228	229				
2:15	9	12			14:15	221	235				
2:30	10	16			14:30	229	260				
2:45	9	43	11	53	96	14:45	237	915	259	983	1898
3:00	4	6			15:00	228	278				
3:15	5	6			15:15	204	318				
3:30	6	3			15:30	248	305				
3:45	5	20	7	22	42	15:45	232	912	291	1192	2104
4:00	7	7			16:00	229	271				
4:15	9	12			16:15	236	235				
4:30	18	11			16:30	243	218				
4:45	16	50	11	41	91	16:45	330	1038	203	927	1965
5:00	17	19			17:00	239	227				
5:15	25	20			17:15	239	229				
5:30	14	22			17:30	247	186				
5:45	31	87	45	106	193	17:45	283	1008	198	840	1848
6:00	35	40			18:00	217	277				
6:15	54	43			18:15	226	178				
6:30	34	96			18:30	213	168				
6:45	53	176	90	269	445	18:45	168	824	169	792	1616
7:00	79	87			19:00	161	161				
7:15	103	113			19:15	186	126				
7:30	128	125			19:30	160	174				
7:45	104	414	176	501	915	19:45	155	662	123	584	1246
8:00	138	133			20:00	161	136				
8:15	155	134			20:15	158	107				
8:30	187	173			20:30	138	134				
8:45	182	662	175	615	1277	20:45	151	608	137	514	1122
9:00	181	183			21:00	143	99				
9:15	215	199			21:15	150	104				
9:30	203	174			21:30	110	117				
9:45	202	801	202	758	1559	21:45	113	516	95	415	931
10:00	190	190			22:00	116	89				
10:15	227	189			22:15	88	75				
10:30	212	200			22:30	121	72				
10:45	196	825	218	797	1622	22:45	74	399	83	319	718
11:00	238	196			23:00	66	66				
11:15	231	248			23:15	58	74				
11:30	239	236			23:30	53	59				
11:45	224	932	238	918	1850	23:45	43	220	61	260	480

**Total Vol.** 4193 4277 **8470** 8998 8768 **17766**

**Daily Totals**

NB	SB	EB	WB	Combined
13191	13045			<b>26236</b>

**AM**

**PM**

Split %	49.5%	50.5%	<b>32.3%</b>	50.6%	49.4%	<b>67.7%</b>
<b>Peak Hour</b>	11:45	11:15	<b>11:45</b>	16:45	15:00	<b>15:00</b>
<b>Volume</b>	973	958	<b>1927</b>	1055	1192	<b>2104</b>
<b>P.H.F.</b>	0.94	0.97	<b>0.96</b>	0.79	0.94	<b>0.95</b>



**ADT6 Crown Valley Parkway between La Paz Road and Niguel Road.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	43	33			12:00	269	259		
0:15	34	18			12:15	280	270		
0:30	30	18			12:30	268	284		
0:45	16	123	13	82	205	254	1071	299	1112
1:00	12	14			13:00	206	283		
1:15	17	22			13:15	280	292		
1:30	17	14			13:30	251	282		
1:45	10	56	8	58	114	238	975	267	1124
2:00	12	12			14:00	237	229		
2:15	10	11			14:15	233	213		
2:30	12	11			14:30	247	232		
2:45	9	43	5	39	82	243	960	248	922
3:00	3	4			15:00	233	245		
3:15	5	6			15:15	216	266		
3:30	5	4			15:30	261	285		
3:45	5	18	6	20	38	230	940	263	1059
4:00	6	5			16:00	230	257		
4:15	10	13			16:15	251	204		
4:30	16	11			16:30	260	201		
4:45	14	46	8	37	83	304	1045	205	867
5:00	15	14			17:00	239	212		
5:15	20	13			17:15	257	216		
5:30	12	17			17:30	268	178		
5:45	29	76	37	81	157	304	1068	194	800
6:00	38	37			18:00	215	211		
6:15	51	35			18:15	237	184		
6:30	37	71			18:30	228	148		
6:45	56	182	68	211	393	176	856	172	715
7:00	75	62			19:00	175	157		
7:15	96	81			19:15	187	136		
7:30	134	105			19:30	156	153		
7:45	118	423	121	369	792	159	677	138	584
8:00	147	149			20:00	155	137		
8:15	159	148			20:15	170	119		
8:30	176	170			20:30	152	116		
8:45	194	676	186	653	1329	148	625	142	514
9:00	179	195			21:00	137	98		
9:15	216	178			21:15	153	114		
9:30	226	171			21:30	120	119		
9:45	212	833	206	750	1583	126	536	98	429
10:00	200	169			22:00	118	97		
10:15	236	187			22:15	106	88		
10:30	228	188			22:30	112	94		
10:45	222	886	198	742	1628	83	419	93	372
11:00	273	201			23:00	70	43		
11:15	228	234			23:15	65	59		
11:30	243	208			23:30	58	51		
11:45	221	965	243	886	1851	45	238	46	199

**Total Vol.** 4327 3928 **8255** 9410 8697 **18107**

**Daily Totals**

NB	SB	EB	WB	Combined
13737	12625			<b>26362</b>

**AM**

**PM**

Split %	52.4%	47.6%	<b>31.3%</b>	52.0%	48.0%	<b>68.7%</b>
<b>Peak Hour</b>	11:45	11:45	<b>11:45</b>	12:00	12:30	<b>12:00</b>
<b>Volume</b>	1038	1056	<b>2094</b>	1071	1158	<b>2183</b>
<b>P.H.F.</b>	0.93	0.93	<b>0.95</b>	0.97	0.97	<b>0.99</b>

**ADT7 Crown Valley Parkway between Hillhurst Drive and Via Valle.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
0:00	30	40			12:00	222	241				
0:15	32	19			12:15	231	289				
0:30	30	20			12:30	214	236				
0:45	12	104	19	98	202	12:45	239	906	253	1019	1925
1:00	12	12			13:00	179	293				
1:15	13	19			13:15	252	272				
1:30	21	16			13:30	227	278				
1:45	15	61	11	58	119	13:45	210	868	270	1113	1981
2:00	11	17			14:00	222	279				
2:15	10	17			14:15	216	245				
2:30	14	12			14:30	206	256				
2:45	8	43	4	50	93	14:45	213	857	263	1043	1900
3:00	2	3			15:00	223	306				
3:15	3	4			15:15	218	294				
3:30	2	2			15:30	243	352				
3:45	5	12	10	19	31	15:45	234	918	308	1260	2178
4:00	7	3			16:00	233	328				
4:15	6	7			16:15	217	262				
4:30	9	11			16:30	259	246				
4:45	8	30	10	31	61	16:45	260	969	228	1064	2033
5:00	15	17			17:00	226	208				
5:15	4	29			17:15	239	248				
5:30	17	31			17:30	281	228				
5:45	23	59	45	122	181	17:45	261	1007	213	897	1904
6:00	31	44			18:00	202	237				
6:15	29	52			18:15	201	213				
6:30	41	95			18:30	195	201				
6:45	47	148	134	325	473	18:45	159	757	195	846	1603
7:00	65	100			19:00	160	174				
7:15	85	95			19:15	158	162				
7:30	78	121			19:30	163	135				
7:45	106	334	152	468	802	19:45	146	627	138	609	1236
8:00	138	134			20:00	140	126				
8:15	152	118			20:15	154	114				
8:30	148	173			20:30	148	120				
8:45	181	619	194	619	1238	20:45	139	581	126	486	1067
9:00	156	171			21:00	137	86				
9:15	159	185			21:15	145	95				
9:30	192	213			21:30	122	91				
9:45	171	678	213	782	1460	21:45	114	518	68	340	858
10:00	165	202			22:00	109	69				
10:15	204	212			22:15	113	72				
10:30	195	228			22:30	92	83				
10:45	188	752	212	854	1606	22:45	82	396	55	279	675
11:00	210	196			23:00	56	55				
11:15	224	269			23:15	49	62				
11:30	207	245			23:30	53	55				
11:45	211	852	262	972	1824	23:45	34	192	39	211	403

<b>Total Vol.</b>	3692	4398		<b>8090</b>		8596	9167			<b>17763</b>
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**Daily Totals**

NB	SB	EB	WB	Combined
12288	13565			<b>25853</b>

**AM**

**PM**

Split %	45.6%	54.4%	<b>31.3%</b>	48.4%	51.6%	<b>68.7%</b>
<b>Peak Hour</b>	11:45	11:30	<b>11:30</b>	17:00	15:15	<b>15:15</b>
<b>Volume</b>	878	1037	<b>1908</b>	1007	1282	<b>2210</b>
<b>P.H.F.</b>	0.95	0.90	<b>0.92</b>	0.91	0.91	<b>0.93</b>

Saturday, May 18, 2019

Location: Laguna Niguel

PROJECT: SC2205

ADT8 Crown Valley Pkwy between Club House Dr and Pacific Island Dr

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	27	23			12:00	207	239		
0:15	34	23			12:15	244	272		
0:30	30	14			12:30	182	221		
0:45	19	110	21	81	12:45	181	814	234	966
1:00	19	12			13:00	185	245		
1:15	15	12			13:15	228	254		
1:30	24	18			13:30	191	243		
1:45	12	70	6	48	13:45	188	792	254	996
2:00	10	15			14:00	215	244		
2:15	7	7			14:15	212	235		
2:30	9	8			14:30	216	239		
2:45	6	32	7	37	14:45	214	857	254	972
3:00	3	3			15:00	244	264		
3:15	2	0			15:15	294	293		
3:30	2	3			15:30	239	298		
3:45	5	12	8	14	15:45	220	997	314	1169
4:00	6	4			16:00	236	288		
4:15	5	8			16:15	230	270		
4:30	7	10			16:30	228	206		
4:45	10	28	13	35	16:45	243	937	234	998
5:00	10	15			17:00	245	221		
5:15	6	26			17:15	271	240		
5:30	13	25			17:30	219	213		
5:45	21	50	37	103	17:45	212	947	206	880
6:00	19	51			18:00	204	189		
6:15	24	52			18:15	187	203		
6:30	40	88			18:30	139	187		
6:45	44	127	124	315	18:45	166	696	160	739
7:00	58	104			19:00	138	173		
7:15	65	93			19:15	130	158		
7:30	77	102			19:30	152	108		
7:45	72	272	150	449	19:45	116	536	119	558
8:00	124	115			20:00	125	114		
8:15	153	124			20:15	120	97		
8:30	139	158			20:30	134	106		
8:45	159	575	200	597	20:45	74	453	112	429
9:00	149	176			21:00	84	77		
9:15	149	166			21:15	71	101		
9:30	170	196			21:30	63	71		
9:45	165	633	219	757	21:45	44	262	59	308
10:00	133	184			22:00	53	62		
10:15	181	189			22:15	57	62		
10:30	191	184			22:30	45	64		
10:45	183	688	221	778	22:45	46	201	48	236
11:00	192	181			23:00	31	48		
11:15	196	236			23:15	23	54		
11:30	223	225			23:30	33	43		
11:45	197	808	243	885	23:45	21	108	36	181

<b>Total Vol.</b>	3405	4099		<b>7504</b>	7600	8432			<b>16032</b>
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Daily Totals

NB	SB	EB	WB	Combined
11005	12531			<b>23536</b>

AM

PM

Split %	45.4%	54.6%	<b>31.9%</b>	47.4%	52.6%	<b>68.1%</b>
<b>Peak Hour</b>	11:30	11:30	<b>11:30</b>	15:00	15:15	<b>15:15</b>
<b>Volume</b>	871	979	<b>1850</b>	997	1193	<b>2182</b>
<b>P.H.F.</b>	0.89	0.90	<b>0.90</b>	0.86	0.95	<b>0.93</b>

Saturday, May 18, 2019

Location: Laguna Niguel

PROJECT: SC2205

**ADT9 Niguel Road between Crown Valley Parkway and La Hermosa Avenue.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
0:00	17	23			12:00	168	156			
0:15	18	17			12:15	199	160			
0:30	9	12			12:30	235	161			
0:45	4	48	8	60	108	182	784	173	650	
1:00	3	7			13:00	162	169			
1:15	11	18			13:15	165	141			
1:30	12	11			13:30	154	159			
1:45	9	35	6	42	77	13:45	191	672	151	620
2:00	2	9			14:00	153	166			
2:15	0	4			14:15	145	145			
2:30	10	3			14:30	145	171			
2:45	2	14	2	18	32	14:45	154	597	164	646
3:00	5	5			15:00	150	173			
3:15	2	3			15:15	166	143			
3:30	0	6			15:30	147	146			
3:45	0	7	2	16	23	15:45	133	596	156	618
4:00	2	0			16:00	135	180			
4:15	4	6			16:15	168	153			
4:30	8	5			16:30	163	137			
4:45	3	17	12	23	40	16:45	161	627	149	619
5:00	7	7			17:00	142	150			
5:15	16	11			17:15	146	140			
5:30	11	8			17:30	136	135			
5:45	23	57	18	44	101	17:45	137	561	125	550
6:00	22	12			18:00	131	132			
6:15	41	23			18:15	124	119			
6:30	37	40			18:30	107	108			
6:45	55	155	34	109	264	18:45	121	483	94	453
7:00	70	34			19:00	89	100			
7:15	69	54			19:15	110	89			
7:30	85	62			19:30	99	117			
7:45	94	318	91	241	559	19:45	96	394	94	400
8:00	113	104			20:00	71	82			
8:15	111	105			20:15	101	72			
8:30	114	91			20:30	78	62			
8:45	144	482	116	416	898	20:45	88	338	67	283
9:00	128	114			21:00	76	56			
9:15	170	90			21:15	76	67			
9:30	143	116			21:30	59	58			
9:45	163	604	147	467	1071	21:45	58	269	66	247
10:00	141	111			22:00	58	51			
10:15	176	150			22:15	44	62			
10:30	158	127			22:30	48	51			
10:45	180	655	136	524	1179	22:45	45	195	51	215
11:00	183	162			23:00	40	42			
11:15	189	149			23:15	34	44			
11:30	149	151			23:30	40	38			
11:45	200	721	170	632	1353	23:45	31	145	28	152

**Total Vol.** 3113 2592 **5705** 5661 5453 **11114**

**Daily Totals**

NB	SB	EB	WB	Combined
8774	8045			<b>16819</b>

**AM**

**PM**

Split %	54.6%	45.4%	<b>33.9%</b>	50.9%	49.1%	<b>66.1%</b>
<b>Peak Hour</b>	11:45	11:45	<b>11:45</b>	12:00	12:15	<b>12:15</b>
<b>Volume</b>	802	647	<b>1449</b>	784	663	<b>1441</b>
<b>P.H.F.</b>	0.85	0.95	<b>0.91</b>	0.89	0.96	<b>0.91</b>

ADT10 Pacific Coast between Crown Valley and Monarch Bay Plaza\_SAT.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:00			33	32	12:00			274	267			
0:15			37	36	12:15			295	240			
0:30			27	22	12:30			288	227			
0:45			30	127	21	111	238	263	1120	260	994	2114
1:00			31	24	13:00			307	207			
1:15			19	21	13:15			256	233			
1:30			25	15	13:30			290	274			
1:45			21	96	6	66	162	253	1106	263	977	2083
2:00			16	9	14:00			284	220			
2:15			10	10	14:15			256	268			
2:30			14	8	14:30			280	232			
2:45			9	49	8	35	84	294	1114	247	967	2081
3:00			7	10	15:00			278	242			
3:15			8	11	15:15			280	209			
3:30			7	8	15:30			278	257			
3:45			4	26	6	35	61	272	1108	246	954	2062
4:00			7	3	16:00			297	218			
4:15			6	11	16:15			319	228			
4:30			6	9	16:30			314	248			
4:45			8	27	16	39	66	300	1230	226	920	2150
5:00			18	16	17:00			335	189			
5:15			18	15	17:15			298	230			
5:30			19	39	17:30			252	207			
5:45			43	98	32	102	200	259	1144	207	833	1977
6:00			76	79	18:00			276	144			
6:15			87	100	18:15			271	179			
6:30			85	101	18:30			250	188			
6:45			116	364	121	401	765	244	1041	173	684	1725
7:00			125	116	19:00			219	175			
7:15			133	127	19:15			210	170			
7:30			144	140	19:30			205	136			
7:45			175	577	159	542	1119	188	822	177	658	1480
8:00			169	153	20:00			161	162			
8:15			182	174	20:15			152	164			
8:30			193	179	20:30			133	141			
8:45			200	744	190	696	1440	130	576	135	602	1178
9:00			195	180	21:00			120	110			
9:15			209	211	21:15			94	107			
9:30			216	204	21:30			137	97			
9:45			246	866	233	828	1694	108	459	131	445	904
10:00			228	205	22:00			130	85			
10:15			224	254	22:15			132	85			
10:30			249	255	22:30			127	85			
10:45			231	932	248	962	1894	113	502	78	333	835
11:00			288	237	23:00			92	77			
11:15			252	260	23:15			76	67			
11:30			219	298	23:30			81	62			
11:45			227	986	259	1054	2040	75	324	53	259	583

**Total Vol.** 4892 4871 **9763** 10546 8626 **19172**

Daily Totals				
NB	SB	EB	WB	Combined
		15438	13497	<b>28935</b>

	AM			PM		
Split %	50.1%	49.9%	<b>33.7%</b>	55.0%	45.0%	<b>66.3%</b>
Peak Hour	11:45	11:15	<b>11:30</b>	16:15	13:30	<b>16:15</b>
Volume	1084	1084	<b>2079</b>	1268	1025	<b>2159</b>
P.H.F.	0.92	0.91	<b>0.96</b>	0.95	0.94	<b>0.96</b>

**APPENDIX C**  
**INTERNAL CAPTURE CALCULATION WORKSHEETS**

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Laguna Niguel Town Center	Organization:	LLG Engineers
Project Location:	Laguna Niguel	Performed By:	JT
Scenario Description:	--	Date:	4/29/2021
Analysis Year:	--	Checked By:	--
Analysis Period:	Weekday Daily	Date:	4/29/2021

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	--	--	--	1,316	658	658
Retail	--	--	--	1,296	648	648
Restaurant	--	--	--	8,076	4,038	4,038
Cinema/Entertainment	--	--	--	0	0	0
Residential	--	--	--	1,496	748	748
Hotel	--	--	--	0	0	0
All Other Land Uses <sup>2</sup>	--	--	--	0	0	0
				12,184	6,092	6,092

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		52	26	0	13	0
Retail	13		188	0	168	0
Restaurant	121	324		0	120	0
Cinema/Entertainment	0	0	0		0	0
Residential	30	65	157	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	12,184	6,092	6,092
Internal Capture Percentage	21%	21%	21%
External Vehicle-Trips <sup>5</sup>	9,630	4,815	4,815
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	25%	14%
Retail	68%	57%
Restaurant	9%	14%
Cinema/Entertainment	N/A	N/A
Residential	40%	34%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in *ITE Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

<b>Project Name:</b>	Laguna Niguel Town Center
<b>Analysis Period:</b>	Weekday Daily

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	658	658	1.00	658	658
Retail	1.00	648	648	1.00	648	648
Restaurant	1.00	4038	4038	1.00	4038	4038
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	748	748	1.00	748	748
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		132	26	0	13	0
Retail	13		188	26	168	32
Restaurant	121	1656		323	727	283
Cinema/Entertainment	0	0	0		0	0
Residential	30	314	157	0		22
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		52	81	0	30	0
Retail	204		1171	0	344	0
Restaurant	197	324		0	120	0
Cinema/Entertainment	39	26	121		30	0
Residential	375	65	565	0		0
Hotel	0	13	202	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	164	494	658	494	0	0
Retail	441	207	648	207	0	0
Restaurant	371	3667	4038	3667	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	301	447	748	447	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	91	567	658	567	0	0
Retail	369	279	648	279	0	0
Restaurant	565	3473	4038	3473	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	252	496	748	496	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.



NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Laguna Niguel Town Center	Organization:	LLG Engineers
Project Location:	Laguna Niguel	Performed By:	JT
Scenario Description:	--	Date:	4/29/2021
Analysis Year:	--	Checked By:	--
Analysis Period:	AM Street Peak Hour	Date:	4/29/2021

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	--	--	--	128	105	23
Retail	--	--	--	32	20	12
Restaurant	--	--	--	209	120	89
Cinema/Entertainment	--	--	--	0	0	0
Residential	--	--	--	99	26	73
Hotel	--	--	--	0	0	0
All Other Land Uses <sup>2</sup>	--	--	--	0	0	0
				468	271	197

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	14	0	0	0
Retail	3		2	0	1	0
Restaurant	15	2		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	1	15	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	468	271	197
Internal Capture Percentage	26%	23%	31%
External Vehicle-Trips <sup>5</sup>	346	210	136
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	18%	87%
Retail	45%	50%
Restaurant	26%	20%
Cinema/Entertainment	N/A	N/A
Residential	8%	23%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

<b>Project Name:</b>	Laguna Niguel Town Center
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	105	105	1.00	23	23
Retail	1.00	20	20	1.00	12	12
Restaurant	1.00	120	120	1.00	89	89
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	26	26	1.00	73	73
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	14	0	0	0
Retail	3		2	0	2	0
Restaurant	28	12		0	4	3
Cinema/Entertainment	0	0	0		0	0
Residential	1	1	15	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	28	0	0	0
Retail	4		60	0	1	0
Restaurant	15	2		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	3	24	0		0
Hotel	3	1	7	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	19	86	105	86	0	0
Retail	9	11	20	11	0	0
Restaurant	31	89	120	89	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	24	26	24	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	20	3	23	3	0	0
Retail	6	6	12	6	0	0
Restaurant	18	71	89	71	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	17	56	73	56	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Laguna Niguel Town Center	Organization:	LLG Engineers		
Project Location:	Laguna Niguel	Performed By:	JT		
Scenario Description:	--	Date:	4/29/2021		
Analysis Year:	--	Checked By:	--		
Analysis Period:	PM Street Peak Hour	Date:	4/29/2021		

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	--	--	--	142	31	111
Retail	--	--	--	131	63	68
Restaurant	--	--	--	476	282	194
Cinema/Entertainment	--	--	--	0	0	0
Residential	--	--	--	121	74	47
Hotel	--	--	--	0	0	0
All Other Land Uses <sup>2</sup>	--	--	--	0	0	0
				870	450	420

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0		0	
Retail					0	
Restaurant					0	
Cinema/Entertainment					0	
Residential		0	0			
Hotel					0	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	4	0	2	0
Retail	1		20	0	18	0
Restaurant	6	32		0	12	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	6	10	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	870	450	420
Internal Capture Percentage	27%	26%	28%
External Vehicle-Trips <sup>5</sup>	634	332	302
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	29%	10%
Retail	68%	57%
Restaurant	12%	26%
Cinema/Entertainment	N/A	N/A
Residential	43%	38%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in *ITE Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

<b>Project Name:</b>	Laguna Niguel Town Center
<b>Analysis Period:</b>	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	31	31	1.00	111	111
Retail	1.00	63	63	1.00	68	68
Restaurant	1.00	282	282	1.00	194	194
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	74	74	1.00	47	47
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		22	4	0	2	0
Retail	1		20	3	18	3
Restaurant	6	80		16	35	14
Cinema/Entertainment	0	0	0		0	0
Residential	2	20	10	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	6	0	3	0
Retail	10		82	0	34	0
Restaurant	9	32		0	12	0
Cinema/Entertainment	2	3	8		3	0
Residential	18	6	39	0		0
Hotel	0	1	14	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	9	22	31	22	0	0
Retail	43	20	63	20	0	0
Restaurant	34	248	282	248	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	32	42	74	42	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	11	100	111	100	0	0
Retail	39	29	68	29	0	0
Restaurant	50	144	194	144	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	18	29	47	29	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Laguna Niguel Town Center	Organization:	LLG Engineers
Project Location:	Laguna Niguel	Performed By:	JT
Scenario Description:	--	Date:	4/29/2021
Analysis Year:	--	Checked By:	--
Analysis Period:	Saturday Daily	Date:	4/29/2021

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	--	--	--	313	156	157
Retail	--	--	--	1,584	792	792
Restaurant	--	--	--	8,361	4,180	4,181
Cinema/Entertainment	--	--	--	0	0	0
Residential	--	--	--	1,350	675	675
Hotel	--	--	--	0	0	0
All Other Land Uses <sup>2</sup>	--	--	--	0	0	0
				11,608	5,803	5,805

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		31	6	0	3	0
Retail	16		230	0	206	0
Restaurant	47	396		0	108	0
Cinema/Entertainment	0	0	0		0	0
Residential	27	79	142	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	11,608	5,803	5,805
Internal Capture Percentage	22%	22%	22%
External Vehicle-Trips <sup>5</sup>	9,026	4,512	4,514
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	58%	25%
Retail	64%	57%
Restaurant	9%	13%
Cinema/Entertainment	N/A	N/A
Residential	47%	37%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in *ITE Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

<b>Project Name:</b>	Laguna Niguel Town Center
<b>Analysis Period:</b>	Saturday Daily

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	156	156	1.00	157	157
Retail	1.00	792	792	1.00	792	792
Restaurant	1.00	4180	4180	1.00	4181	4181
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	675	675	1.00	675	675
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		31	6	0	3	0
Retail	16		230	32	206	40
Restaurant	125	1714		334	753	293
Cinema/Entertainment	0	0	0		0	0
Residential	27	284	142	0		20
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		63	84	0	27	0
Retail	48		1212	0	311	0
Restaurant	47	396		0	108	0
Cinema/Entertainment	9	32	125		27	0
Residential	89	79	585	0		0
Hotel	0	16	209	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	90	66	156	66	0	0
Retail	506	286	792	286	0	0
Restaurant	378	3802	4180	3802	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	317	358	675	358	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	40	117	157	117	0	0
Retail	452	340	792	340	0	0
Restaurant	551	3630	4181	3630	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	248	427	675	427	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Laguna Niguel Town Center	Organization:	LLG Engineers
Project Location:	Laguna Niguel	Performed By:	JT
Scenario Description:	--	Date:	4/29/2021
Analysis Year:	--	Checked By:	--
Analysis Period:	Sat. MD Street Peak Hour	Date:	4/29/2021

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	--	--	--	97	54	43
Retail	--	--	--	155	81	74
Restaurant	--	--	--	870	475	395
Cinema/Entertainment	--	--	--	0	0	0
Residential	--	--	--	121	59	62
Hotel	--	--	--	0	0	0
All Other Land Uses <sup>2</sup>	--	--	--	0	0	0
				1,243	669	574

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0		0	
Retail					0	
Restaurant					0	
Cinema/Entertainment					0	
Residential		0	0			
Hotel					0	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	2	0	1	0
Retail	1		21	0	19	0
Restaurant	12	41		0	9	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	8	13	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,243	669	574
Internal Capture Percentage	22%	20%	24%
External Vehicle-Trips <sup>5</sup>	973	534	439
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	28%	21%
Retail	68%	55%
Restaurant	8%	16%
Cinema/Entertainment	N/A	N/A
Residential	49%	37%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in *ITE Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

<b>Project Name:</b>	Laguna Niguel Town Center
<b>Analysis Period:</b>	Sat. MD Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	54	54	1.00	43	43
Retail	1.00	81	81	1.00	74	74
Restaurant	1.00	475	475	1.00	395	395
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	59	59	1.00	62	62
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		9	2	0	1	0
Retail	1		21	3	19	4
Restaurant	12	162		32	71	28
Cinema/Entertainment	0	0	0		0	0
Residential	2	26	13	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	10	0	2	0
Retail	17		138	0	27	0
Restaurant	16	41		0	9	0
Cinema/Entertainment	3	3	14		2	0
Residential	31	8	67	0		0
Hotel	0	2	24	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	15	39	54	39	0	0
Retail	55	26	81	26	0	0
Restaurant	36	439	475	439	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	29	30	59	30	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

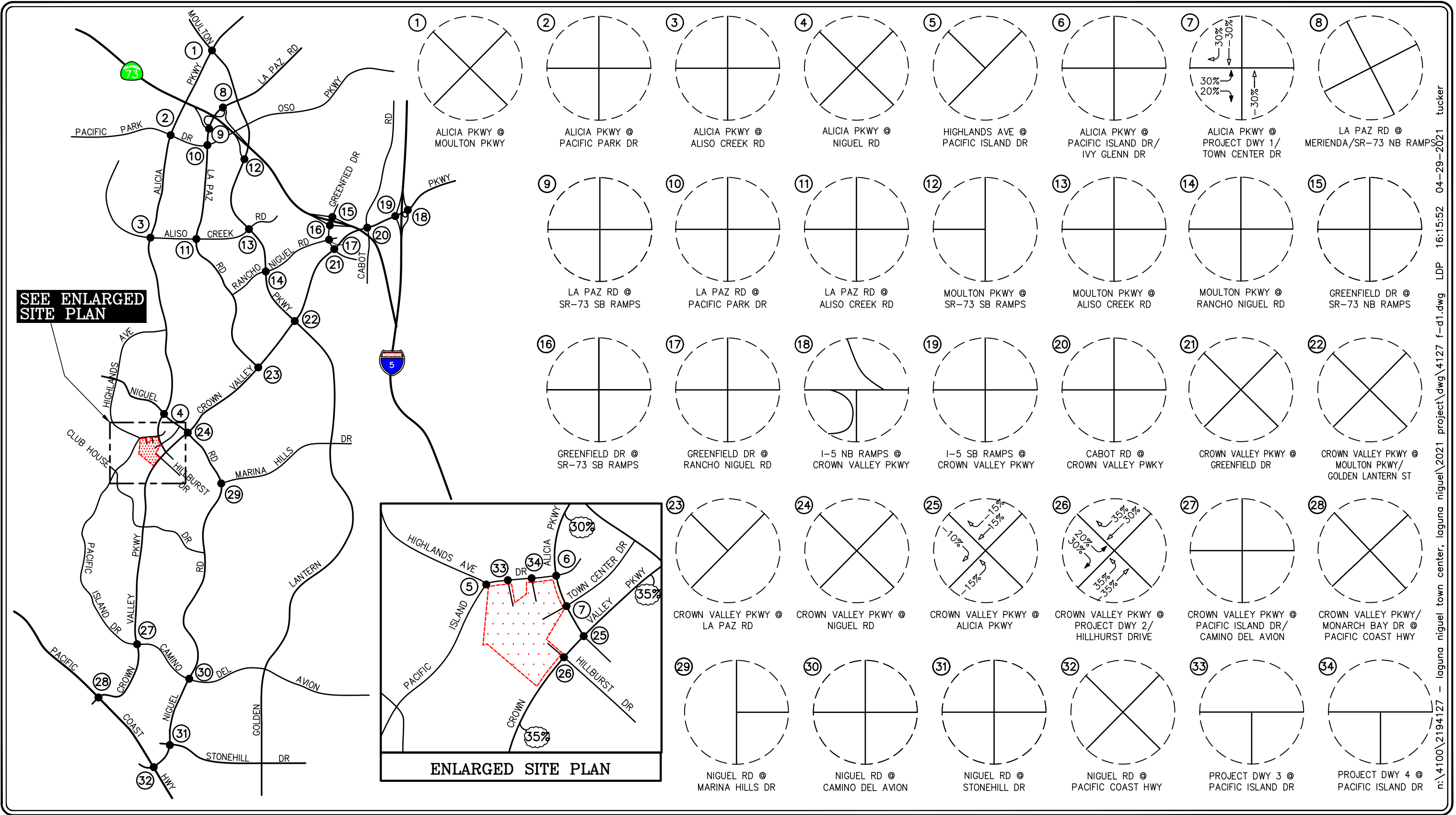
Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	9	34	43	34	0	0
Retail	41	33	74	33	0	0
Restaurant	62	333	395	333	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	23	39	62	39	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

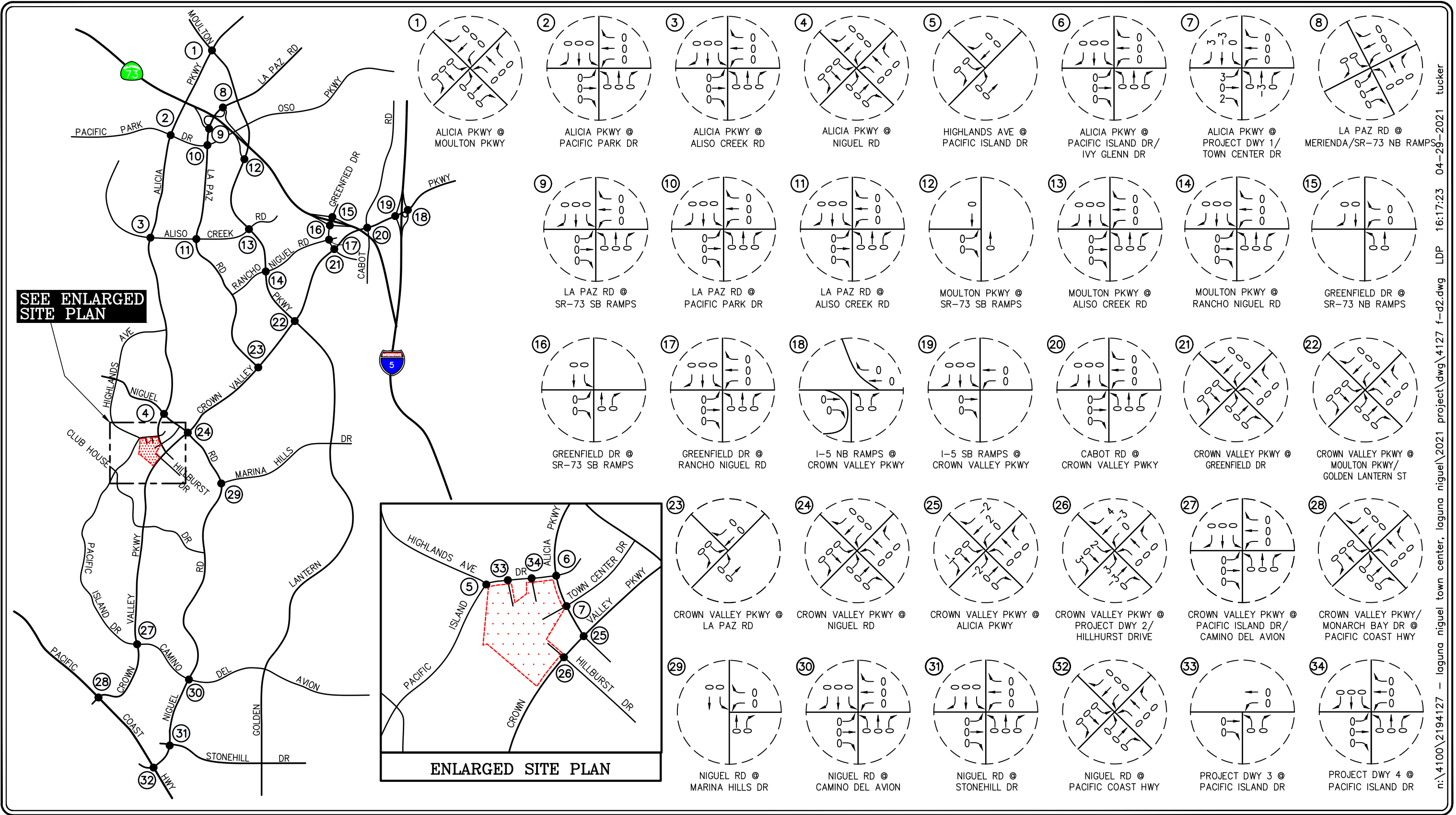
<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.



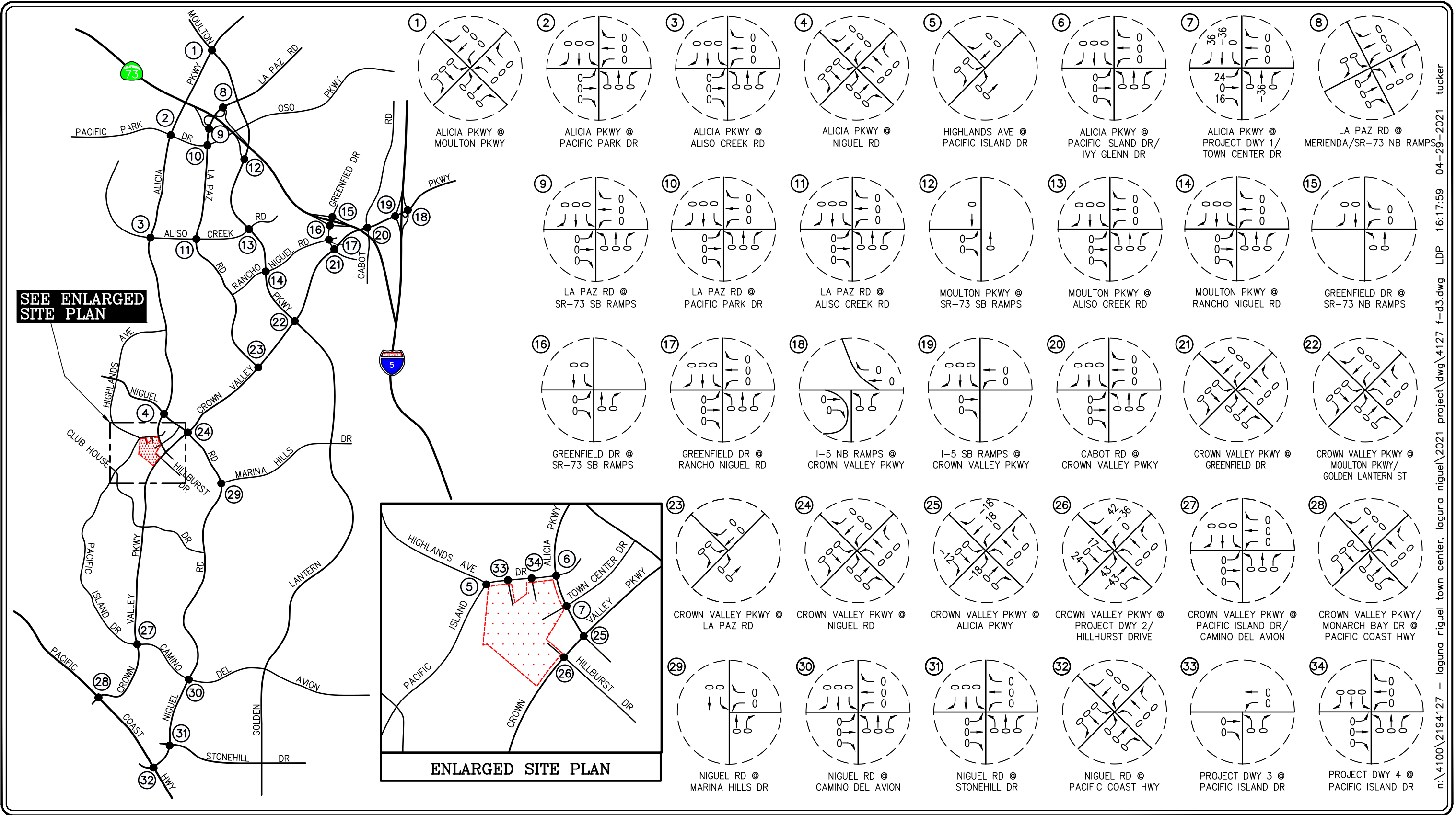
## APPENDIX D

### PASS-BY TRIP DISTRIBUTION PATTERN & PEAK HOUR TRAFFIC VOLUMES

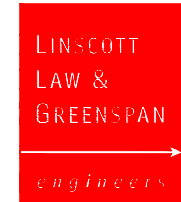




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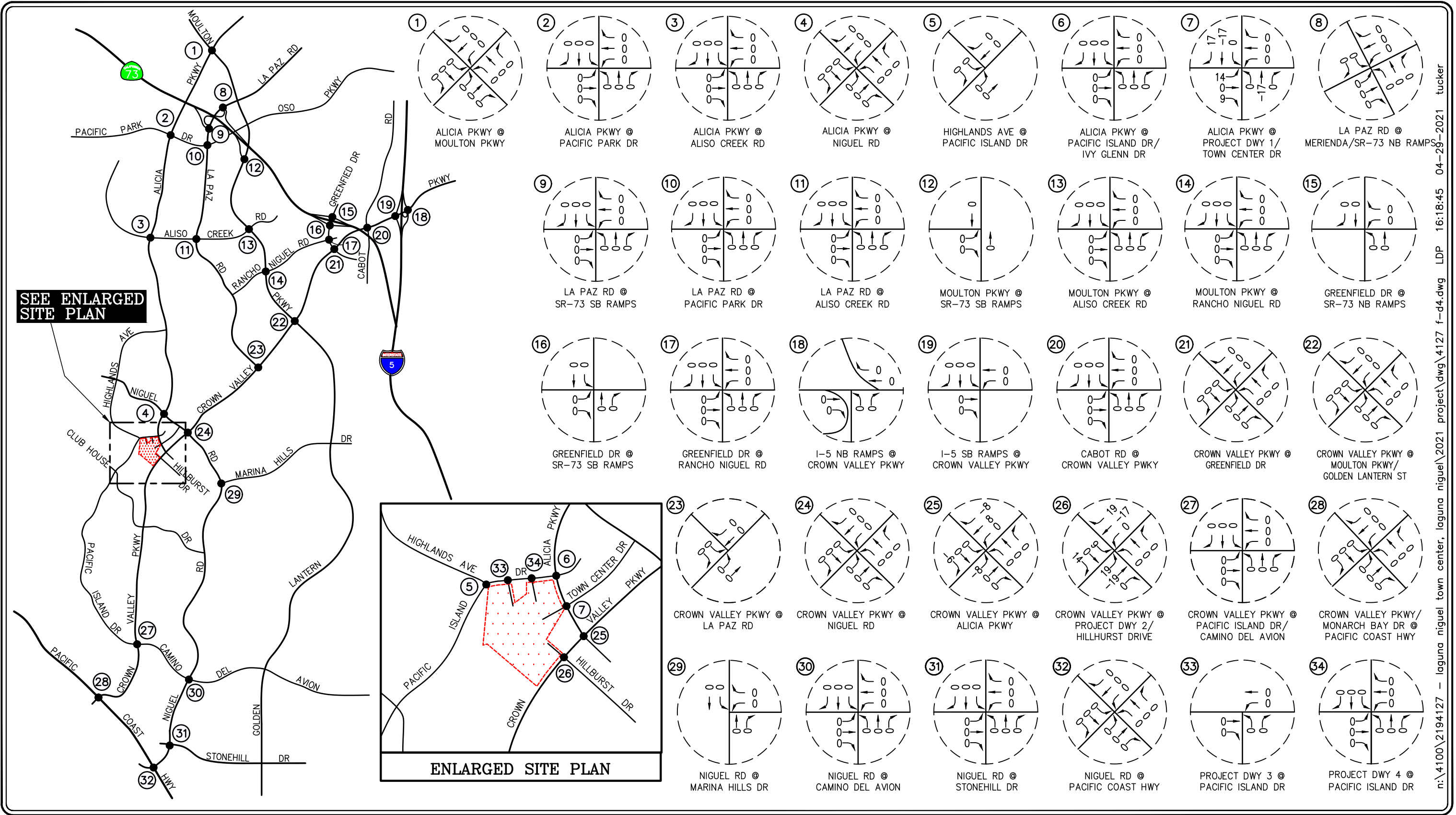


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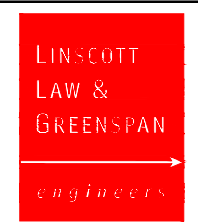
**FIGURE D-3**

**PM PEAK HOUR PASS-BY TRAFFIC VOLUMES**  
LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL





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**FIGURE D-4**  
**MIDDAY PEAK HOUR PASS-BY TRAFFIC VOLUMES**  
 LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL

## APPENDIX E

### CITY OF LAGUNA NIGUEL TRAFFIC MODEL PLOT FOR LAGUNA NIGEL CITY CENTER TAZ

# OCTAM 2040 Select Zone - Employment



# OCTAM 2040 Select Zone - Household





# APPENDIX F

## CUMULATIVE PROJECT TRIP GENERATION ESTIMATES

**TABLE F-1  
CUMULATIVE PROJECT TRIP GENERATION ESTIMATES [a]**

Cumulative Project / Location	Land Use	Size	Weekday						Saturday					
			Daily	AM Peak Hour			PM Peak Hour			Daily	Midday Peak Hour			
				In	Out	Total	In	Out	Total		In	Out	Total	
1 Crown Cove <i>30667 Crown Valley Parkway</i> (City of Laguna Niguel)	Condominiums	23 DU												
		<b>Sub-total:</b>	<b>168</b>	<b>3</b>	<b>8</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>13</b>	<b>187</b>	<b>8</b>	<b>8</b>	<b>16</b>	
2 Sunpointe <i>Southeast corner of Paseo De Colinas and Cabot Road</i> (City of Laguna Niguel)	Single-Family	52 DU												
		<b>Sub-total:</b>	<b>491</b>	<b>10</b>	<b>28</b>	<b>38</b>	<b>32</b>	<b>19</b>	<b>51</b>	<b>496</b>	<b>26</b>	<b>22</b>	<b>48</b>	
3 Senior Living Project [b] <i>27762 Forbes Road</i> (City of Laguna Niguel)	Senior Adult - Attached Assisted Living Continuing Care	35 DU 44 DU 32 DU												
		<b>Sub-total:</b>	<b>316</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>11</b>	<b>13</b>	<b>24</b>	<b>307</b>	<b>17</b>	<b>14</b>	<b>31</b>	
4 Picerne Apartments <i>Northeast corner of Crown Valley Parkway at Cabot Road</i> (City of Laguna Niguel)	Apartments	425 DU												
		<b>Sub-total:</b>	<b>3,111</b>	<b>45</b>	<b>151</b>	<b>196</b>	<b>150</b>	<b>88</b>	<b>238</b>	<b>3,460</b>	<b>149</b>	<b>149</b>	<b>298</b>	
5 Forbes Road Apartments <i>Northeast corner of Crown Valley Parkway at Forbes Road</i> (City of Laguna Niguel)	Apartments Retail <i>*Partially Complete</i>	300 DU 8.742 TSF												
		<b>Sub-total:</b>	<b>2,493</b>	<b>36</b>	<b>109</b>	<b>145</b>	<b>117</b>	<b>73</b>	<b>190</b>	<b>2,805</b>	<b>120</b>	<b>119</b>	<b>239</b>	
6 River Street Development <i>Northeast corner of Paseo Adelanto and Del Obispo Street</i> (City of San Juan Capistrano)	Mixed-Use	64.900 TSF												
		<b>Sub-total:</b>	<b>2,711</b>	<b>92</b>	<b>60</b>	<b>152</b>	<b>106</b>	<b>70</b>	<b>176</b>	<b>3,000</b>	<b>117</b>	<b>78</b>	<b>195</b>	
7 San Juan Hills High School <i>West of La Pata Avenue</i> (City of San Juan Capistrano)	Public High School <i>(Partially Occupied)</i>	2,200 Students												
		<b>Sub-total:</b>	<b>363</b>	<b>62</b>	<b>31</b>	<b>93</b>	<b>12</b>	<b>13</b>	<b>25</b>	<b>104</b>	<b>11</b>	<b>7</b>	<b>18</b>	
8 J. Serra Catholic High School <i>North and South of J. Serra Road, west of I-5</i> (City of San Juan Capistrano)	Private High School <i>(Partially Occupied)</i>	2,000 Students												
		<b>Sub-total:</b>	<b>2,356</b>	<b>464</b>	<b>296</b>	<b>760</b>	<b>70</b>	<b>92</b>	<b>162</b>	<b>675</b>	<b>90</b>	<b>53</b>	<b>143</b>	

**TABLE F-1  
CUMULATIVE PROJECT TRIP GENERATION ESTIMATES [a]**

Cumulative Project / Location	Land Use	Size	Weekday						Saturday				
			Daily	AM Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
				In	Out	Total	In	Out	Total		In	Out	Total
9 Pacifica San Juan <i>East of I-5 extending from McCracken Hill south to Camino Las Ramblas</i> (City of San Juan Capistrano)	Estates Single-Family Condominiums <i>(Partially Occupied)</i>	23 DU 311 DU 82 DU <b>Sub-total:</b>	<b>2,662</b>	<b>50</b>	<b>154</b>	<b>204</b>	<b>169</b>	<b>100</b>	<b>269</b>	<b>2,726</b>	<b>140</b>	<b>121</b>	<b>261</b>
10 Plaza Banderas <i>Northeast corner of El Camino Real &amp; State Route 74</i> (City of San Juan Capistrano)	Hotel Restaurant	124 Rooms 3.898 TSF <b>Sub-total:</b>	<b>1,267</b>	<b>37</b>	<b>24</b>	<b>61</b>	<b>47</b>	<b>39</b>	<b>86</b>	<b>1,265</b>	<b>61</b>	<b>46</b>	<b>107</b>
11 Distrito La Novia - San Juan Meadows <i>North and south sides of La Novia Avenue, east of Valle Road</i> (City of San Juan Capistrano)	Retail General Office Building Condominiums Apartments Single-Family Horse Equestrian Center	75.100 TSF 16.000 TSF 90 DU 50 DU 93 DU 500 Horses <b>Sub-total:</b>	<b>4,910</b>	<b>131</b>	<b>146</b>	<b>277</b>	<b>230</b>	<b>220</b>	<b>450</b>	<b>5,400</b>	<b>254</b>	<b>252</b>	<b>506</b>
12 LDS Church <i>North side of Vista Montana, west of La Pata Avenue</i> (City of San Juan Capistrano)	Church	16.558 TSF <b>Sub-total:</b>	<b>115</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>99</b>	<b>27</b>	<b>19</b>	<b>46</b>
13 The Farm Specific Plan <i>32382 Del Obispo Street</i> (City of San Juan Capistrano)	Single-Family	180 DU <b>Sub-total:</b>	<b>1,699</b>	<b>34</b>	<b>101</b>	<b>135</b>	<b>112</b>	<b>67</b>	<b>179</b>	<b>1,717</b>	<b>90</b>	<b>77</b>	<b>167</b>
14 Tirador Residential Project <i>Terminus of Calle Arroyo</i> (City of San Juan Capistrano)	Townhomes Single-Family	89 DU 47 DU <b>Sub-total:</b>	<b>1,095</b>	<b>18</b>	<b>58</b>	<b>76</b>	<b>62</b>	<b>35</b>	<b>97</b>	<b>1,172</b>	<b>55</b>	<b>51</b>	<b>106</b>
15 Proposed Drive Through Coffee Shop <i>32291 Camino Capistrano</i>	Coffee Shop with Drive-Through	2.000 TSF <b>Sub-total:</b>	<b>230</b>	<b>15</b>	<b>15</b>	<b>30</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>279</b>	<b>15</b>	<b>15</b>	<b>30</b>
16 Ganahl Lumber <i>North of Stonehill Drive, adjacent to San Juan Creek</i> (City of San Juan Capistrano)	Fast-Food with Drive-Through Coffee Shop with Drive-Through Car Storage Ganahl Lumber	5.040 TSF 1.710 TSF 622 Spaces <b>Sub-total:</b>	<b>5,397</b>	<b>244</b>	<b>214</b>	<b>458</b>	<b>131</b>	<b>145</b>	<b>276</b>	<b>6,636</b>	<b>232</b>	<b>217</b>	<b>449</b>

**TABLE F-1  
CUMULATIVE PROJECT TRIP GENERATION ESTIMATES [a]**

Cumulative Project / Location	Land Use	Size	Weekday						Saturday				
			Daily	AM Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
				In	Out	Total	In	Out	Total		In	Out	Total
17 Downtown Playhouse <i>Southeast corner of Ortega Highway and El Camino Real</i> (City of San Juan Capistrano)	Theatre Commercial Office	18.828 TSF 31.485 TSF 3.268 TSF <b>Sub-total:</b>	<b>1,123</b>	<b>20</b>	<b>13</b>	<b>33</b>	<b>41</b>	<b>44</b>	<b>85</b>	<b>1,123</b>	<b>41</b>	<b>44</b>	<b>85</b>
18 Mission Grill <i>31721 Camino Capistrano</i> (City of San Juan Capistrano)	Restaurant Retail Office	4.750 TSF 4.750 TSF 7.500 TSF <b>Sub-total:</b>	<b>613</b>	<b>28</b>	<b>18</b>	<b>46</b>	<b>21</b>	<b>20</b>	<b>41</b>	<b>627</b>	<b>22</b>	<b>22</b>	<b>44</b>
19 St. Edwards Pastoral Center <i>33926 Calle La Primavera</i> (City of Dana Point)	Church Expansion	11.463 TSF <b>Sub-total:</b>	<b>2,530</b>	<b>192</b>	<b>97</b>	<b>289</b>	<b>86</b>	<b>165</b>	<b>251</b>	<b>6,146</b>	<b>285</b>	<b>413</b>	<b>698</b>
20 Headlands Specific Plan <i>Dana Point Marine Life Refuge</i> (City of Dana Point)	Single-Family Hotel Commercial Hostel Conservation Park Open Space	40 DU 90 Rooms 35.000 TSF 40 Beds 28 Acres 41 Acres <b>Sub-total:</b>	<b>2,786</b>	<b>64</b>	<b>60</b>	<b>124</b>	<b>129</b>	<b>122</b>	<b>251</b>	<b>3,061</b>	<b>155</b>	<b>134</b>	<b>289</b>
21 Dana Point Harbor Revitalization <i>Dana Point Harbor</i> (City of Dana Point)	Retail/Restaurant Parking Deck	25.000 TSF 610 Spaces <b>Sub-total:</b>	<b>944</b>	<b>15</b>	<b>9</b>	<b>24</b>	<b>46</b>	<b>49</b>	<b>95</b>	<b>1,153</b>	<b>59</b>	<b>54</b>	<b>113</b>
22 Doheny Plaza <i>34202 Del Obispo</i> (City of Dana Point)	Condominiums Commercial	169 DU 2.500 TSF <b>Sub-total:</b>	<b>1,322</b>	<b>19</b>	<b>61</b>	<b>80</b>	<b>63</b>	<b>39</b>	<b>102</b>	<b>1,479</b>	<b>63</b>	<b>63</b>	<b>126</b>
23 Dana Point Town Center <i>South side of PCH, between Blue Lantern St and Del Obispo St</i> (City of Dana Point)	Retail/Restaurant Office Institutional Residential	192.165 TSF 31.224 TSF 50.000 TSF 237 DU <b>Sub-total:</b>	<b>12,442</b>	<b>314</b>	<b>229</b>	<b>543</b>	<b>575</b>	<b>646</b>	<b>1,221</b>	<b>14,254</b>	<b>683</b>	<b>715</b>	<b>1,398</b>
24 4 Orion Public Storage <i>4 Orion</i> (City of Aliso Viejo)	Storage Facility	171.528 TSF <b>Sub-total:</b>	<b>259</b>	<b>10</b>	<b>7</b>	<b>17</b>	<b>14</b>	<b>15</b>	<b>29</b>	<b>334</b>	<b>31</b>	<b>22</b>	<b>53</b>

**TABLE F-1  
CUMULATIVE PROJECT TRIP GENERATION ESTIMATES [a]**

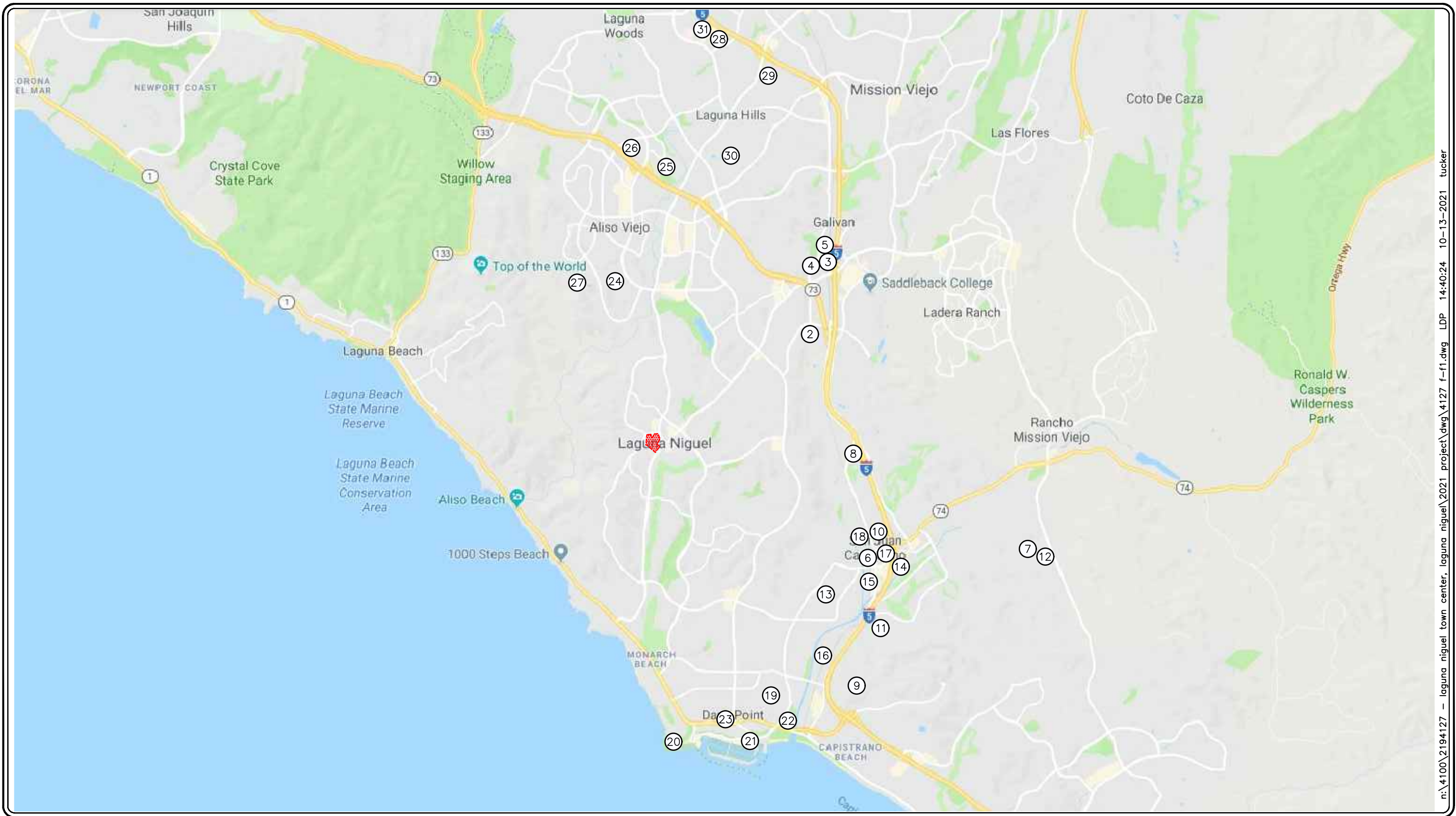
Cumulative Project / Location	Land Use	Size	Weekday						Saturday					
			Daily	AM Peak Hour			PM Peak Hour			Daily	Midday Peak Hour			
				In	Out	Total	In	Out	Total		In	Out	Total	
25 The Ranch <i>100 Park Avenue</i> (City of Aliso Viejo)	Community Facility	16.000 TSF												
		<b>Sub-total:</b>	<b>461</b>	<b>18</b>	<b>10</b>	<b>28</b>	<b>17</b>	<b>20</b>	<b>37</b>	<b>146</b>	<b>9</b>	<b>8</b>	<b>17</b>	
26 Polaris Office Building <i>6 Polaris</i> (City of Aliso Viejo)	Office Parking Structure	42.400 TSF 423 Spaces												
		<b>Sub-total:</b>	<b>413</b>	<b>42</b>	<b>7</b>	<b>49</b>	<b>8</b>	<b>41</b>	<b>49</b>	<b>94</b>	<b>12</b>	<b>10</b>	<b>22</b>	
27 Soka University Residence Halls <i>Soka University</i> (City of Aliso Viejo)	Student Dormitory	102 DU												
		<b>Sub-total:</b>	<b>747</b>	<b>11</b>	<b>36</b>	<b>47</b>	<b>36</b>	<b>21</b>	<b>57</b>	<b>830</b>	<b>36</b>	<b>35</b>	<b>71</b>	
28 Oakbrook Village <i>Avenida de la Carlota, north of Los Alisos Boulevard</i> (City of Laguna Hills)	Retail Multi-Family	139.000 TSF 289 DU												
		<b>Sub-total:</b>	<b>6,837</b>	<b>104</b>	<b>147</b>	<b>251</b>	<b>270</b>	<b>242</b>	<b>512</b>	<b>8,122</b>	<b>342</b>	<b>323</b>	<b>665</b>	
29 Activcare <i>24888 Alicia Parkway</i> (City of Laguna Hills)	Elderly Care Housing	72 Beds												
		<b>Sub-total:</b>	<b>187</b>	<b>9</b>	<b>5</b>	<b>14</b>	<b>7</b>	<b>12</b>	<b>19</b>	<b>211</b>	<b>9</b>	<b>10</b>	<b>19</b>	
30 MNWD Facility Expansion <i>26161 Gordon Road</i> (City of Laguna Hills)	Community/Private Institution	64.000 TSF												
		<b>Sub-total:</b>	<b>288</b>	<b>19</b>	<b>7</b>	<b>26</b>	<b>12</b>	<b>24</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
31 Five Lagunas [c] <i>Laguna Hills Mall</i> (City of Laguna Hills)	Mall Medical Office Apartments	834.706 TSF 45.890 TSF 988 DU												
		<b>Sub-total:</b>	<b>6,434</b>	<b>162</b>	<b>396</b>	<b>558</b>	<b>335</b>	<b>234</b>	<b>569</b>	<b>4,919</b>	<b>240</b>	<b>216</b>	<b>456</b>	
<b>Cumulative Projects Trip Generation Potential</b>			<b>66,770</b>	<b>2,282</b>	<b>2,505</b>	<b>4,787</b>	<b>2,926</b>	<b>2,682</b>	<b>5,608</b>	<b>72,827</b>	<b>3,399</b>	<b>3,317</b>	<b>6,716</b>	

**Notes:**

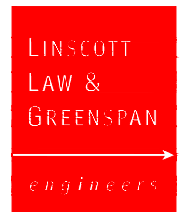
[a] Unless otherwise noted: Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. Where applicable, pass-by adjustment factors were utilized and are reflected in the cumulative projects trip generation potential.



[b] Source: *Transportation Review for the Proposed Senior Living Project at 27762 Forbes Road, Laguna Niguel, CA*, prepared by HR Green, dated July 16, 2019.

[c] Source: *Traffic Impact Analysis for the Addendum to the City of Laguna Hills General Plan Program Environmental Impact Report for the Five Lagunas Project*, prepared by LLG Engineers, dated November 13, 2015.



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- KEY**
-  = CUMULATIVE PROJECT LOCATION
  -  = PROJECT SITE

**FIGURE F-1**

**LOCATION OF CUMULATIVE PROJECTS**  
LAGUNA NIGUEL CITY CENTER, LAGUNA NIGUEL

## APPENDIX G

### YEAR 2040 WITHOUT PROJECT (GENERAL PLAN BUILDOUT) TRAFFIC VOLUMES

*APPENDIX G-1*

**WEEKDAY AM TRAFFIC VOLUMES**



**1. Alicia Parkway at Moulton Parkway (Laguna Hills)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	386	NORTHBOUND	
BOUND	THRU	1231	IN ...	1729
	RIGHT	77	OUT ...	1533
SOUTH	LEFT	225	SOUTHBOUND	
BOUND	THRU	1212	IN ...	1593
	RIGHT	141	OUT ...	1736
EAST	LEFT	122	EASTBOUND	
BOUND	THRU	550	IN ...	1074
	RIGHT	217	OUT ...	2095
WEST	LEFT	47	WESTBOUND	
BOUND	THRU	1217	IN ...	1962
	RIGHT	409	OUT ...	992

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	386	452
BOUND	THRU	1,231	1,360
	RIGHT	77	85
SOUTH	LEFT	225	299
BOUND	THRU	1,212	1,343
	RIGHT	141	151
EAST	LEFT	122	131
BOUND	THRU	550	678
	RIGHT	217	265
WEST	LEFT	47	54
BOUND	THRU	1,217	1,492
	RIGHT	409	494

**2. Alicia Parkway at Pacific Park Drive (Laguna Niguel/Aliso Viejo)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	278	NORTHBOUND	
BOUND	THRU	1055	IN ...	1415
	RIGHT	93	OUT ...	1192
SOUTH	LEFT	132	SOUTHBOUND	
BOUND	THRU	895	IN ...	1586
	RIGHT	501	OUT ...	1521
EAST	LEFT	360	EASTBOUND	
BOUND	THRU	741	IN ...	1364
	RIGHT	147	OUT ...	1656
WEST	LEFT	107	WESTBOUND	
BOUND	THRU	745	IN ...	1061
	RIGHT	70	OUT ...	1055

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	278	303
BOUND	THRU	1,055	1,171
	RIGHT	93	102
SOUTH	LEFT	132	143
BOUND	THRU	895	1,000
	RIGHT	501	525
EAST	LEFT	360	391
BOUND	THRU	741	819
	RIGHT	147	154
WEST	LEFT	107	121
BOUND	THRU	745	858
	RIGHT	70	82

**3. Alicia Parkway at Aliso Creek Road (Laguna Niguel/Aliso Viejo)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	591	NORTHBOUND	
BOUND	THRU	1136	IN ...	1,984
	RIGHT	213	OUT ...	1,169
SOUTH	LEFT	89	SOUTHBOUND	
BOUND	THRU	604	IN ...	1,042
	RIGHT	306	OUT ...	1,520
EAST	LEFT	327	EASTBOUND	
BOUND	THRU	858	IN ...	1,603
	RIGHT	423	OUT ...	1,874
WEST	LEFT	109	WESTBOUND	
BOUND	THRU	879	IN ...	1,122
	RIGHT	68	OUT ...	1,188

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	591	619
BOUND	THRU	1,136	1,257
	RIGHT	213	251
SOUTH	LEFT	89	94
BOUND	THRU	604	676
	RIGHT	306	318
EAST	LEFT	327	357
BOUND	THRU	858	940
	RIGHT	423	463
WEST	LEFT	109	127
BOUND	THRU	879	936
	RIGHT	68	71

**4. Alicia Parkway at Niguel Road (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	24	NORTHBOUND	
BOUND	THRU	726	IN ...	717
	RIGHT	17	OUT ...	779
SOUTH	LEFT	319	SOUTHBOUND	
BOUND	THRU	630	IN ...	1,037
	RIGHT	72	OUT ...	1,402
EAST	LEFT	138	EASTBOUND	
BOUND	THRU	207	IN ...	413
	RIGHT	68	OUT ...	213
WEST	LEFT	34	WESTBOUND	
BOUND	THRU	114	IN ...	739
	RIGHT	502	OUT ...	511

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	24	26
BOUND	THRU	726	801
	RIGHT	17	19
SOUTH	LEFT	319	349
BOUND	THRU	630	667
	RIGHT	72	79
EAST	LEFT	138	144
BOUND	THRU	207	226
	RIGHT	68	73
WEST	LEFT	34	40
BOUND	THRU	114	122
	RIGHT	502	577

**5. Highlands Avenue at Pacific Island Drive (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	165	SOUTHBOUND	
BOUND	THRU	0	IN ...	250
	RIGHT	84	OUT ...	225
EAST	LEFT	97	EASTBOUND	
BOUND	THRU	367	IN ...	464
	RIGHT	0	OUT ...	266
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	175	IN ...	311
	RIGHT	125	OUT ...	533

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	165	181
BOUND	THRU	0	0
	RIGHT	84	91
EAST	LEFT	97	106
BOUND	THRU	367	401
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	175	182
	RIGHT	125	137

**6. Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	108	NORTHBOUND	
BOUND	THRU	412	IN ...	491
	RIGHT	23	OUT ...	721
SOUTH	LEFT	15	SOUTHBOUND	
BOUND	THRU	514	IN ...	728
	RIGHT	159	OUT ...	669
EAST	LEFT	305	EASTBOUND	
BOUND	THRU	39	IN ...	506
	RIGHT	161	OUT ...	291
WEST	LEFT	11	WESTBOUND	
BOUND	THRU	13	IN ...	32
	RIGHT	8	OUT ...	77

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	108	118
BOUND	THRU	412	457
	RIGHT	23	25
SOUTH	LEFT	15	17
BOUND	THRU	514	541
	RIGHT	159	172
EAST	LEFT	305	333
BOUND	THRU	39	43
	RIGHT	161	169
WEST	LEFT	11	11
BOUND	THRU	13	15
	RIGHT	8	8

**7. Alicia Parkway at Town Center Drive (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	3	NORTHBOUND	
BOUND	THRU	523	IN ...	520
	RIGHT	46	OUT ...	671
SOUTH	LEFT	56	SOUTHBOUND	
BOUND	THRU	628	IN ...	723
	RIGHT	4	OUT ...	495
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7
WEST	LEFT	8	WESTBOUND	
BOUND	THRU	0	IN ...	32
	RIGHT	24	OUT ...	102

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	3	3
BOUND	THRU	523	580
	RIGHT	46	48
SOUTH	LEFT	56	58
BOUND	THRU	628	663
	RIGHT	4	4
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	8	8
BOUND	THRU	0	0
	RIGHT	24	25

**8. La Paz Road at Merienda/SR-73 NB Ramps (Laguna Hills/Caltrans)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	2	NORTHBOUND	
BOUND	THRU	505	IN ...	803
	RIGHT	344	OUT ...	580
SOUTH	LEFT	327	SOUTHBOUND	
BOUND	THRU	463	IN ...	999
	RIGHT	7	OUT ...	622
EAST	LEFT	29	EASTBOUND	
BOUND	THRU	0	IN ...	44
	RIGHT	15	OUT ...	9
WEST	LEFT	43	WESTBOUND	
BOUND	THRU	0	IN ...	95
	RIGHT	63	OUT ...	731

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	2	2
BOUND	THRU	505	551
	RIGHT	344	376
SOUTH	LEFT	327	451
BOUND	THRU	463	539
	RIGHT	7	8
EAST	LEFT	29	33
BOUND	THRU	0	0
	RIGHT	15	16
WEST	LEFT	43	47
BOUND	THRU	0	0
	RIGHT	63	66



**9. La Paz Road at SR-73 SB Ramps (Aliso Viejo/Caltrans)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	28	NORTHBOUND	
BOUND	THRU	742	IN ...	768
	RIGHT	28	OUT ...	592
SOUTH	LEFT	88	SOUTHBOUND	
BOUND	THRU	440	IN ...	607
	RIGHT	20	OUT ...	769
EAST	LEFT	43	EASTBOUND	
BOUND	THRU	9	IN ...	132
	RIGHT	74	OUT ...	63
WEST	LEFT	10	WESTBOUND	
BOUND	THRU	1	IN ...	43
	RIGHT	32	OUT ...	125

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	28	36
BOUND	THRU	742	811
	RIGHT	28	29
SOUTH	LEFT	88	92
BOUND	THRU	440	497
	RIGHT	20	25
EAST	LEFT	43	47
BOUND	THRU	9	9
	RIGHT	74	83
WEST	LEFT	10	11
BOUND	THRU	1	1
	RIGHT	32	33

**10. La Paz Road at Pacific Park Drive (Laguna Niguel/Aliso Viejo)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	115	NORTHBOUND	
BOUND	THRU	603	IN ...	799
	RIGHT	137	OUT ...	699
SOUTH	LEFT	24	SOUTHBOUND	
BOUND	THRU	374	IN ...	579
	RIGHT	107	OUT ...	820
EAST	LEFT	189	EASTBOUND	
BOUND	THRU	613	IN ...	967
	RIGHT	101	OUT ...	1059
WEST	LEFT	169	WESTBOUND	
BOUND	THRU	701	IN ...	1018
	RIGHT	53	OUT ...	785

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	115	122
BOUND	THRU	603	658
	RIGHT	137	149
SOUTH	LEFT	24	25
BOUND	THRU	374	418
	RIGHT	107	137
EAST	LEFT	189	211
BOUND	THRU	613	641
	RIGHT	101	113
WEST	LEFT	169	185
BOUND	THRU	701	800
	RIGHT	53	58

**11. La Paz Road at Aliso Creek Road (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	308	NORTHBOUND	
BOUND	THRU	493	IN ...	777
	RIGHT	30	OUT ...	581
SOUTH	LEFT	56	SOUTHBOUND	
BOUND	THRU	224	IN ...	398
	RIGHT	112	OUT ...	729
EAST	LEFT	186	EASTBOUND	
BOUND	THRU	403	IN ...	950
	RIGHT	325	OUT ...	1,101
WEST	LEFT	44	WESTBOUND	
BOUND	THRU	594	IN ...	812
	RIGHT	100	OUT ...	525

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	308	336
BOUND	THRU	493	539
	RIGHT	30	33
SOUTH	LEFT	56	59
BOUND	THRU	224	245
	RIGHT	112	124
EAST	LEFT	186	203
BOUND	THRU	403	461
	RIGHT	325	355
WEST	LEFT	44	48
BOUND	THRU	594	669
	RIGHT	100	109

**12. Moulton Parkway at SR-73 SB Ramps (Laguna Niguel/Caltrans/CMP)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1638	IN ...	1,868
	RIGHT	0	OUT ...	756
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	560	IN ...	671
	RIGHT	0	OUT ...	1,932
EAST	LEFT	64	EASTBOUND	
BOUND	THRU	0	IN ...	148
	RIGHT	83	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,638	1,868
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	560	741
	RIGHT	0	0
EAST	LEFT	64	70
BOUND	THRU	0	0
	RIGHT	83	90
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

**13. Moulton Parkway at Aliso Creek Road (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	451	NORTHBOUND	
BOUND	THRU	1600	IN ...	2,342
	RIGHT	33	OUT ...	1,084
SOUTH	LEFT	44	SOUTHBOUND	
BOUND	THRU	463	IN ...	709
	RIGHT	89	OUT ...	1,980
EAST	LEFT	115	EASTBOUND	
BOUND	THRU	81	IN ...	617
	RIGHT	383	OUT ...	748
WEST	LEFT	93	WESTBOUND	
BOUND	THRU	131	IN ...	301
	RIGHT	77	OUT ...	158

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	451	517
BOUND	THRU	1,600	1,789
	RIGHT	33	35
SOUTH	LEFT	44	46
BOUND	THRU	463	630
	RIGHT	89	102
EAST	LEFT	115	126
BOUND	THRU	81	84
	RIGHT	383	424
WEST	LEFT	93	98
BOUND	THRU	131	136
	RIGHT	77	80

**14. Moulton Parkway at Rancho Niguel Road (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	91	NORTHBOUND	
BOUND	THRU	1510	IN ...	1,931
	RIGHT	94	OUT ...	816
SOUTH	LEFT	363	SOUTHBOUND	
BOUND	THRU	524	IN ...	1,047
	RIGHT	17	OUT ...	2,268
EAST	LEFT	52	EASTBOUND	
BOUND	THRU	162	IN ...	296
	RIGHT	82	OUT ...	280
WEST	LEFT	68	WESTBOUND	
BOUND	THRU	172	IN ...	709
	RIGHT	469	OUT ...	619

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	91	98
BOUND	THRU	1,510	1,739
	RIGHT	94	103
SOUTH	LEFT	363	397
BOUND	THRU	524	717
	RIGHT	17	19
EAST	LEFT	52	55
BOUND	THRU	162	176
	RIGHT	82	91
WEST	LEFT	68	72
BOUND	THRU	172	188
	RIGHT	469	512

**15. Greenfield Drive at SR-73 NB Ramps (Laguna Hills/Caltrans)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	926	NORTHBOUND	
BOUND	THRU	47	IN ...	1,070
	RIGHT	0	OUT ...	719
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	75	IN ...	262
	RIGHT	21	OUT ...	192
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	973
WEST	LEFT	468	WESTBOUND	
BOUND	THRU	0	IN ...	552
	RIGHT	52	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	926	1,044
BOUND	THRU	47	117
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	75	231
	RIGHT	21	36
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	468	488
BOUND	THRU	0	0
	RIGHT	52	75

**16. Greenfield Drive at SR-73 SB Ramps (Laguna Niguel/Caltrans)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	962	IN ...	1,440
	RIGHT	402	OUT ...	903
SOUTH	LEFT	21	SOUTHBOUND	
BOUND	THRU	522	IN ...	719
	RIGHT	0	OUT ...	1,063
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	0	IN ...	268
	RIGHT	203	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	461

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	962	1,055
	RIGHT	402	418
SOUTH	LEFT	21	43
BOUND	THRU	522	653
	RIGHT	0	0
EAST	LEFT	4	8
BOUND	THRU	0	0
	RIGHT	203	250
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0



**17. Greenfield Drive at Rancho Niguel Road (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

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\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	182	NORTHBOUND	
BOUND	THRU	896	IN ...	1375
	RIGHT	202	OUT ...	912
SOUTH	LEFT	89	SOUTHBOUND	
BOUND	THRU	324	IN ...	910
	RIGHT	319	OUT ...	1400
EAST	LEFT	405	EASTBOUND	
BOUND	THRU	113	IN ...	824
	RIGHT	316	OUT ...	569
WEST	LEFT	105	WESTBOUND	
BOUND	THRU	46	IN ...	174
	RIGHT	23	OUT ...	404

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	182	198
BOUND	THRU	896	993
	RIGHT	202	210
SOUTH	LEFT	89	101
BOUND	THRU	324	458
	RIGHT	319	352
EAST	LEFT	405	442
BOUND	THRU	113	118
	RIGHT	316	341
WEST	LEFT	105	113
BOUND	THRU	46	48
	RIGHT	23	24

**18. I-5 NB Ramps at Crown Valley Parkway (Mission Viejo/Caltrans/CMP)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	177	NORTHBOUND	
BOUND	THRU	0	IN ...	632
	RIGHT	511	OUT ...	851
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1341
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	2232	IN ...	3471
	RIGHT	762	OUT ...	1920
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	1618	IN ...	3096
	RIGHT	1296	OUT ...	3087

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	177	224
BOUND	THRU	0	0
	RIGHT	511	617
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	2,232	2,619
	RIGHT	762	851
WEST	LEFT	0	0
BOUND	THRU	1,618	1,853
	RIGHT	1,296	1,430

**19. I-5 SB Ramps at Crown Valley Pkwy (Laguna Niguel/Mission Viejo/Caltrans/CMP)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	616
SOUTH	LEFT	1255	SOUTHBOUND	
BOUND	THRU	2	IN ...	2,287
	RIGHT	863	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	1731	IN ...	2,148
	RIGHT	322	OUT ...	2,274
WEST	LEFT	456	WESTBOUND	
BOUND	THRU	1339	IN ...	1,920
	RIGHT	0	OUT ...	3,463

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	1,255	1,521
BOUND	THRU	2	2
	RIGHT	863	964
EAST	LEFT	0	0
BOUND	THRU	1,731	1,942
	RIGHT	322	408
WEST	LEFT	456	563
BOUND	THRU	1,339	1,509
	RIGHT	0	0

**20. Cabot Road at Crown Valley Parkway (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	119	NORTHBOUND	
BOUND	THRU	344	IN ...	742
	RIGHT	364	OUT ...	531
SOUTH	LEFT	144	SOUTHBOUND	
BOUND	THRU	134	IN ...	459
	RIGHT	164	OUT ...	792
EAST	LEFT	306	EASTBOUND	
BOUND	THRU	1214	IN ...	1,677
	RIGHT	98	OUT ...	1,953
WEST	LEFT	359	WESTBOUND	
BOUND	THRU	1533	IN ...	2,191
	RIGHT	240	OUT ...	1,793

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	119	130
BOUND	THRU	344	384
	RIGHT	364	417
SOUTH	LEFT	144	166
BOUND	THRU	134	163
	RIGHT	164	227
EAST	LEFT	306	349
BOUND	THRU	1,214	1,365
	RIGHT	98	107
WEST	LEFT	359	410
BOUND	THRU	1,533	1,654
	RIGHT	240	281

**21. Crown Valley Parkway at Greenfield Drive (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	494	NORTHBOUND	
BOUND	THRU	993	IN ...	1,500
	RIGHT	18	OUT ...	1,391
SOUTH	LEFT	14	SOUTHBOUND	
BOUND	THRU	1032	IN ...	1,961
	RIGHT	778	OUT ...	1,669
EAST	LEFT	568	EASTBOUND	
BOUND	THRU	34	IN ...	942
	RIGHT	173	OUT ...	1,431
WEST	LEFT	43	WESTBOUND	
BOUND	THRU	64	IN ...	156
	RIGHT	49	OUT ...	66

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	494	531
BOUND	THRU	993	1,128
	RIGHT	18	19
SOUTH	LEFT	14	15
BOUND	THRU	1,032	1,203
	RIGHT	778	878
EAST	LEFT	568	672
BOUND	THRU	34	37
	RIGHT	173	232
WEST	LEFT	43	45
BOUND	THRU	64	70
	RIGHT	49	51

**22. Crown Valley Parkway at Moulton Pkwy/Golden Lantern St (Laguna Niguel/CMP)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	180	NORTHBOUND	
BOUND	THRU	954	IN ...	1,278
	RIGHT	180	OUT ...	1,084
SOUTH	LEFT	260	SOUTHBOUND	
BOUND	THRU	768	IN ...	1,303
	RIGHT	111	OUT ...	1,505
EAST	LEFT	153	EASTBOUND	
BOUND	THRU	482	IN ...	851
	RIGHT	87	OUT ...	1,682
WEST	LEFT	169	WESTBOUND	
BOUND	THRU	1171	IN ...	1,858
	RIGHT	399	OUT ...	1,020

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	180	200
BOUND	THRU	954	1,055
	RIGHT	180	196
SOUTH	LEFT	260	300
BOUND	THRU	768	842
	RIGHT	111	160
EAST	LEFT	153	193
BOUND	THRU	482	639
	RIGHT	87	96
WEST	LEFT	169	185
BOUND	THRU	1,171	1,323
	RIGHT	399	436

**23. Crown Valley Parkway at La Paz Road (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	304	NORTHBOUND	
BOUND	THRU	1080	IN ...	1,278
	RIGHT	0	OUT ...	1,145
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	888	IN ...	1,199
	RIGHT	250	OUT ...	1,223
EAST	LEFT	199	EASTBOUND	
BOUND	THRU	0	IN ...	385
	RIGHT	201	OUT ...	495
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	304	332
BOUND	THRU	1,080	1,193
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	888	955
	RIGHT	250	273
EAST	LEFT	199	217
BOUND	THRU	0	0
	RIGHT	201	219
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

**24. Crown Valley Parkway at Niguel Road (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	52	NORTHBOUND	
BOUND	THRU	641	IN ...	725
	RIGHT	34	OUT ...	753
SOUTH	LEFT	225	SOUTHBOUND	
BOUND	THRU	617	IN ...	1,082
	RIGHT	188	OUT ...	1,154
EAST	LEFT	239	EASTBOUND	
BOUND	THRU	279	IN ...	514
	RIGHT	27	OUT ...	858
WEST	LEFT	69	WESTBOUND	
BOUND	THRU	525	IN ...	955
	RIGHT	381	OUT ...	513

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	52	67
BOUND	THRU	641	714
	RIGHT	34	38
SOUTH	LEFT	225	246
BOUND	THRU	617	704
	RIGHT	188	219
EAST	LEFT	239	261
BOUND	THRU	279	305
	RIGHT	27	30
WEST	LEFT	69	76
BOUND	THRU	525	572
	RIGHT	381	416



**25. Crown Valley Parkway at Alicia Parkway (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	441	NORTHBOUND	
BOUND	THRU	542	IN ...	942
	RIGHT	18	OUT ...	1085
SOUTH	LEFT	29	SOUTHBOUND	
BOUND	THRU	555	IN ...	724
	RIGHT	100	OUT ...	688
EAST	LEFT	131	EASTBOUND	
BOUND	THRU	34	IN ...	651
	RIGHT	451	OUT ...	510
WEST	LEFT	10	WESTBOUND	
BOUND	THRU	21	IN ...	48
	RIGHT	17	OUT ...	81

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	441	490
BOUND	THRU	542	606
	RIGHT	18	19
SOUTH	LEFT	29	30
BOUND	THRU	555	635
	RIGHT	100	109
EAST	LEFT	131	139
BOUND	THRU	34	35
	RIGHT	451	478
WEST	LEFT	10	10
BOUND	THRU	21	22
	RIGHT	17	18

**26. Crown Valley Parkway at Hillhurst Drive (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	952	IN ...	924
	RIGHT	22	OUT ...	1058
SOUTH	LEFT	20	SOUTHBOUND	
BOUND	THRU	958	IN ...	1085
	RIGHT	38	OUT ...	938
EAST	LEFT	11	EASTBOUND	
BOUND	THRU	2	IN ...	18
	RIGHT	5	OUT ...	48
WEST	LEFT	27	WESTBOUND	
BOUND	THRU	0	IN ...	61
	RIGHT	34	OUT ...	42

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	10	10
BOUND	THRU	952	1,062
	RIGHT	22	23
SOUTH	LEFT	20	21
BOUND	THRU	958	1,082
	RIGHT	38	40
EAST	LEFT	11	11
BOUND	THRU	2	2
	RIGHT	5	5
WEST	LEFT	27	28
BOUND	THRU	0	0
	RIGHT	34	35

**27. Crown Valley Pkwy at Pacific Island Dr/Camino Del Avion (Laguna Niguel/Dana Point)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	58	NORTHBOUND	
BOUND	THRU	538	IN ...	706
	RIGHT	99	OUT ...	1,237
SOUTH	LEFT	186	SOUTHBOUND	
BOUND	THRU	753	IN ...	1,018
	RIGHT	8	OUT ...	739
EAST	LEFT	9	EASTBOUND	
BOUND	THRU	87	IN ...	198
	RIGHT	86	OUT ...	152
WEST	LEFT	309	WESTBOUND	
BOUND	THRU	66	IN ...	654
	RIGHT	247	OUT ...	447

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	58	68
BOUND	THRU	538	602
	RIGHT	99	130
SOUTH	LEFT	186	217
BOUND	THRU	753	856
	RIGHT	8	8
EAST	LEFT	9	9
BOUND	THRU	87	101
	RIGHT	86	90
WEST	LEFT	309	354
BOUND	THRU	66	75
	RIGHT	247	270

**28. Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Hwy (Dana Point/Caltrans/CMP)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	17	NORTHBOUND	
BOUND	THRU	43	IN ...	96
	RIGHT	36	OUT ...	86
SOUTH	LEFT	190	SOUTHBOUND	
BOUND	THRU	27	IN ...	1,150
	RIGHT	844	OUT ...	709
EAST	LEFT	483	EASTBOUND	
BOUND	THRU	455	IN ...	983
	RIGHT	20	OUT ...	1,894
WEST	LEFT	39	WESTBOUND	
BOUND	THRU	911	IN ...	1,137
	RIGHT	162	OUT ...	676

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	17	18
BOUND	THRU	43	45
	RIGHT	36	37
SOUTH	LEFT	190	226
BOUND	THRU	27	28
	RIGHT	844	934
EAST	LEFT	483	551
BOUND	THRU	455	639
	RIGHT	20	21
WEST	LEFT	39	41
BOUND	THRU	911	1,126
	RIGHT	162	184

**29. Niguel Road at Marina Hills Drive (Laguna Niguel)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	626	IN ...	824
	RIGHT	231	OUT ...	597
SOUTH	LEFT	171	SOUTHBOUND	
BOUND	THRU	379	IN ...	524
	RIGHT	0	OUT ...	866
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	240	WESTBOUND	
BOUND	THRU	0	IN ...	514
	RIGHT	254	OUT ...	399

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	626	684
	RIGHT	231	252
SOUTH	LEFT	171	187
BOUND	THRU	379	414
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	240	263
BOUND	THRU	0	0
	RIGHT	254	270

**30. Niguel Road at Camino Del Avion (Laguna Niguel/Dana Point)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

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\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	118	NORTHBOUND	
BOUND	THRU	449	IN ...	572
	RIGHT	144	OUT ...	725
SOUTH	LEFT	323	SOUTHBOUND	
BOUND	THRU	456	IN ...	839
	RIGHT	68	OUT ...	803
EAST	LEFT	63	EASTBOUND	
BOUND	THRU	360	IN ...	612
	RIGHT	140	OUT ...	580
WEST	LEFT	146	WESTBOUND	
BOUND	THRU	379	IN ...	1,010
	RIGHT	306	OUT ...	924

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	118	129
BOUND	THRU	449	490
	RIGHT	144	158
SOUTH	LEFT	323	367
BOUND	THRU	456	498
	RIGHT	68	75
EAST	LEFT	63	69
BOUND	THRU	360	421
	RIGHT	140	153
WEST	LEFT	146	180
BOUND	THRU	379	438
	RIGHT	306	391

**31. Niguel Road at Stonehill Drive (Dana Point)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

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\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	305	IN ...	478
	RIGHT	167	OUT ...	643
SOUTH	LEFT	270	SOUTHBOUND	
BOUND	THRU	387	IN ...	660
	RIGHT	3	OUT ...	682
EAST	LEFT	10	EASTBOUND	
BOUND	THRU	13	IN ...	30
	RIGHT	7	OUT ...	10
WEST	LEFT	249	WESTBOUND	
BOUND	THRU	1	IN ...	617
	RIGHT	367	OUT ...	450

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	6	6
BOUND	THRU	305	333
	RIGHT	167	222
SOUTH	LEFT	270	295
BOUND	THRU	387	422
	RIGHT	3	3
EAST	LEFT	10	10
BOUND	THRU	13	14
	RIGHT	7	7
WEST	LEFT	249	306
BOUND	THRU	1	1
	RIGHT	367	401

**32. Niguel Road at Pacific Coast Hwy (Dana Point/Caltrans)**

**AM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

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Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	37	NORTHBOUND	
BOUND	THRU	67	IN ...	158
	RIGHT	54	OUT ...	171
SOUTH	LEFT	210	SOUTHBOUND	
BOUND	THRU	77	IN ...	586
	RIGHT	299	OUT ...	422
EAST	LEFT	151	EASTBOUND	
BOUND	THRU	479	IN ...	646
	RIGHT	16	OUT ...	1149
WEST	LEFT	78	WESTBOUND	
BOUND	THRU	813	IN ...	1095
	RIGHT	204	OUT ...	743

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	37	38
BOUND	THRU	67	70
	RIGHT	54	56
SOUTH	LEFT	210	229
BOUND	THRU	77	80
	RIGHT	299	360
EAST	LEFT	151	204
BOUND	THRU	479	645
	RIGHT	16	17
WEST	LEFT	78	81
BOUND	THRU	813	993
	RIGHT	204	223



*APPENDIX G-II*

**WEEKDAY PM TRAFFIC VOLUMES**

**1. Alicia Parkway at Moulton Parkway (Laguna Hills)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	307	NORTHBOUND	
BOUND	THRU	1417	IN ...	1842
	RIGHT	61	OUT ...	1987
SOUTH	LEFT	366	SOUTHBOUND	
BOUND	THRU	1354	IN ...	1826
	RIGHT	135	OUT ...	1887
EAST	LEFT	163	EASTBOUND	
BOUND	THRU	1095	IN ...	2119
	RIGHT	547	OUT ...	1288
WEST	LEFT	63	WESTBOUND	
BOUND	THRU	581	IN ...	1158
	RIGHT	343	OUT ...	1782

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	307	388
BOUND	THRU	1,417	1,573
	RIGHT	61	71
SOUTH	LEFT	366	468
BOUND	THRU	1,354	1,504
	RIGHT	135	152
EAST	LEFT	163	179
BOUND	THRU	1,095	1,334
	RIGHT	547	620
WEST	LEFT	63	76
BOUND	THRU	581	748
	RIGHT	343	448

**2. Alicia Parkway at Pacific Park Drive (Laguna Niguel/Aliso Viejo)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	307	NORTHBOUND	
BOUND	THRU	1077	IN ...	1579
	RIGHT	151	OUT ...	1403
SOUTH	LEFT	324	SOUTHBOUND	
BOUND	THRU	1049	IN ...	1804
	RIGHT	413	OUT ...	1874
EAST	LEFT	420	EASTBOUND	
BOUND	THRU	956	IN ...	1665
	RIGHT	188	OUT ...	1651
WEST	LEFT	171	WESTBOUND	
BOUND	THRU	867	IN ...	1425
	RIGHT	318	OUT ...	1546

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	307	335
BOUND	THRU	1,077	1,202
	RIGHT	151	162
SOUTH	LEFT	324	345
BOUND	THRU	1,049	1,174
	RIGHT	413	452
EAST	LEFT	420	459
BOUND	THRU	956	1,039
	RIGHT	188	206
WEST	LEFT	171	187
BOUND	THRU	867	915
	RIGHT	318	335

**3. Alicia Parkway at Aliso Creek Road (Laguna Niguel/Aliso Viejo)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	496	NORTHBOUND	
BOUND	THRU	758	IN ...	1,458
	RIGHT	180	OUT ...	1,912
SOUTH	LEFT	160	SOUTHBOUND	
BOUND	THRU	922	IN ...	1,334
	RIGHT	257	OUT ...	1,209
EAST	LEFT	275	EASTBOUND	
BOUND	THRU	694	IN ...	1,686
	RIGHT	691	OUT ...	1,442
WEST	LEFT	291	WESTBOUND	
BOUND	THRU	655	IN ...	1,142
	RIGHT	132	OUT ...	1,057

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	496	543
BOUND	THRU	758	847
	RIGHT	180	211
SOUTH	LEFT	160	174
BOUND	THRU	922	1,030
	RIGHT	257	280
EAST	LEFT	275	300
BOUND	THRU	694	769
	RIGHT	691	759
WEST	LEFT	291	339
BOUND	THRU	655	692
	RIGHT	132	144

**4. Alicia Parkway at Niguel Road (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	71	NORTHBOUND	
BOUND	THRU	691	IN ...	823
	RIGHT	32	OUT ...	967
SOUTH	LEFT	423	SOUTHBOUND	
BOUND	THRU	906	IN ...	1,427
	RIGHT	98	OUT ...	1,222
EAST	LEFT	79	EASTBOUND	
BOUND	THRU	108	IN ...	228
	RIGHT	41	OUT ...	302
WEST	LEFT	91	WESTBOUND	
BOUND	THRU	133	IN ...	646
	RIGHT	444	OUT ...	633

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	71	78
BOUND	THRU	691	763
	RIGHT	32	37
SOUTH	LEFT	423	480
BOUND	THRU	906	1,000
	RIGHT	98	107
EAST	LEFT	79	86
BOUND	THRU	108	116
	RIGHT	41	45
WEST	LEFT	91	100
BOUND	THRU	133	145
	RIGHT	444	485

**5. Highlands Avenue at Pacific Island Drive (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	60	SOUTHBOUND	
BOUND	THRU	0	IN ...	123
	RIGHT	61	OUT ...	143
EAST	LEFT	39	EASTBOUND	
BOUND	THRU	272	IN ...	316
	RIGHT	0	OUT ...	447
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	387	IN ...	491
	RIGHT	102	OUT ...	339

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	60	62
BOUND	THRU	0	0
	RIGHT	61	66
EAST	LEFT	39	43
BOUND	THRU	272	297
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	387	422
	RIGHT	102	111

**6. Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	169	NORTHBOUND	
BOUND	THRU	555	IN ...	792
	RIGHT	45	OUT ...	771
SOUTH	LEFT	31	SOUTHBOUND	
BOUND	THRU	681	IN ...	895
	RIGHT	255	OUT ...	786
EAST	LEFT	179	EASTBOUND	
BOUND	THRU	40	IN ...	347
	RIGHT	121	OUT ...	462
WEST	LEFT	37	WESTBOUND	
BOUND	THRU	36	IN ...	101
	RIGHT	28	OUT ...	116

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	169	176
BOUND	THRU	555	614
	RIGHT	45	49
SOUTH	LEFT	31	34
BOUND	THRU	681	753
	RIGHT	255	278
EAST	LEFT	179	187
BOUND	THRU	40	44
	RIGHT	121	132
WEST	LEFT	37	40
BOUND	THRU	36	37
	RIGHT	28	30

**7. Alicia Parkway at Town Center Drive (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	30	NORTHBOUND	
BOUND	THRU	642	IN ...	732
	RIGHT	37	OUT ...	739
SOUTH	LEFT	73	SOUTHBOUND	
BOUND	THRU	769	IN ...	774
	RIGHT	0	OUT ...	787
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	3
	RIGHT	3	OUT ...	30
WEST	LEFT	35	WESTBOUND	
BOUND	THRU	0	IN ...	157
	RIGHT	122	OUT ...	110

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	30	31
BOUND	THRU	642	710
	RIGHT	37	39
SOUTH	LEFT	73	76
BOUND	THRU	769	851
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	3	3
WEST	LEFT	35	36
BOUND	THRU	0	0
	RIGHT	122	127



**8. La Paz Road at Merienda/SR-73 NB Ramps (Laguna Hills/Caltrans)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	19	NORTHBOUND	
BOUND	THRU	1068	IN ...	1,278
	RIGHT	107	OUT ...	722
SOUTH	LEFT	109	SOUTHBOUND	
BOUND	THRU	716	IN ...	787
	RIGHT	12	OUT ...	1,209
EAST	LEFT	9	EASTBOUND	
BOUND	THRU	0	IN ...	21
	RIGHT	12	OUT ...	32
WEST	LEFT	42	WESTBOUND	
BOUND	THRU	1	IN ...	102
	RIGHT	17	OUT ...	225

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	19	20
BOUND	THRU	1,068	1,164
	RIGHT	107	117
SOUTH	LEFT	109	119
BOUND	THRU	716	782
	RIGHT	12	12
EAST	LEFT	9	10
BOUND	THRU	0	0
	RIGHT	12	12
WEST	LEFT	42	65
BOUND	THRU	1	2
	RIGHT	17	35

**9. La Paz Road at SR-73 SB Ramps (Aliso Viejo/Caltrans)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	62	NORTHBOUND	
BOUND	THRU	675	IN ...	817
	RIGHT	51	OUT ...	904
SOUTH	LEFT	142	SOUTHBOUND	
BOUND	THRU	606	IN ...	727
	RIGHT	27	OUT ...	1261
EAST	LEFT	385	EASTBOUND	
BOUND	THRU	54	IN ...	722
	RIGHT	251	OUT ...	44
WEST	LEFT	70	WESTBOUND	
BOUND	THRU	5	IN ...	192
	RIGHT	117	OUT ...	247

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	62	67
BOUND	THRU	675	732
	RIGHT	51	54
SOUTH	LEFT	142	148
BOUND	THRU	606	662
	RIGHT	27	29
EAST	LEFT	385	408
BOUND	THRU	54	56
	RIGHT	251	274
WEST	LEFT	70	73
BOUND	THRU	5	5
	RIGHT	117	122

**10. La Paz Road at Pacific Park Drive (Laguna Niguel/Aliso Viejo)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	161	NORTHBOUND	
BOUND	THRU	479	IN ...	874
	RIGHT	205	OUT ...	1054
SOUTH	LEFT	53	SOUTHBOUND	
BOUND	THRU	581	IN ...	925
	RIGHT	305	OUT ...	932
EAST	LEFT	364	EASTBOUND	
BOUND	THRU	781	IN ...	1452
	RIGHT	191	OUT ...	1391
WEST	LEFT	305	WESTBOUND	
BOUND	THRU	866	IN ...	1254
	RIGHT	51	OUT ...	1125

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	161	172
BOUND	THRU	479	523
	RIGHT	205	213
SOUTH	LEFT	53	58
BOUND	THRU	581	634
	RIGHT	305	333
EAST	LEFT	364	392
BOUND	THRU	781	858
	RIGHT	191	200
WEST	LEFT	305	333
BOUND	THRU	866	905
	RIGHT	51	56

**11. La Paz Road at Aliso Creek Road (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	218	NORTHBOUND	
BOUND	THRU	276	IN ...	508
	RIGHT	29	OUT ...	814
SOUTH	LEFT	148	SOUTHBOUND	
BOUND	THRU	519	IN ...	854
	RIGHT	216	OUT ...	546
EAST	LEFT	200	EASTBOUND	
BOUND	THRU	476	IN ...	969
	RIGHT	251	OUT ...	977
WEST	LEFT	70	WESTBOUND	
BOUND	THRU	469	IN ...	697
	RIGHT	78	OUT ...	692

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	218	238
BOUND	THRU	276	301
	RIGHT	29	32
SOUTH	LEFT	148	162
BOUND	THRU	519	567
	RIGHT	216	236
EAST	LEFT	200	218
BOUND	THRU	476	545
	RIGHT	251	274
WEST	LEFT	70	75
BOUND	THRU	469	539
	RIGHT	78	84

**12. Moulton Parkway at SR-73 SB Ramps (Laguna Niguel/Caltrans/CMP)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	794	IN ...	931
	RIGHT	0	OUT ...	1,569
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	1076	IN ...	1,222
	RIGHT	0	OUT ...	1,350
EAST	LEFT	304	EASTBOUND	
BOUND	THRU	0	IN ...	766
	RIGHT	371	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	794	1,051
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	1,076	1,361
	RIGHT	0	0
EAST	LEFT	304	411
BOUND	THRU	0	0
	RIGHT	371	406
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

**13. Moulton Parkway at Aliso Creek Road (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	445	NORTHBOUND	
BOUND	THRU	770	IN ...	1,473
	RIGHT	64	OUT ...	1,972
SOUTH	LEFT	75	SOUTHBOUND	
BOUND	THRU	1304	IN ...	1,599
	RIGHT	119	OUT ...	1,015
EAST	LEFT	81	EASTBOUND	
BOUND	THRU	60	IN ...	672
	RIGHT	490	OUT ...	705
WEST	LEFT	41	WESTBOUND	
BOUND	THRU	59	IN ...	144
	RIGHT	44	OUT ...	199

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	445	519
BOUND	THRU	770	1,019
	RIGHT	64	68
SOUTH	LEFT	75	78
BOUND	THRU	1,304	1,605
	RIGHT	119	127
EAST	LEFT	81	85
BOUND	THRU	60	62
	RIGHT	490	561
WEST	LEFT	41	43
BOUND	THRU	59	61
	RIGHT	44	46

**14. Moulton Parkway at Rancho Niguel Road (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	68	NORTHBOUND	
BOUND	THRU	751	IN ...	1,086
	RIGHT	81	OUT ...	1,552
SOUTH	LEFT	459	SOUTHBOUND	
BOUND	THRU	1235	IN ...	1,895
	RIGHT	68	OUT ...	1,427
EAST	LEFT	22	EASTBOUND	
BOUND	THRU	181	IN ...	297
	RIGHT	94	OUT ...	300
WEST	LEFT	90	WESTBOUND	
BOUND	THRU	164	IN ...	722
	RIGHT	468	OUT ...	721

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	68	76
BOUND	THRU	751	1,023
	RIGHT	81	88
SOUTH	LEFT	459	501
BOUND	THRU	1,235	1,555
	RIGHT	68	75
EAST	LEFT	22	24
BOUND	THRU	181	197
	RIGHT	94	99
WEST	LEFT	90	99
BOUND	THRU	164	180
	RIGHT	468	511

**15. Greenfield Drive at SR-73 NB Ramps (Laguna Hills/Caltrans)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	322	NORTHBOUND	
BOUND	THRU	70	IN ...	581
	RIGHT	0	OUT ...	661
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	87	IN ...	223
	RIGHT	8	OUT ...	286
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	400
WEST	LEFT	472	WESTBOUND	
BOUND	THRU	0	IN ...	543
	RIGHT	36	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	322	382
BOUND	THRU	70	202
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	87	204
	RIGHT	8	18
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	472	516
BOUND	THRU	0	0
	RIGHT	36	84



**16. Greenfield Drive at SR-73 SB Ramps (Laguna Niguel/Caltrans)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	389	IN ...	927
	RIGHT	404	OUT ...	1,322
SOUTH	LEFT	17	SOUTHBOUND	
BOUND	THRU	537	IN ...	656
	RIGHT	0	OUT ...	586
EAST	LEFT	8	EASTBOUND	
BOUND	THRU	0	IN ...	736
	RIGHT	711	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	410

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	389	571
	RIGHT	404	441
SOUTH	LEFT	17	24
BOUND	THRU	537	618
	RIGHT	0	0
EAST	LEFT	8	15
BOUND	THRU	0	0
	RIGHT	711	809
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

**17. Greenfield Drive at Rancho Niguel Road (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	450	NORTHBOUND	
BOUND	THRU	445	IN ...	1186
	RIGHT	154	OUT ...	1335
SOUTH	LEFT	129	SOUTHBOUND	
BOUND	THRU	742	IN ...	1322
	RIGHT	377	OUT ...	974
EAST	LEFT	361	EASTBOUND	
BOUND	THRU	82	IN ...	745
	RIGHT	282	OUT ...	931
WEST	LEFT	231	WESTBOUND	
BOUND	THRU	87	IN ...	352
	RIGHT	34	OUT ...	365

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	450	474
BOUND	THRU	445	550
	RIGHT	154	162
SOUTH	LEFT	129	134
BOUND	THRU	742	817
	RIGHT	377	412
EAST	LEFT	361	387
BOUND	THRU	82	85
	RIGHT	282	308
WEST	LEFT	231	240
BOUND	THRU	87	90
	RIGHT	34	37

**18. I-5 NB Ramps at Crown Valley Parkway (Mission Viejo/Caltrans/CMP)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	225	NORTHBOUND	
BOUND	THRU	0	IN ...	581
	RIGHT	452	OUT ...	779
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1285
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	2612	IN ...	3745
	RIGHT	732	OUT ...	2115
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	1778	IN ...	3175
	RIGHT	1257	OUT ...	3322

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	225	309
BOUND	THRU	0	0
	RIGHT	452	572
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	2,612	2,948
	RIGHT	732	836
WEST	LEFT	0	0
BOUND	THRU	1,778	2,076
	RIGHT	1,257	1,405

**19. I-5 SB Ramps at Crown Valley Pkwy (Laguna Niguel/Mission Viejo/Caltrans/CMP)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	734
SOUTH	LEFT	1252	SOUTHBOUND	
BOUND	THRU	1	IN ...	2,405
	RIGHT	947	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	2087	IN ...	2,556
	RIGHT	348	OUT ...	2,603
WEST	LEFT	495	WESTBOUND	
BOUND	THRU	1509	IN ...	2,116
	RIGHT	0	OUT ...	3,740

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	1,252	1,458
BOUND	THRU	1	1
	RIGHT	947	1,094
EAST	LEFT	0	0
BOUND	THRU	2,087	2,282
	RIGHT	348	426
WEST	LEFT	495	618
BOUND	THRU	1,509	1,766
	RIGHT	0	0

**20. Cabot Road at Crown Valley Parkway (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	168	NORTHBOUND	
BOUND	THRU	222	IN ...	733
	RIGHT	344	OUT ...	869
SOUTH	LEFT	213	SOUTHBOUND	
BOUND	THRU	238	IN ...	679
	RIGHT	248	OUT ...	646
EAST	LEFT	220	EASTBOUND	
BOUND	THRU	1520	IN ...	1,966
	RIGHT	114	OUT ...	2,226
WEST	LEFT	577	WESTBOUND	
BOUND	THRU	1652	IN ...	2,543
	RIGHT	228	OUT ...	2,181

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	168	180
BOUND	THRU	222	260
	RIGHT	344	399
SOUTH	LEFT	213	254
BOUND	THRU	238	273
	RIGHT	248	298
EAST	LEFT	220	288
BOUND	THRU	1,520	1,727
	RIGHT	114	125
WEST	LEFT	577	655
BOUND	THRU	1,652	1,788
	RIGHT	228	264

**21. Crown Valley Parkway at Greenfield Drive (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	305	NORTHBOUND	
BOUND	THRU	910	IN ...	1,332
	RIGHT	27	OUT ...	1,650
SOUTH	LEFT	45	SOUTHBOUND	
BOUND	THRU	1228	IN ...	2,228
	RIGHT	797	OUT ...	1,929
EAST	LEFT	880	EASTBOUND	
BOUND	THRU	105	IN ...	1,383
	RIGHT	318	OUT ...	1,271
WEST	LEFT	26	WESTBOUND	
BOUND	THRU	32	IN ...	85
	RIGHT	27	OUT ...	177

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	305	343
BOUND	THRU	910	1,078
	RIGHT	27	28
SOUTH	LEFT	45	47
BOUND	THRU	1,228	1,408
	RIGHT	797	895
EAST	LEFT	880	990
BOUND	THRU	105	112
	RIGHT	318	337
WEST	LEFT	26	27
BOUND	THRU	32	35
	RIGHT	27	28

**22. Crown Valley Parkway at Moulton Pkwy/Golden Lantern St (Laguna Niguel/CMP)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	148	NORTHBOUND	
BOUND	THRU	855	IN ...	1,228
	RIGHT	184	OUT ...	1,202
SOUTH	LEFT	417	SOUTHBOUND	
BOUND	THRU	907	IN ...	1,534
	RIGHT	121	OUT ...	1,331
EAST	LEFT	137	EASTBOUND	
BOUND	THRU	1029	IN ...	1,419
	RIGHT	131	OUT ...	981
WEST	LEFT	188	WESTBOUND	
BOUND	THRU	534	IN ...	1,096
	RIGHT	230	OUT ...	1,761

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	148	163
BOUND	THRU	855	965
	RIGHT	184	201
SOUTH	LEFT	417	468
BOUND	THRU	907	1,012
	RIGHT	121	179
EAST	LEFT	137	204
BOUND	THRU	1,029	1,274
	RIGHT	131	144
WEST	LEFT	188	206
BOUND	THRU	534	740
	RIGHT	230	268

**23. Crown Valley Parkway at La Paz Road (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	231	NORTHBOUND	
BOUND	THRU	1033	IN ...	1,296
	RIGHT	0	OUT ...	1,345
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	1079	IN ...	1,130
	RIGHT	101	OUT ...	1,173
EAST	LEFT	101	EASTBOUND	
BOUND	THRU	0	IN ...	408
	RIGHT	340	OUT ...	315
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	231	252
BOUND	THRU	1,033	1,159
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	1,079	1,201
	RIGHT	101	110
EAST	LEFT	101	110
BOUND	THRU	0	0
	RIGHT	340	372
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0



**24. Crown Valley Parkway at Niguel Road (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	93	NORTHBOUND	
BOUND	THRU	669	IN ...	892
	RIGHT	104	OUT ...	898
SOUTH	LEFT	348	SOUTHBOUND	
BOUND	THRU	746	IN ...	1,292
	RIGHT	275	OUT ...	1,190
EAST	LEFT	256	EASTBOUND	
BOUND	THRU	435	IN ...	803
	RIGHT	40	OUT ...	759
WEST	LEFT	104	WESTBOUND	
BOUND	THRU	414	IN ...	721
	RIGHT	235	OUT ...	861

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	93	101
BOUND	THRU	669	762
	RIGHT	104	113
SOUTH	LEFT	348	380
BOUND	THRU	746	838
	RIGHT	275	300
EAST	LEFT	256	287
BOUND	THRU	435	465
	RIGHT	40	50
WEST	LEFT	104	114
BOUND	THRU	414	453
	RIGHT	235	256

**25. Crown Valley Parkway at Alicia Parkway (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	461	NORTHBOUND	
BOUND	THRU	594	IN ...	1142
	RIGHT	43	OUT ...	1143
SOUTH	LEFT	88	SOUTHBOUND	
BOUND	THRU	610	IN ...	849
	RIGHT	143	OUT ...	814
EAST	LEFT	137	EASTBOUND	
BOUND	THRU	74	IN ...	702
	RIGHT	559	OUT ...	708
WEST	LEFT	39	WESTBOUND	
BOUND	THRU	81	IN ...	177
	RIGHT	57	OUT ...	205

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	461	511
BOUND	THRU	594	680
	RIGHT	43	45
SOUTH	LEFT	88	92
BOUND	THRU	610	689
	RIGHT	143	151
EAST	LEFT	137	149
BOUND	THRU	74	77
	RIGHT	559	621
WEST	LEFT	39	41
BOUND	THRU	81	84
	RIGHT	57	59

**26. Crown Valley Parkway at Hillhurst Drive (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	8	NORTHBOUND	
BOUND	THRU	1017	IN ...	1099
	RIGHT	31	OUT ...	1120
SOUTH	LEFT	39	SOUTHBOUND	
BOUND	THRU	1139	IN ...	1143
	RIGHT	30	OUT ...	1140
EAST	LEFT	36	EASTBOUND	
BOUND	THRU	3	IN ...	46
	RIGHT	7	OUT ...	40
WEST	LEFT	40	WESTBOUND	
BOUND	THRU	2	IN ...	84
	RIGHT	43	OUT ...	72

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	8	8
BOUND	THRU	1,017	1,151
	RIGHT	31	32
SOUTH	LEFT	39	41
BOUND	THRU	1,139	1,278
	RIGHT	30	31
EAST	LEFT	36	37
BOUND	THRU	3	3
	RIGHT	7	7
WEST	LEFT	40	42
BOUND	THRU	2	2
	RIGHT	43	45

**27. Crown Valley Pkwy at Pacific Island Dr/Camino Del Avion (Laguna Niguel/Dana Point)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	77	NORTHBOUND	
BOUND	THRU	838	IN ...	1,204
	RIGHT	213	OUT ...	948
SOUTH	LEFT	268	SOUTHBOUND	
BOUND	THRU	718	IN ...	931
	RIGHT	11	OUT ...	1,056
EAST	LEFT	11	EASTBOUND	
BOUND	THRU	78	IN ...	186
	RIGHT	74	OUT ...	183
WEST	LEFT	136	WESTBOUND	
BOUND	THRU	75	IN ...	451
	RIGHT	160	OUT ...	585

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	77	84
BOUND	THRU	838	952
	RIGHT	213	253
SOUTH	LEFT	268	293
BOUND	THRU	718	811
	RIGHT	11	12
EAST	LEFT	11	11
BOUND	THRU	78	88
	RIGHT	74	87
WEST	LEFT	136	182
BOUND	THRU	75	89
	RIGHT	160	180

**28. Crown Valley Parkway/Monarch Bay Drive at Pacific Coast Hwy (Dana Point/Caltrans/CMP)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	15	NORTHBOUND	
BOUND	THRU	31	IN ...	76
	RIGHT	30	OUT ...	88
SOUTH	LEFT	250	SOUTHBOUND	
BOUND	THRU	49	IN ...	925
	RIGHT	583	OUT ...	1,125
EAST	LEFT	805	EASTBOUND	
BOUND	THRU	982	IN ...	1,887
	RIGHT	15	OUT ...	1,380
WEST	LEFT	24	WESTBOUND	
BOUND	THRU	726	IN ...	975
	RIGHT	213	OUT ...	1,270

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	15	16
BOUND	THRU	31	32
	RIGHT	30	31
SOUTH	LEFT	250	286
BOUND	THRU	49	51
	RIGHT	583	660
EAST	LEFT	805	878
BOUND	THRU	982	1,263
	RIGHT	15	16
WEST	LEFT	24	25
BOUND	THRU	726	993
	RIGHT	213	254

**29. Niguel Road at Marina Hills Drive (Laguna Niguel)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	500	IN ...	712
	RIGHT	238	OUT ...	635
SOUTH	LEFT	299	SOUTHBOUND	
BOUND	THRU	483	IN ...	761
	RIGHT	0	OUT ...	712
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	189	WESTBOUND	
BOUND	THRU	0	IN ...	426
	RIGHT	244	OUT ...	551

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	500	546
	RIGHT	238	260
SOUTH	LEFT	299	327
BOUND	THRU	483	527
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	189	207
BOUND	THRU	0	0
	RIGHT	244	267

**30. Niguel Road at Camino Del Avion (Laguna Niguel/Dana Point)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	161	NORTHBOUND	
BOUND	THRU	358	IN ...	571
	RIGHT	135	OUT ...	502
SOUTH	LEFT	212	SOUTHBOUND	
BOUND	THRU	328	IN ...	569
	RIGHT	36	OUT ...	629
EAST	LEFT	66	EASTBOUND	
BOUND	THRU	399	IN ...	582
	RIGHT	112	OUT ...	547
WEST	LEFT	171	WESTBOUND	
BOUND	THRU	294	IN ...	851
	RIGHT	216	OUT ...	897

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	161	175
BOUND	THRU	358	391
	RIGHT	135	154
SOUTH	LEFT	212	286
BOUND	THRU	328	358
	RIGHT	36	39
EAST	LEFT	66	72
BOUND	THRU	399	457
	RIGHT	112	122
WEST	LEFT	171	180
BOUND	THRU	294	385
	RIGHT	216	286

**31. Niguel Road at Stonehill Drive (Dana Point)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	394	IN ...	703
	RIGHT	303	OUT ...	552
SOUTH	LEFT	218	SOUTHBOUND	
BOUND	THRU	368	IN ...	587
	RIGHT	1	OUT ...	607
EAST	LEFT	5	EASTBOUND	
BOUND	THRU	3	IN ...	15
	RIGHT	7	OUT ...	18
WEST	LEFT	177	WESTBOUND	
BOUND	THRU	11	IN ...	396
	RIGHT	208	OUT ...	524

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	6	6
BOUND	THRU	394	431
	RIGHT	303	352
SOUTH	LEFT	218	238
BOUND	THRU	368	402
	RIGHT	1	1
EAST	LEFT	5	5
BOUND	THRU	3	3
	RIGHT	7	7
WEST	LEFT	177	216
BOUND	THRU	11	11
	RIGHT	208	227



**32. Niguel Road at Pacific Coast Hwy (Dana Point/Caltrans)**

**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	45	NORTHBOUND	
BOUND	THRU	116	IN ...	231
	RIGHT	70	OUT ...	123
SOUTH	LEFT	189	SOUTHBOUND	
BOUND	THRU	61	IN ...	437
	RIGHT	187	OUT ...	662
EAST	LEFT	316	EASTBOUND	
BOUND	THRU	858	IN ...	1193
	RIGHT	19	OUT ...	874
WEST	LEFT	43	WESTBOUND	
BOUND	THRU	642	IN ...	915
	RIGHT	230	OUT ...	1117

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	45	47
BOUND	THRU	116	121
	RIGHT	70	73
SOUTH	LEFT	189	207
BOUND	THRU	61	63
	RIGHT	187	227
EAST	LEFT	316	366
BOUND	THRU	858	1,119
	RIGHT	19	20
WEST	LEFT	43	45
BOUND	THRU	642	900
	RIGHT	230	251

*APPENDIX G-III*

**WEEKDAY DAILY TRAFFIC VOLUMES**

**1. Alicia Parkway, between Aliso Creek Road and Highland Avenue**

**DAILY HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	43566	IN ...	44123
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	44123
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	43,566	48,086
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

**2. Alicia Parkway, between Highlands Avenue and Niguel Road**

**DAILY HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	32294	IN ...	32389
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	32389
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	32,294	35,628
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

**3. Alicia Parkway, between Niguel Road and Pacific Island Drive/Ivy Glenn Drive**

**DAILY HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	21891	IN ...	21,923
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	21,923
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	21,891	24,126
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

**4. Crown Valley Pkwy, between Greenfield Dr and Moulton Pkwy/Golden Lantern St**

**DAILY HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	35764	IN ...	38,050
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	38,050
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	35,764	40,935
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

**5. Crown Valley Parkway, between Moulton Pkwy/Golden Lantern St and La Paz Rd**

**DAILY HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	29492	IN ...	29,691
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	29,691
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	29,492	32,892
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

**6. Crown Valley Parkway, between La Paz Road and Niguel Road**

**DAILY HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	30894	IN ...	30,944
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	30,944
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	30,894	34,423
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0



**7. Crown Valley Parkway, between Hillhurst Drive and Via Valle**

**DAILY HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	27425	IN ...	27,674
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	27,674
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	27,425	30,909
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

**8. Crown Valley Pkwy, btwn Club House Dr and Pacific Island Dr/Camino Del Avion**

**DAILY HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	24231	IN ...	24,536
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	24,536
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	24,231	27,275
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

**9. Niguel Road, between Crown Valley Parkway and La Hermosa Avenue**

**DAILY HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	20090	IN ...	19488
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	19488
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	20,090	21,954
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

**10. Pacific Coast Highway, between Crown Valley Parkway and Niguel Road**

**DAILY HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	28172	IN ...	29229
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	29229
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	28,172	35,618
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

**APPENDIX H**  
**BASIC FREEWAY SEGMENTS ANALYSIS**  
**CALCULATION WORKSHEETS**

*APPENDIX H-1*

**EXISTING (2021) BASIC FREEWAY SEGMENT  
ANALYSIS**

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	SR-73 NB, North of Greenfield Drive	Time Period Analyzed	Weekday AM Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	3726	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1334
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	20.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	SR-73 SB, North of La Paz Road	Time Period Analyzed	Weekday AM Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	1328	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	356
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.15
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	5.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		



# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB, South of Crown Valley Parkway	Time Period Analyzed	Weekday AM Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	6954	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1494
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	64.9
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	23.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB, North of Crown Valley Parkway	Time Period Analyzed	Weekday AM Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	8324	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1788
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	62.9
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	28.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB, North of Crown Valley Parkway	Time Period Analyzed	Weekday AM Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	7499	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1611
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.69
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	64.4
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	25.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB, South of Crown Valley Parkway	Time Period Analyzed	Weekday AM Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	6159	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1323
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.56
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	20.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	SR-73 NB, North of Greenfield Drive	Time Period Analyzed	Weekday PM Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	1572	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	563
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	8.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	SR-73 SB, North of La Paz Road	Time Period Analyzed	Weekday PM Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	4443	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1193
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	18.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB, South of Crown Valley Parkway	Time Period Analyzed	Weekday PM Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	6901	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1482
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	64.9
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	22.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB, North of Crown Valley Parkway	Time Period Analyzed	Weekday PM Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	8213	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1764
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	63.1
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	28.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		



# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB, North of Crown Valley Parkway	Time Period Analyzed	Weekday PM Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	7999	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1718
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.73
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	63.6
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	27.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB, South of Crown Valley Parkway	Time Period Analyzed	Weekday PM Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	6643	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1427
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	22.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	SR-73 NB, North of Greenfield Drive	Time Period Analyzed	Saturday MD Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	2092	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	749
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	11.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	SR-73 SB, North of La Paz Road	Time Period Analyzed	Saturday MD Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	2194	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	589
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.25
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	9.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB, South of Crown Valley Parkway	Time Period Analyzed	Saturday MD Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	7260	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1560
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.66
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	64.6
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	24.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 NB, North of Crown Valley Parkway	Time Period Analyzed	Saturday MD Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	8426	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1810
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.77
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	62.6
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	28.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB, North of Crown Valley Parkway	Time Period Analyzed	Saturday MD Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	7863	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1689
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	63.8
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	26.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

# HCS7 Basic Freeway Report

## Project Information

Analyst	JT	Date	06/27/2019
Agency	LLG Engineers	Analysis Year	Existing
Jurisdiction	I-5 SB, South of Crown Valley Parkway	Time Period Analyzed	Saturday MD Peak Hour
Project Description	2-19-4127-1 Laguna Niguel Town Center, Laguna Niguel	Unit	United States Customary

## Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

Demand Volume veh/h	6654	Heavy Vehicle Adjustment Factor (fhv)	0.980
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1429
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (ET)	2.000		

## Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	22.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		



**APPENDIX I**  
**TRAFFIC SIGNAL WARRANT ANALYSIS**  
**WORKSHEETS**

*APPENDIX I-I*

**EXISTING (2021) TRAFFIC CONDITIONS**

Signal Warrants Report For Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive

Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	572	688	32	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	8	1260	2	32	No

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.4	20.5
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:07	0:00
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	32	0
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1292	1292
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

## Signal Warrants Report For Intersection 33: Project Driveway No. 3 at Pacific Island Drive

## Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	300	533	0

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	3	833	2	0	No

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	12.2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	833
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 34: Project Driveway No. 4 at Pacific Island Drive

## Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	294	533	0	68

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	3	827	1	68	No

## Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.1	12.1
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00	0:13
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	0	68
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	895	895
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

## Signal Warrants Report For Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive

## Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	709	842	157	3

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	8	1551	2	160	Yes

## Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	21.5	11.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:56	0:00
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	157	3
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	1711	1711
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

## Signal Warrants Report For Intersection 33: Project Driveway No. 3 at Pacific Island Drive

## Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	489	346	0

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	3	835	2	0	No

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	835
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 34: Project Driveway No. 4 at Pacific Island Drive

## Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	400	346	0	181

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	3	746	1	181	No

## Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.1	13.5
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:40
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	0	181
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	927	927
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	



## Signal Warrants Report For Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive

## Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	606	746	106	1

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	8	1352	2	107	No

## Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	17.1	11.5
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:30	0:00
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	106	1
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	1459	1459
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

## Signal Warrants Report For Intersection 33: Project Driveway No. 3 at Pacific Island Drive

## Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	395	338	0

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 3
	Number	Volume	Number	Volume	
1	3	733	2	0	No

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.9
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	733
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 34: Project Driveway No. 4 at Pacific Island Drive

## Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	317	338	0	159

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	3	655	1	159	No

## Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.1	12
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:00	0:31
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	0	159
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	814	814
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

*APPENDIX I-II*

**EXISTING (2021) PLUS PROJECT  
TRAFFIC CONDITIONS**

Signal Warrants Report For Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive

Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	569	731	32	61

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	8	1300	2	93	No

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.6	18.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:07	0:18
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	32	61
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1393	1393
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

## Signal Warrants Report For Intersection 33: Project Driveway No. 3 at Pacific Island Drive

## Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	309	544	7

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	3	853	2	7	No

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	15
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	7
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	860
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 34: Project Driveway No. 4 at Pacific Island Drive

## Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	325	533	20	68

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	3	858	1	68	No

## Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.9	12.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:03	0:14
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	20	68
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	946	946
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

## Signal Warrants Report For Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive

## Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	673	890	157	143

## Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	8	1563	2	300	Yes

## Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	22.1	58.3
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:57	2:18
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	157	143
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1863	1863
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	



## Signal Warrants Report For Intersection 33: Project Driveway No. 3 at Pacific Island Drive

## Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	499	358	13

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	3	857	2	13	No

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.9
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	13
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	870
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

## Signal Warrants Report For Intersection 34: Project Driveway No. 4 at Pacific Island Drive

## Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	434	346	35	181

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	3	780	1	181	Yes

## Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.3	14.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:05	0:43
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	35	181
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	996	996
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

Signal Warrants Report For Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive

Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	589	849	106	194

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	8	1438	2	300	Yes

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	18.8	51.3
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:33	2:45
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	106	194
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1738	1738
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

## Signal Warrants Report For Intersection 33: Project Driveway No. 3 at Pacific Island Drive

## Warrants Summary

Warrant	Name	Met?
#1	Peak Hour	No

## Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	416	364	21

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	3	780	2	21	No

## Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.8
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:04
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	21
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	801
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
<b>Warrant Met for Intersection</b>	<b>No</b>

Signal Warrants Report For Intersection 34: Project Driveway No. 4 at Pacific Island Drive

Warrants Summary

Warrant	Name	Met?
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	389	338	60	159

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 3 Condition B
	Number	Volume	Number	Volume	
1	3	727	1	159	No

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.4	13.5
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	0:09	0:35
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	60	159
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	946	946
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
<b>Warrant Met for Intersection</b>	<b>No</b>	

## APPENDIX J

### PROJECT DRIVEWAYS LEVEL OF SERVICE CALCULATION WORKSHEETS

*APPENDIX J-1*

**EXISTING (2021) PLUS PROJECT  
TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.231

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	3	520	46	56	625	50	31	0	30	8	0	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	520	46	56	625	50	31	0	30	8	0	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	130	12	14	156	13	8	0	8	2	0	6
Total Analysis Volume [veh/h]	3	520	46	56	625	50	31	0	30	8	0	24
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.00	0.11	0.11	0.03	0.13	0.13	0.02	0.00	0.02	0.00	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.231											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.317

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	56	949	22	20	955	129	43	2	36	27	0	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	949	22	20	955	129	43	2	36	27	0	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	237	6	5	239	32	11	1	9	7	0	9
Total Analysis Volume [veh/h]	56	949	22	20	955	129	43	2	36	27	0	34
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.19	0.19	0.01	0.19	0.08	0.03	0.03	0.02	0.02	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.317											

**Intersection Level Of Service Report**

**Intersection 33: Project Driveway No. 3 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

**Intersection Setup**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↵		↵	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	7	0	533	11	9	300
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	533	11	9	300
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	133	3	2	75
Total Analysis Volume [veh/h]	7	0	533	11	9	300
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.01	9.96	0.00	0.00	8.56	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.00	0.03	0.00
95th-Percentile Queue Length [ft/ln]	1.46	0.00	0.00	0.00	0.67	0.00
d_A, Approach Delay [s/veh]	15.01		0.00		0.25	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	C					

**Intersection Level Of Service Report**

**Intersection 34: Project Driveway No. 4 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

**Intersection Setup**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↶ ↑ ↷			↶ ↑ ↷		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Base Volume Input [veh/h]	0	0	20	0	0	43	53	480	0	22	266	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	20	0	0	43	53	480	0	22	266	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	0	0	11	13	120	0	6	67	9
Total Analysis Volume [veh/h]	0	0	20	0	0	43	53	480	0	22	266	37
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	2	0	0	0

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.05	0.04	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.86	0.00	0.00	9.37	8.00	0.00	0.00	8.41	0.00	0.00
Movement LOS			A			A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	0.00	0.16	0.13	0.00	0.00	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.02	0.00	0.00	3.91	3.30	0.00	0.00	1.56	0.00	0.00
d_A, Approach Delay [s/veh]	9.86			9.37			0.80			0.57		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.31											
Intersection LOS	A											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.364

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	30	606	37	73	733	84	74	0	69	35	0	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	606	37	73	733	84	74	0	69	35	0	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	152	9	18	183	21	19	0	17	9	0	31
Total Analysis Volume [veh/h]	30	606	37	73	733	84	74	0	69	35	0	122
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.13	0.13	0.04	0.16	0.16	0.04	0.00	0.04	0.02	0.00	0.09
Intersection LOS	A											
Intersection V/C	0.364											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	99	974	31	39	1103	170	105	3	81	40	2	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	974	31	39	1103	170	105	3	81	40	2	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	244	8	10	276	43	26	1	20	10	1	11
Total Analysis Volume [veh/h]	99	974	31	39	1103	170	105	3	81	40	2	43
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.20	0.20	0.02	0.22	0.10	0.06	0.06	0.05	0.02	0.02	0.03
Intersection LOS	A											
Intersection V/C	0.413											

**Intersection Level Of Service Report**

**Intersection 33: Project Driveway No. 3 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.031

**Intersection Setup**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↵		↵	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	13	0	346	12	10	489
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	346	12	10	489
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	87	3	3	122
Total Analysis Volume [veh/h]	13	0	346	12	10	489
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.88	9.32	0.00	0.00	8.03	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.00	0.00	0.03	0.00
95th-Percentile Queue Length [ft/ln]	2.40	0.00	0.00	0.00	0.63	0.00
d_A, Approach Delay [s/veh]	13.88		0.00		0.16	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.30					
Intersection LOS	B					

**Intersection Level Of Service Report**

**Intersection 34: Project Driveway No. 4 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.167

**Intersection Setup**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↶ ↑ ↷			↶ ↑ ↷		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Base Volume Input [veh/h]	0	0	35	0	0	134	53	293	0	24	365	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	35	0	0	134	53	293	0	24	365	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	34	13	73	0	6	91	11
Total Analysis Volume [veh/h]	0	0	35	0	0	134	53	293	0	24	365	45
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	2	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.00	0.17	0.05	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.29	0.00	0.00	10.39	8.30	0.00	0.00	7.90	0.00	0.00
Movement LOS			A			B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.12	0.00	0.00	0.60	0.15	0.00	0.00	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.12	0.00	0.00	14.95	3.64	0.00	0.00	1.45	0.00	0.00
d_A, Approach Delay [s/veh]	9.29		10.39			1.27			0.44			
Approach LOS	A		B			A			A			
d_I, Intersection Delay [s/veh]	2.47											
Intersection LOS	B											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	27	530	32	51	678	120	99	0	95	33	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	530	32	51	678	120	99	0	95	33	0	73
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	133	8	13	170	30	25	0	24	8	0	18
Total Analysis Volume [veh/h]	27	530	32	51	678	120	99	0	95	33	0	73
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.02	0.11	0.11	0.03	0.16	0.16	0.06	0.00	0.06	0.02	0.00	0.06
Intersection LOS	A											
Intersection V/C	0.343											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.429

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	129	868	30	36	1075	256	111	6	111	28	2	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	868	30	36	1075	256	111	6	111	28	2	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	217	8	9	269	64	28	2	28	7	1	10
Total Analysis Volume [veh/h]	129	868	30	36	1075	256	111	6	111	28	2	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.18	0.18	0.02	0.21	0.15	0.07	0.07	0.07	0.02	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.429											

**Intersection Level Of Service Report**

**Intersection 33: Project Driveway No. 3 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.049

**Intersection Setup**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	21	0	338	26	21	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	0	338	26	21	395
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	85	7	5	99
Total Analysis Volume [veh/h]	21	0	338	26	21	395
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	13.79	9.34	0.00	0.00	8.08	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.00	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	3.83	0.00	0.00	0.00	1.35	0.00
d_A, Approach Delay [s/veh]	13.79		0.00		0.41	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	B					

**Intersection Level Of Service Report**

**Intersection 34: Project Driveway No. 4 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.140

**Intersection Setup**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↶ ↑ ↶			↶ ↑ ↶		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Base Volume Input [veh/h]	0	0	60	0	0	118	47	291	0	51	298	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	60	0	0	118	47	291	0	51	298	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	15	0	0	30	12	73	0	13	75	10
Total Analysis Volume [veh/h]	0	0	60	0	0	118	47	291	0	51	298	40
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	2	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.07	0.00	0.00	0.14	0.04	0.00	0.00	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.42	0.00	0.00	9.95	8.07	0.00	0.00	7.96	0.00	0.00
Movement LOS			A			A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.22	0.00	0.00	0.48	0.12	0.00	0.00	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.51	0.00	0.00	12.10	3.01	0.00	0.00	3.14	0.00	0.00
d_A, Approach Delay [s/veh]	9.42			9.95			1.12			1.04		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.79											
Intersection LOS	A											

*APPENDIX J-II*

**2025 CUMULATIVE PLUS PROJECT  
TRAFFIC CONDITIONS**







**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.239

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	3	549	48	58	656	50	31	0	30	8	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	549	48	58	656	50	31	0	30	8	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	137	12	15	164	13	8	0	8	2	0	6
Total Analysis Volume [veh/h]	3	549	48	58	656	50	31	0	30	8	0	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.00	0.12	0.12	0.03	0.14	0.14	0.02	0.00	0.02	0.00	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.239											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.331

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	56	1008	23	21	1027	131	43	2	36	28	0	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	1008	23	21	1027	131	43	2	36	28	0	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	252	6	5	257	33	11	1	9	7	0	9
Total Analysis Volume [veh/h]	56	1008	23	21	1027	131	43	2	36	28	0	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.20	0.20	0.01	0.20	0.08	0.03	0.03	0.02	0.02	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.331											

**Intersection Level Of Service Report**

**Intersection 33: Project Driveway No. 3 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

**Intersection Setup**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	⇐⇐		⇐		⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	7	0	554	11	9	312
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	554	11	9	312
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	139	3	2	78
Total Analysis Volume [veh/h]	7	0	554	11	9	312
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.42	10.04	0.00	0.00	8.62	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.00	0.03	0.00
95th-Percentile Queue Length [ft/ln]	1.52	0.00	0.00	0.00	0.68	0.00
d_A, Approach Delay [s/veh]	15.42		0.00		0.24	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	C					

**Intersection Level Of Service Report**

**Intersection 34: Project Driveway No. 4 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

**Intersection Setup**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↶ ↑ ↷			↶ ↑ ↷		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Base Volume Input [veh/h]	0	0	20	0	0	45	55	499	0	22	276	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	20	0	0	45	55	499	0	22	276	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	0	0	11	14	125	0	6	69	10
Total Analysis Volume [veh/h]	0	0	20	0	0	45	55	499	0	22	276	38
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	2	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.05	0.04	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.93	0.00	0.00	9.41	8.03	0.00	0.00	8.46	0.00	0.00
Movement LOS			A			A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	0.00	0.17	0.14	0.00	0.00	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.05	0.00	0.00	4.13	3.47	0.00	0.00	1.59	0.00	0.00
d_A, Approach Delay [s/veh]	9.93			9.41			0.80			0.55		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.31											
Intersection LOS	A											







**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	31	640	38	76	774	84	74	0	69	36	0	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	640	38	76	774	84	74	0	69	36	0	127
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	160	10	19	194	21	19	0	17	9	0	32
Total Analysis Volume [veh/h]	31	640	38	76	774	84	74	0	69	36	0	127
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.13	0.13	0.04	0.17	0.17	0.04	0.00	0.04	0.02	0.00	0.10
Intersection LOS	A											
Intersection V/C	0.376											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐   ⇐			⇐   ⇐			⇐⇐			⇐⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	99	1053	32	41	1181	171	106	3	81	42	2	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	1053	32	41	1181	171	106	3	81	42	2	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	263	8	10	295	43	27	1	20	11	1	11
Total Analysis Volume [veh/h]	99	1053	32	41	1181	171	106	3	81	42	2	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.21	0.21	0.02	0.23	0.10	0.06	0.06	0.05	0.02	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.430											

**Intersection Level Of Service Report**

**Intersection 33: Project Driveway No. 3 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

**Intersection Setup**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↵		↵	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	13	0	360	12	10	509
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	360	12	10	509
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	90	3	3	127
Total Analysis Volume [veh/h]	13	0	360	12	10	509
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	14.20	9.37	0.00	0.00	8.07	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.00	0.00	0.03	0.00
95th-Percentile Queue Length [ft/ln]	2.49	0.00	0.00	0.00	0.64	0.00
d_A, Approach Delay [s/veh]	14.20		0.00		0.16	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	B					

**Intersection Level Of Service Report**

**Intersection 34: Project Driveway No. 4 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.175

**Intersection Setup**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↶ ↑ ↷			↶ ↑ ↷		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Base Volume Input [veh/h]	0	0	35	0	0	139	55	305	0	24	379	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	35	0	0	139	55	305	0	24	379	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	35	14	76	0	6	95	12
Total Analysis Volume [veh/h]	0	0	35	0	0	139	55	305	0	24	379	47
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	2	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.00	0.18	0.05	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.33	0.00	0.00	10.51	8.35	0.00	0.00	7.93	0.00	0.00
Movement LOS			A			B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.13	0.00	0.00	0.63	0.15	0.00	0.00	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.15	0.00	0.00	15.84	3.83	0.00	0.00	1.46	0.00	0.00
d_A, Approach Delay [s/veh]	9.33			10.51			1.28			0.42		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	2.48											
Intersection LOS	B											







**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	28	563	33	53	716	120	99	0	95	34	0	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	563	33	53	716	120	99	0	95	34	0	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	141	8	13	179	30	25	0	24	9	0	19
Total Analysis Volume [veh/h]	28	563	33	53	716	120	99	0	95	34	0	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.02	0.12	0.12	0.03	0.16	0.16	0.06	0.00	0.06	0.02	0.00	0.06
Intersection LOS	A											
Intersection V/C	0.353											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	129	946	31	37	1161	257	112	6	111	29	2	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	946	31	37	1161	257	112	6	111	29	2	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	237	8	9	290	64	28	2	28	7	1	11
Total Analysis Volume [veh/h]	129	946	31	37	1161	257	112	6	111	29	2	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.19	0.19	0.02	0.23	0.15	0.07	0.07	0.07	0.02	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.448											

**Intersection Level Of Service Report**

**Intersection 33: Project Driveway No. 3 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

**Intersection Setup**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	⇐⇐		⇐⇐		⇐⇐⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	21	0	352	26	21	411
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	0	352	26	21	411
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	88	7	5	103
Total Analysis Volume [veh/h]	21	0	352	26	21	411
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	14.09	9.39	0.00	0.00	8.11	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	3.96	0.00	0.00	0.00	1.36	0.00
d_A, Approach Delay [s/veh]	14.09		0.00		0.39	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.56					
Intersection LOS	B					

**Intersection Level Of Service Report**

**Intersection 34: Project Driveway No. 4 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.147

**Intersection Setup**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↶ ↑ ↷			↶ ↑ ↷		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Base Volume Input [veh/h]	0	0	60	0	0	123	49	303	0	51	309	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	60	0	0	123	49	303	0	51	309	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	15	0	0	31	12	76	0	13	77	11
Total Analysis Volume [veh/h]	0	0	60	0	0	123	49	303	0	51	309	42
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	2	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.07	0.00	0.00	0.15	0.04	0.00	0.00	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.46	0.00	0.00	10.04	8.12	0.00	0.00	7.99	0.00	0.00
Movement LOS			A			B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.22	0.00	0.00	0.51	0.13	0.00	0.00	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.56	0.00	0.00	12.84	3.18	0.00	0.00	3.17	0.00	0.00
d_A, Approach Delay [s/veh]	9.46			10.04			1.13			1.01		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	2.78											
Intersection LOS	B											



*APPENDIX J-III*

**2040 BUILDOUT PLUS PROJECT  
TRAFFIC CONDITIONS**

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.244

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	3	577	48	58	660	50	31	0	30	8	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	577	48	58	660	50	31	0	30	8	0	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	144	12	15	165	13	8	0	8	2	0	6
Total Analysis Volume [veh/h]	3	577	48	58	660	50	31	0	30	8	0	25
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.00	0.12	0.12	0.03	0.14	0.14	0.02	0.00	0.02	0.00	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.244											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.342

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	56	1059	23	21	1079	131	43	2	36	28	0	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	1059	23	21	1079	131	43	2	36	28	0	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	265	6	5	270	33	11	1	9	7	0	9
Total Analysis Volume [veh/h]	56	1059	23	21	1079	131	43	2	36	28	0	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.21	0.21	0.01	0.21	0.08	0.03	0.03	0.02	0.02	0.00	0.02
Intersection LOS	A											
Intersection V/C	0.342											

**Intersection Level Of Service Report**

**Intersection 33: Project Driveway No. 3 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

**Intersection Setup**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↵		↵	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	7	0	573	11	9	319
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	573	11	9	319
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	143	3	2	80
Total Analysis Volume [veh/h]	7	0	573	11	9	319
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.78	10.11	0.00	0.00	8.68	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.00	0.03	0.00
95th-Percentile Queue Length [ft/ln]	1.57	0.00	0.00	0.00	0.69	0.00
d_A, Approach Delay [s/veh]	15.78		0.00		0.24	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	C					

**Intersection Level Of Service Report**

**Intersection 34: Project Driveway No. 4 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

**Intersection Setup**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↶ ↷			↶ ↷		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Base Volume Input [veh/h]	0	0	20	0	0	43	53	520	0	22	285	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	20	0	0	43	53	520	0	22	285	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	0	0	11	13	130	0	6	71	9
Total Analysis Volume [veh/h]	0	0	20	0	0	43	53	520	0	22	285	37
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	2	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.05	0.04	0.01	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	10.01	0.00	0.00	9.43	8.05	0.00	0.00	8.53	0.00	0.00
Movement LOS			B			A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.00	0.00	0.16	0.13	0.00	0.00	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.08	0.00	0.00	3.96	3.36	0.00	0.00	1.62	0.00	0.00
d_A, Approach Delay [s/veh]	10.01			9.43			0.74			0.55		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	1.24											
Intersection LOS	B											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.384

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	31	674	39	76	815	84	74	0	69	36	0	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	674	39	76	815	84	74	0	69	36	0	127
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	169	10	19	204	21	19	0	17	9	0	32
Total Analysis Volume [veh/h]	31	674	39	76	815	84	74	0	69	36	0	127
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.02	0.14	0.14	0.04	0.18	0.18	0.04	0.00	0.04	0.02	0.00	0.10
Intersection LOS	A											
Intersection V/C	0.384											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.442

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	99	1108	32	41	1242	171	106	3	81	42	2	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	1108	32	41	1242	171	106	3	81	42	2	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	277	8	10	311	43	27	1	20	11	1	11
Total Analysis Volume [veh/h]	99	1108	32	41	1242	171	106	3	81	42	2	45
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.22	0.22	0.02	0.24	0.10	0.06	0.06	0.05	0.02	0.03	0.03
Intersection LOS	A											
Intersection V/C	0.442											

**Intersection Level Of Service Report**  
**Intersection 33: Project Driveway No. 3 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

**Intersection Setup**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↵		↵	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	13	0	369	12	10	533
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	369	12	10	533
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	92	3	3	133
Total Analysis Volume [veh/h]	13	0	369	12	10	533
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	14.50	9.40	0.00	0.00	8.09	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.00	0.00	0.03	0.00
95th-Percentile Queue Length [ft/ln]	2.57	0.00	0.00	0.00	0.64	0.00
d_A, Approach Delay [s/veh]	14.50		0.00		0.15	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	B					

**Intersection Level Of Service Report**

**Intersection 34: Project Driveway No. 4 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.173

**Intersection Setup**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↶ ↑ ↶			↶ ↑ ↶		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Base Volume Input [veh/h]	0	0	35	0	0	134	53	316	0	24	409	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	35	0	0	134	53	316	0	24	409	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	34	13	79	0	6	102	11
Total Analysis Volume [veh/h]	0	0	35	0	0	134	53	316	0	24	409	45
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	2	0	0	0

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.00	0.17	0.05	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.37	0.00	0.00	10.61	8.43	0.00	0.00	7.96	0.00	0.00
Movement LOS			A			B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.13	0.00	0.00	0.62	0.15	0.00	0.00	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.18	0.00	0.00	15.54	3.78	0.00	0.00	1.48	0.00	0.00
d_A, Approach Delay [s/veh]	9.37		10.61			1.21			0.40			
Approach LOS	A		B			A			A			
d_I, Intersection Delay [s/veh]	2.35											
Intersection LOS	B											

**Intersection Level Of Service Report**

**Intersection 7: Alicia Parkway at Project Driveway No. 1/Town Center Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.361

**Intersection Setup**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Alicia Parkway			Alicia Parkway			Project Driveway No. 1			Town Center Drive		
Base Volume Input [veh/h]	28	588	33	53	753	120	99	0	95	34	0	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	588	33	53	753	120	99	0	95	34	0	76
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	147	8	13	188	30	25	0	24	9	0	19
Total Analysis Volume [veh/h]	28	588	33	53	753	120	99	0	95	34	0	76
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**





V/C, Movement V/C Ratio	0.02	0.12	0.12	0.03	0.17	0.17	0.06	0.00	0.06	0.02	0.00	0.06
Intersection LOS	A											
Intersection V/C	0.361											

**Intersection Level Of Service Report**

**Intersection 26: Crown Valley Parkway at Project Driveway No. 2/Hillhurst Drive**

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

**Intersection Setup**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Crown Valley Parkway			Crown Valley Parkway			Project Driveway No. 2			Hillhurst Drive		
Base Volume Input [veh/h]	129	1029	31	37	1220	257	112	6	111	29	2	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	1029	31	37	1220	257	112	6	111	29	2	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	257	8	9	305	64	28	2	28	7	1	11
Total Analysis Volume [veh/h]	129	1029	31	37	1220	257	112	6	111	29	2	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Cycle Length [s]	100
Lost time [s]	5.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.21	0.21	0.02	0.24	0.15	0.07	0.07	0.07	0.02	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.459											

**Intersection Level Of Service Report**

**Intersection 33: Project Driveway No. 3 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

**Intersection Setup**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↵↵		↵		↵	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Project Driveway No. 3		Pacific Island Drive		Pacific Island Drive	
Base Volume Input [veh/h]	21	0	367	26	21	485
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	0	367	26	21	485
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	92	7	5	121
Total Analysis Volume [veh/h]	21	0	367	26	21	485
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	14.85	9.44	0.00	0.00	8.15	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.00	0.06	0.00
95th-Percentile Queue Length [ft/ln]	4.29	0.00	0.00	0.00	1.38	0.00
d_A, Approach Delay [s/veh]	14.85		0.00		0.34	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	B					

**Intersection Level Of Service Report**

**Intersection 34: Project Driveway No. 4 at Pacific Island Drive**

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

**Intersection Setup**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			↶ ↑ ↷			↶ ↑ ↷		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Project Driveway No. 4			Shopping Center Dwy			Pacific Island Drive			Pacific Island Drive		
Base Volume Input [veh/h]	0	0	60	0	0	118	47	320	0	51	388	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	60	0	0	118	47	320	0	51	388	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	15	0	0	30	12	80	0	13	97	10
Total Analysis Volume [veh/h]	0	0	60	0	0	118	47	320	0	51	388	40
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	2	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.07	0.00	0.00	0.15	0.04	0.00	0.00	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.52	0.00	0.00	10.35	8.33	0.00	0.00	8.04	0.00	0.00
Movement LOS			A			B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.23	0.00	0.00	0.52	0.13	0.00	0.00	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.64	0.00	0.00	13.07	3.26	0.00	0.00	3.22	0.00	0.00
d_A, Approach Delay [s/veh]	9.52				10.35		1.07		0.86			
Approach LOS	A				B		A		A			
d_I, Intersection Delay [s/veh]	2.53											
Intersection LOS	B											

**APPENDIX K**  
**QUEUING CALCULATION WORKSHEETS**

*APPENDIX K-1*

**2025 CUMULATIVE PLUS PROJECT  
TRAFFIC CONDITIONS**

Intersection: 5: Pacific Island Drive & Highlands Avenue

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	149	198	162	161	197	148	131
Average Queue (ft)	80	91	55	47	91	75	36
95th Queue (ft)	136	154	118	107	158	133	86
Link Distance (ft)		762	762	265	265		862
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200					100	
Storage Blk Time (%)		0				4	0
Queuing Penalty (veh)		0				4	0

Intersection: 6: Alicia Parkway & Pacific Island Drive/Ivy Glenn Drive

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	TR	L	T	T	TR	L	T	T
Maximum Queue (ft)	218	226	114	49	84	207	147	174	207	61	176	190
Average Queue (ft)	124	126	54	13	24	97	37	55	77	17	87	93
95th Queue (ft)	190	194	94	38	62	173	107	142	170	49	154	170
Link Distance (ft)	237	237	237		600		438	438	438		812	812
Upstream Blk Time (%)	0	0										
Queuing Penalty (veh)	0	1										
Storage Bay Dist (ft)				105		160				110		
Storage Blk Time (%)					0	3	0					5
Queuing Penalty (veh)					0	4	0					1

Intersection: 6: Alicia Parkway & Pacific Island Drive/Ivy Glenn Drive

Movement	SB
Directions Served	TR
Maximum Queue (ft)	219
Average Queue (ft)	90
95th Queue (ft)	179
Link Distance (ft)	812
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Alicia Parkway & Town Center Drive

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	TR	
Maximum Queue (ft)	80	58	83	29	199	179	186	123	180	183	189	
Average Queue (ft)	28	17	22	1	70	61	74	53	39	37	44	
95th Queue (ft)	67	50	57	11	164	150	169	104	125	121	129	
Link Distance (ft)	428	428	371		412	412	412		438	438	438	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110						90					
Storage Blk Time (%)							4	6	3			
Queuing Penalty (veh)							0	13	2			

Intersection: 25: Crown Valley Parkway & Alicia Parkway

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	
Directions Served	L	LT	R	R	LT	TR	L	L	T	T	TR	L	
Maximum Queue (ft)	141	167	160	170	74	53	216	242	197	191	95	66	
Average Queue (ft)	64	93	69	76	29	17	96	123	31	28	15	23	
95th Queue (ft)	119	151	127	137	63	47	183	207	109	106	55	54	
Link Distance (ft)		412	412	412	375	375			414	414	414		
Upstream Blk Time (%)										0			
Queuing Penalty (veh)										0			
Storage Bay Dist (ft)	145							175	175				185
Storage Blk Time (%)	0	2						1	3				
Queuing Penalty (veh)	0	2						2	7				

Intersection: 25: Crown Valley Parkway & Alicia Parkway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	291	239	240
Average Queue (ft)	193	153	111
95th Queue (ft)	261	227	199
Link Distance (ft)	826	826	826
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	9		
Queuing Penalty (veh)	3		

Intersection: 26: Crown Valley Parkway & Civic Center Plaza/Hillhurst Drive

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	T	TR	L	T	T	T
Maximum Queue (ft)	87	46	79	73	162	540	447	237	80	171	177	201
Average Queue (ft)	32	13	28	21	50	197	107	31	19	73	83	89
95th Queue (ft)	69	32	63	53	119	395	303	125	55	135	152	175
Link Distance (ft)	348	348	388			720	720	720		414	414	414
Upstream Blk Time (%)						0						
Queuing Penalty (veh)						0						
Storage Bay Dist (ft)				50	90				65			
Storage Blk Time (%)			8	0	3	20			1	16		5
Queuing Penalty (veh)			3	0	9	11			5	3		7

Intersection: 26: Crown Valley Parkway & Civic Center Plaza/Hillhurst Drive

Movement	SB
Directions Served	R
Maximum Queue (ft)	96
Average Queue (ft)	20
95th Queue (ft)	58
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	120
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 33: Project Driveway 3 & Pacific Island Drive

Movement	EB	EB	WB	WB	NB
Directions Served	T	TR	L	T	L
Maximum Queue (ft)	52	20	31	26	27
Average Queue (ft)	3	1	5	1	5
95th Queue (ft)	21	11	23	15	22
Link Distance (ft)	265	265		272	311
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 34: Project Driveway 2/Shopping Center Dwy & Pacific Island Drive

Movement	EB	EB	EB	WB	WB	NB	SB
Directions Served	L	T	TR	L	TR	LTR	LTR
Maximum Queue (ft)	61	61	26	37	39	40	69
Average Queue (ft)	15	5	2	9	3	14	33
95th Queue (ft)	43	31	13	33	21	37	61
Link Distance (ft)		272	272		237	287	173
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100			125			
Storage Blk Time (%)		0					
Queuing Penalty (veh)		0					

Network Summary

Network wide Queuing Penalty: 75

Intersection: 5: Pacific Island Drive & Highlands Avenue

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	99	135	106	178	216	86	66
Average Queue (ft)	40	64	34	74	113	33	25
95th Queue (ft)	83	121	83	144	192	70	56
Link Distance (ft)		762	762	265	265		862
Upstream Blk Time (%)				0	0		
Queuing Penalty (veh)				0	0		
Storage Bay Dist (ft)	200					100	
Storage Blk Time (%)						0	0
Queuing Penalty (veh)						0	0

Intersection: 6: Alicia Parkway & Pacific Island Drive/Ivy Glenn Drive

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	TR	L	T	T	TR	L	T	T
Maximum Queue (ft)	184	187	107	82	126	230	241	236	278	167	259	272
Average Queue (ft)	92	98	49	32	51	135	69	84	108	32	119	133
95th Queue (ft)	149	155	86	73	103	221	182	189	219	92	220	225
Link Distance (ft)	237	237	237		600		438	438	438		812	812
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				105		160				110		
Storage Blk Time (%)				0	1	8	1			0	12	
Queuing Penalty (veh)				0	0	17	1			0	4	

Intersection: 6: Alicia Parkway & Pacific Island Drive/Ivy Glenn Drive

Movement	SB
Directions Served	TR
Maximum Queue (ft)	374
Average Queue (ft)	166
95th Queue (ft)	302
Link Distance (ft)	812
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Intersection: 7: Alicia Parkway & Town Center Drive

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	127	79	165	136	212	193	203	158	217	241	254
Average Queue (ft)	60	32	69	37	83	68	79	68	72	78	87
95th Queue (ft)	108	60	134	89	170	148	177	129	172	193	201
Link Distance (ft)	428	428	371		412	412	412		438	438	438
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	110					90					
Storage Blk Time (%)						4		7		5	
Queuing Penalty (veh)						1		18		4	

Intersection: 25: Crown Valley Parkway & Alicia Parkway

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	R	LT	TR	L	L	T	T	TR	L
Maximum Queue (ft)	195	232	236	250	164	128	219	254	319	189	180	216
Average Queue (ft)	80	119	105	120	85	44	108	129	68	65	58	69
95th Queue (ft)	152	193	198	221	143	89	196	218	186	148	135	148
Link Distance (ft)		412	412	412	375	375			414	414	414	
Upstream Blk Time (%)										0		
Queuing Penalty (veh)										0		
Storage Bay Dist (ft)	145						175		175		185	
Storage Blk Time (%)	0		4				2		4		0	
Queuing Penalty (veh)	1		4				5		10		1	

Intersection: 25: Crown Valley Parkway & Alicia Parkway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	315	257	252
Average Queue (ft)	206	175	153
95th Queue (ft)	284	246	229
Link Distance (ft)	826	826	826
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	14		
Queuing Penalty (veh)	13		

Intersection: 26: Crown Valley Parkway & Civic Center Plaza/Hillhurst Drive

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	LT	R	LT	R	L	T	T	TR	L	T	T	T	
Maximum Queue (ft)	179	62	122	72	180	464	352	168	137	244	270	294	
Average Queue (ft)	76	26	40	25	89	226	130	48	37	115	136	149	
95th Queue (ft)	144	53	89	55	175	386	290	121	86	204	230	254	
Link Distance (ft)	348	348	388			720	720	720		414	414	414	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)					50	90				65			
Storage Blk Time (%)			12	1	12	25				6	28	16	
Queuing Penalty (veh)			6	1	41	25				23	11	27	

Intersection: 26: Crown Valley Parkway & Civic Center Plaza/Hillhurst Drive

Movement	SB
Directions Served	R
Maximum Queue (ft)	207
Average Queue (ft)	52
95th Queue (ft)	148
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	120
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 33: Project Driveway 3 & Pacific Island Drive

Movement	EB	EB	WB	WB	WB	NB
Directions Served	T	TR	L	T	T	L
Maximum Queue (ft)	37	16	31	15	47	27
Average Queue (ft)	2	1	4	1	4	10
95th Queue (ft)	15	7	20	9	25	30
Link Distance (ft)	265	265		272	272	311
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 34: Project Driveway 2/Shopping Center Dwy & Pacific Island Drive

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	61	43	36	36	23	57	34	135
Average Queue (ft)	19	2	2	8	1	4	18	58
95th Queue (ft)	48	17	26	30	10	26	40	107
Link Distance (ft)		272	272		237	237	287	173
Upstream Blk Time (%)								0
Queuing Penalty (veh)								0
Storage Bay Dist (ft)	100			125				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 212

Intersection: 5: Pacific Island Drive & Highlands Avenue

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	111	156	118	185	200	109	91
Average Queue (ft)	44	65	40	68	98	45	23
95th Queue (ft)	93	125	91	144	170	86	57
Link Distance (ft)		762	762	265	265		862
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200					100	
Storage Blk Time (%)						1	0
Queuing Penalty (veh)						0	0

Intersection: 6: Alicia Parkway & Pacific Island Drive/Ivy Glenn Drive

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	TR	L	T	T	TR	L	T	T
Maximum Queue (ft)	158	172	102	98	169	225	232	190	215	106	223	291
Average Queue (ft)	94	97	46	20	64	127	63	66	82	26	103	126
95th Queue (ft)	149	157	82	62	129	216	162	154	183	72	185	239
Link Distance (ft)	237	237	237		600		438	438	438		812	812
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				105		160				110		
Storage Blk Time (%)					3	10	0			0	9	
Queuing Penalty (veh)					1	20	1			1	3	

Intersection: 6: Alicia Parkway & Pacific Island Drive/Ivy Glenn Drive

Movement	SB
Directions Served	TR
Maximum Queue (ft)	353
Average Queue (ft)	173
95th Queue (ft)	312
Link Distance (ft)	812
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Alicia Parkway & Town Center Drive

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	TR	
Maximum Queue (ft)	202	90	138	102	194	204	231	143	236	209	223	
Average Queue (ft)	71	42	54	27	95	86	99	42	70	66	81	
95th Queue (ft)	137	71	109	70	173	165	194	93	171	160	188	
Link Distance (ft)	428	428	371		412	412	412		438	438	438	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110						90					
Storage Blk Time (%)							6	2	4			
Queuing Penalty (veh)							2	4	2			

Intersection: 25: Crown Valley Parkway & Alicia Parkway

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	
Directions Served	L	LT	R	R	LT	TR	L	L	T	T	TR	L	
Maximum Queue (ft)	199	222	180	193	160	131	209	237	258	204	133	203	
Average Queue (ft)	81	119	71	88	93	45	115	135	70	61	41	69	
95th Queue (ft)	160	188	140	160	153	91	195	217	153	135	100	153	
Link Distance (ft)		412	412	412	375	375			414	414	414		
Upstream Blk Time (%)										0			
Queuing Penalty (veh)										0			
Storage Bay Dist (ft)	145						175		175		185		
Storage Blk Time (%)	1	5						1	5	0	0		
Queuing Penalty (veh)	2	5						2	11	1	1		

Intersection: 25: Crown Valley Parkway & Alicia Parkway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	315	287	307
Average Queue (ft)	213	180	175
95th Queue (ft)	295	258	279
Link Distance (ft)	826	826	826
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	15		
Queuing Penalty (veh)	13		

Intersection: 26: Crown Valley Parkway & Civic Center Plaza/Hillhurst Drive

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	T	TR	L	T	T	T
Maximum Queue (ft)	187	92	87	46	180	480	396	172	101	183	190	194
Average Queue (ft)	83	29	27	23	100	203	114	39	34	70	92	108
95th Queue (ft)	154	61	66	47	184	395	296	112	76	147	165	181
Link Distance (ft)	348	348	388			720	720	720		414	414	414
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				50	90				65			
Storage Blk Time (%)			7	0	20	21			3	9		8
Queuing Penalty (veh)			3	0	62	27			12	3		19

Intersection: 26: Crown Valley Parkway & Civic Center Plaza/Hillhurst Drive

Movement	SB
Directions Served	R
Maximum Queue (ft)	129
Average Queue (ft)	38
95th Queue (ft)	93
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	120
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 33: Project Driveway 3 & Pacific Island Drive

Movement	EB	EB	WB	WB	WB	NB
Directions Served	T	TR	L	T	T	L
Maximum Queue (ft)	40	26	37	27	46	37
Average Queue (ft)	2	2	7	1	3	12
95th Queue (ft)	21	17	30	12	20	35
Link Distance (ft)	265	265		272	272	311
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 34: Project Driveway 2/Shopping Center Dwy & Pacific Island Drive

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	48	54	18	43	8	42	60	114
Average Queue (ft)	17	3	1	10	0	3	27	50
95th Queue (ft)	44	24	7	34	7	20	49	90
Link Distance (ft)		272	272		237	237	287	173
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			125				
Storage Blk Time (%)		0						
Queuing Penalty (veh)		0						

Network Summary

Network wide Queuing Penalty: 194

*APPENDIX K-II*

**2040 BUILDOUT PLUS PROJECT  
TRAFFIC CONDITIONS**



Intersection: 5: Pacific Island Drive & Highlands Avenue

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	182	190	158	138	180	168	173
Average Queue (ft)	84	98	55	51	91	80	43
95th Queue (ft)	145	167	120	109	163	144	112
Link Distance (ft)		762	762	265	265		862
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200					100	
Storage Blk Time (%)	0	0				7	0
Queuing Penalty (veh)	0	0				6	0

Intersection: 6: Alicia Parkway & Pacific Island Drive/Ivy Glenn Drive

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	TR	L	T	T	TR	L	T	T
Maximum Queue (ft)	213	224	99	39	88	209	191	177	192	54	182	219
Average Queue (ft)	130	130	49	8	23	102	44	59	79	16	83	100
95th Queue (ft)	204	202	81	30	61	185	126	142	167	44	158	178
Link Distance (ft)	237	237	237		600		438	438	438		812	812
Upstream Blk Time (%)	0	0										
Queuing Penalty (veh)	1	0										
Storage Bay Dist (ft)				105		160				110		
Storage Blk Time (%)					0	5	0					5
Queuing Penalty (veh)					0	9	0					1

Intersection: 6: Alicia Parkway & Pacific Island Drive/Ivy Glenn Drive

Movement	SB
Directions Served	TR
Maximum Queue (ft)	246
Average Queue (ft)	98
95th Queue (ft)	204
Link Distance (ft)	812
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Alicia Parkway & Town Center Drive

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	78	56	62	30	171	178	205	101	151	208	188
Average Queue (ft)	28	18	22	3	71	64	77	43	33	48	52
95th Queue (ft)	64	45	52	16	154	143	175	85	105	146	143
Link Distance (ft)	428	428	371		412	412	412		438	438	438
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	110					90					
Storage Blk Time (%)						3		3		2	
Queuing Penalty (veh)	0					6		1			

Intersection: 25: Crown Valley Parkway & Alicia Parkway

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	
Directions Served	L	LT	R	R	LT	TR	L	L	T	T	TR	L	
Maximum Queue (ft)	117	148	181	175	94	42	201	226	118	115	95	187	
Average Queue (ft)	53	86	73	85	30	15	86	110	36	35	18	32	
95th Queue (ft)	110	136	136	152	73	41	170	191	93	89	59	96	
Link Distance (ft)		412	412	412	375	375			414	414	414		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	145							175		175		185	
Storage Blk Time (%)	0							1		2			
Queuing Penalty (veh)	0							2		4			

Intersection: 25: Crown Valley Parkway & Alicia Parkway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	308	276	260
Average Queue (ft)	197	159	118
95th Queue (ft)	275	241	214
Link Distance (ft)	826	826	826
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	11		
Queuing Penalty (veh)	3		

Intersection: 26: Crown Valley Parkway & Civic Center Plaza/Hillhurst Drive

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	T	TR	L	T	T	T
Maximum Queue (ft)	99	47	88	63	179	381	312	71	80	185	204	228
Average Queue (ft)	34	16	30	21	42	157	72	14	23	95	100	106
95th Queue (ft)	74	36	70	49	106	308	191	45	63	161	180	203
Link Distance (ft)	348	348	388			720	720	720		414	414	414
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				50	90				65			
Storage Blk Time (%)			9	1	1	14			2	20		7
Queuing Penalty (veh)			3	0	4	8			6	4		9

Intersection: 26: Crown Valley Parkway & Civic Center Plaza/Hillhurst Drive

Movement	SB
Directions Served	R
Maximum Queue (ft)	209
Average Queue (ft)	34
95th Queue (ft)	113
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	120
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 33: Project Driveway 3 & Pacific Island Drive

Movement	EB	EB	WB	WB	NB
Directions Served	T	TR	L	T	L
Maximum Queue (ft)	39	34	36	44	32
Average Queue (ft)	2	2	3	3	5
95th Queue (ft)	19	17	19	23	23
Link Distance (ft)	265	265		272	311
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 34: Project Driveway 2/Shopping Center Dwy & Pacific Island Drive

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	46	40	31	42	15	23	28	76
Average Queue (ft)	14	2	1	7	1	2	13	34
95th Queue (ft)	39	16	17	29	9	13	35	62
Link Distance (ft)		272	272		237	237	287	173
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			125				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 68

Intersection: 5: Pacific Island Drive & Highlands Avenue

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	102	134	89	188	245	83	71
Average Queue (ft)	39	66	37	78	120	33	27
95th Queue (ft)	84	120	76	155	202	72	58
Link Distance (ft)		762	762	265	265		862
Upstream Blk Time (%)					0		
Queuing Penalty (veh)					0		
Storage Bay Dist (ft)	200					100	
Storage Blk Time (%)						0	
Queuing Penalty (veh)						0	

Intersection: 6: Alicia Parkway & Pacific Island Drive/Ivy Glenn Drive

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	TR	L	T	T	TR	L	T	T
Maximum Queue (ft)	168	166	110	79	120	241	243	206	233	168	260	327
Average Queue (ft)	89	96	50	29	50	133	65	82	102	29	129	164
95th Queue (ft)	141	150	90	66	105	219	164	181	205	85	222	283
Link Distance (ft)	237	237	237		600		438	438	438		812	812
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				105		160				110		
Storage Blk Time (%)				0	2	8	0				12	
Queuing Penalty (veh)				0	1	19	1				4	

Intersection: 6: Alicia Parkway & Pacific Island Drive/Ivy Glenn Drive

Movement	SB
Directions Served	TR
Maximum Queue (ft)	529
Average Queue (ft)	204
95th Queue (ft)	403
Link Distance (ft)	812
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Alicia Parkway & Town Center Drive

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	TR	
Maximum Queue (ft)	150	78	222	93	213	197	207	154	239	226	255	
Average Queue (ft)	59	31	87	30	81	68	69	60	73	81	92	
95th Queue (ft)	118	59	180	69	172	155	171	124	182	194	211	
Link Distance (ft)	428	428	371		412	412	412		438	438	438	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					110				90			
Storage Blk Time (%)					0	3			9	5		
Queuing Penalty (veh)					0	1			26	4		

Intersection: 25: Crown Valley Parkway & Alicia Parkway

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	R	LT	TR	L	L	T	T	TR	L
Maximum Queue (ft)	168	186	233	240	160	102	219	263	311	260	136	244
Average Queue (ft)	78	114	109	126	86	41	100	128	68	72	52	76
95th Queue (ft)	146	174	205	221	139	82	181	212	185	168	112	164
Link Distance (ft)		412	412	412	375	375			414	414	414	
Upstream Blk Time (%)										0		
Queuing Penalty (veh)										1		
Storage Bay Dist (ft)	145						175	175				185
Storage Blk Time (%)	0	4						1	3	0		
Queuing Penalty (veh)	1	4						3	7	0		

Intersection: 25: Crown Valley Parkway & Alicia Parkway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	319	298	277
Average Queue (ft)	209	177	155
95th Queue (ft)	296	262	249
Link Distance (ft)	826	826	826
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	15		
Queuing Penalty (veh)	13		

Intersection: 26: Crown Valley Parkway & Civic Center Plaza/Hillhurst Drive

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	LT	R	LT	R	L	T	T	TR	L	T	T	T	
Maximum Queue (ft)	161	62	95	79	158	426	356	162	138	208	224	243	
Average Queue (ft)	75	23	40	25	72	211	126	40	33	112	134	147	
95th Queue (ft)	136	48	81	58	141	362	289	109	85	190	211	234	
Link Distance (ft)	348	348	388			720	720	720		414	414	414	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)					50	90					65		
Storage Blk Time (%)				16	1	9	23				4	25	17
Queuing Penalty (veh)				7	1	33	23				18	10	29

Intersection: 26: Crown Valley Parkway & Civic Center Plaza/Hillhurst Drive

Movement	SB
Directions Served	R
Maximum Queue (ft)	206
Average Queue (ft)	49
95th Queue (ft)	147
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	120
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 33: Project Driveway 3 & Pacific Island Drive

Movement	EB	EB	WB	WB	WB	NB	
Directions Served	T	TR	L	T	T	L	
Maximum Queue (ft)	47	8	31	16	48	33	
Average Queue (ft)	2	0	3	1	4	8	
95th Queue (ft)	18	5	19	12	27	29	
Link Distance (ft)	265	265		272	272	311	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				100			
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Project Driveway 2/Shopping Center Dwy & Pacific Island Drive

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	57	59	31	31	31	58	45	124
Average Queue (ft)	16	4	2	6	2	5	19	54
95th Queue (ft)	44	29	14	25	15	27	42	95
Link Distance (ft)		272	272		237	237	287	173
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			125				
Storage Blk Time (%)		0						
Queuing Penalty (veh)		0						

Network Summary

Network wide Queuing Penalty: 206



Intersection: 5: Pacific Island Drive & Highlands Avenue

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	110	173	91	177	200	125	63
Average Queue (ft)	44	67	33	82	115	42	27
95th Queue (ft)	90	127	74	155	187	87	57
Link Distance (ft)		762	762	265	265		862
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200					100	
Storage Blk Time (%)		0				1	
Queuing Penalty (veh)		0				0	

Intersection: 6: Alicia Parkway & Pacific Island Drive/Ivy Glenn Drive

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	TR	L	T	T	TR	L	T	T
Maximum Queue (ft)	168	196	79	56	128	241	258	206	232	166	324	458
Average Queue (ft)	95	106	45	16	54	125	71	77	98	28	124	158
95th Queue (ft)	150	169	73	45	105	215	183	174	203	84	243	358
Link Distance (ft)	237	237	237		600		438	438	438		812	812
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)				105		160				110		
Storage Blk Time (%)					2	9	0				12	
Queuing Penalty (veh)					0	19	1				4	

Intersection: 6: Alicia Parkway & Pacific Island Drive/Ivy Glenn Drive

Movement	SB
Directions Served	TR
Maximum Queue (ft)	498
Average Queue (ft)	210
95th Queue (ft)	433
Link Distance (ft)	812
Upstream Blk Time (%)	1
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Alicia Parkway & Town Center Drive

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	164	98	129	72	185	170	190	159	249	202	226
Average Queue (ft)	72	41	57	26	97	86	98	49	73	70	80
95th Queue (ft)	133	73	108	61	170	152	174	107	193	164	186
Link Distance (ft)	428	428	371		412	412	412		438	438	438
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	110					90					
Storage Blk Time (%)						6		2		4	
Queuing Penalty (veh)						2		6		2	

Intersection: 25: Crown Valley Parkway & Alicia Parkway

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	
Directions Served	L	LT	R	R	LT	TR	L	L	T	T	TR	L	
Maximum Queue (ft)	202	252	177	191	194	151	217	236	258	235	148	274	
Average Queue (ft)	86	123	68	85	100	48	121	141	77	73	56	78	
95th Queue (ft)	168	206	137	156	173	106	203	220	184	156	125	171	
Link Distance (ft)		412	412	412	375	375			414	414	414		
Upstream Blk Time (%)										0			
Queuing Penalty (veh)										0			
Storage Bay Dist (ft)	145							175		175		185	
Storage Blk Time (%)	2		6					2		7		0	
Queuing Penalty (veh)	5		8					4		16		0	

Intersection: 25: Crown Valley Parkway & Alicia Parkway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	323	303	293
Average Queue (ft)	225	190	181
95th Queue (ft)	306	272	273
Link Distance (ft)	826	826	826
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	18		
Queuing Penalty (veh)	15		

Intersection: 26: Crown Valley Parkway & Civic Center Plaza/Hillhurst Drive

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB			
Directions Served	LT	R	LT	R	L	T	T	TR	L	T	T	T			
Maximum Queue (ft)	171	76	76	64	180	478	340	141	87	148	194	225			
Average Queue (ft)	74	32	25	26	107	207	118	42	28	69	95	105			
95th Queue (ft)	139	61	58	55	187	373	260	109	66	133	161	188			
Link Distance (ft)	348	348	388			720	720	720		414	414	414			
Upstream Blk Time (%)															
Queuing Penalty (veh)															
Storage Bay Dist (ft)					50	90					65				
Storage Blk Time (%)					6	2	24	21					1	9	6
Queuing Penalty (veh)					3	0	81	28					6	3	17

Intersection: 26: Crown Valley Parkway & Civic Center Plaza/Hillhurst Drive

Movement	SB
Directions Served	R
Maximum Queue (ft)	210
Average Queue (ft)	46
95th Queue (ft)	130
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	120
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 33: Project Driveway 3 & Pacific Island Drive

Movement	EB	EB	WB	WB	WB	NB	
Directions Served	T	TR	L	T	T	L	
Maximum Queue (ft)	41	27	31	16	33	32	
Average Queue (ft)	2	1	7	1	2	15	
95th Queue (ft)	18	13	27	7	17	37	
Link Distance (ft)	265	265		272	272	311	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				100			
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Project Driveway 2/Shopping Center Dwy & Pacific Island Drive

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	51	43	14	52	29	62	57	114
Average Queue (ft)	12	3	1	13	2	4	26	51
95th Queue (ft)	39	24	9	40	14	29	48	90
Link Distance (ft)		272	272		237	237	287	173
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			125				
Storage Blk Time (%)		0						
Queuing Penalty (veh)		0						

Network Summary

Network wide Queuing Penalty: 219